



# **AGENDA**

## ***Regional Planning and Highways Committee Meeting***

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### **Committee Members**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Doug Chaffee  
Joe Muller  
Richard Murphy  
Miguel Pulido

Orange County Transportation Authority  
Headquarters  
550 South Main Street  
Board Room – Conf. Room 07  
Orange, California  
**Monday, February 4, 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](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

### **Call to Order**

### **Pledge of Allegiance**

Director Bartlett

### **1. Public Comments**

### **Special Calendar**

### **2. Committee Meeting 2019 Schedule**

Mark A. Murphy

The Committee Chairman will lead a discussion regarding the 2019 meeting schedule for the Regional Planning and Highways Committee. The proposed 2019 dates and time for this Committee is provided in Attachment A.



**3. Roles and Responsibilities of the Regional Highways and Planning Committee**

Darrell E. Johnson

Roles and responsibilities for the Regional Planning and Highways Committee are reviewed periodically for any appropriate changes or additions. These roles and responsibilities are presented in Attachment A for discussion.

**Consent Calendar (Items 4 through 14)**

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.

**4. Approval of Minutes - December 3, 2018**

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

**5. Approval of Minutes - January 7, 2019**

Approval of the minutes of the Regional Planning and Highways Committee meeting of January 7, 2019.

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

Ross Lew/James G. Beil

**Overview**

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



**6. (Continued)**

**Recommendations**

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

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

Jeff Mills/James G. Beil

**Overview**

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

**Recommendation**

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



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

Patrick Sampson/Jennifer L. Bergener

**Overview**

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

**Recommendation**

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

**9. 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.



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

Patrick Sampson/Jennifer L. Bergener

**Overview**

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

**Recommendation**

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

**11. Active Transportation Update**

Paul Martin/Kia Mortazavi

**Overview**

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

**Recommendation**

Receive and file as an information item.



**12. Master Plan of Arterial Highways Status Report**  
Gregory Nord/Kia Mortazavi

**Overview**

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

**Recommendation**

Receive and file as an information item.

**13. Amendment to Agreement for Regional Modeling and Traffic Operations Support**  
Ron Keith/Kia Mortazavi

**Overview**

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

**Recommendation**

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



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

Ron Keith/Kia Mortazavi

**Overview**

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

**Recommendations**

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



## **Regular Calendar**

- 15. Regional Traffic Signal Synchronization Program Update**  
Ron Keith/Kia Mortazavi

### **Overview**

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

### **Recommendation**

Receive and file as an information item.

## **Discussion Items**

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

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

- 17. Chief Executive Officer's Report**

- 18. Committee Members' Reports**

- 19. Closed Session**

There are no Closed Session items scheduled.

- 20. Adjournment**

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





# ORANGE COUNTY TRANSPORTATION AUTHORITY ATTACHMENT A

## 2019 Regional Planning and Highways Committee Meetings

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
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FEBRUARY						
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MARCH						
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APRIL						
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MAY						
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JUNE						
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JULY						
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AUGUST						
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SEPTEMBER						
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OCTOBER						
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NOVEMBER						
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DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
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 OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting  
9:00 a.m., OCTA Headquarters  
550 South Main Street, Board Room - Conf. Room 07, Orange CA

 RP & H  
10:30 a.m.

 OCTA Holidays

**2019 OCTA Proposed Committee Meeting Calendar  
Regional Planning and Highways Committee**

Month	2019 Proposed Changes - Comparison with 2018 Calendar
January	Due to the New Year's Day holiday being observed on Tuesday, January 1st, the Regional Planning and Highways Committee meeting will be held on Monday, January 7th.
February	No change
March	No change
April	No change
May	No change
June	No change
July	No change
August	No change
September	No change  Due to the Labor Day Holiday being observed on Monday, September 2nd, the Regional Planning and Highways Committee meeting will be held on <u>Thursday</u> , September 5th.
October	No change
November	No change
December	No change

**Proposed Roles and Responsibilities  
of the Board Committees for 2019  
(02.04.19)**

**Regional Planning and Highways Committee**

- Reviews and makes recommendations to the Board of Directors regarding compliance with federal and state regional planning and programming requirements, such as federal/regional transportation program and state congestion management programs;
- Reviews local agency eligibility with respect to Measure M requirements, including guidelines related to Measure M freeway and arterial programs;
- Provides guidance to staff in the development of the Regional Transportation Plan and associated transportation conformity findings and makes recommendations to the Board of Directors on the final report and plan of action;
- Develops policy recommendations for the Board of Directors with respect to regional transportation matters such as goods movement and managed lanes proposals on the state highway system, including the coordination with other Orange County Transportation Authority Committees as appropriate.
- Monitors the planning, development, and implementation of state highway and freeway projects and the operation and maintenance of the state highway system in Orange County, and makes recommendations to the Board of Directors;
- Ensures proper coordination of related countywide plans (i.e., Master Plan of Arterial Highways, Active Transportation Programs, etc.);
- Reviews and makes recommendations to the Board of Directors regarding priorities for timing and uses of federal, state, and local transportation funding for freeway, arterial, and other projects, such as transportation enhancement projects;
- Makes recommendations to the Board of Directors on use and procurement of professional services and contractors to support planning, programming, and delivery of regional planning and highway programs; and
- Reviews and provides recommendations to the Board of Directors on matters pertaining to motorist services.
- Reviews and provides recommendations to the Board of Directors on matters related to arterial and freeway technology, as well as regional multi-modal innovation initiatives.



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### **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.



**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.



### **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 30<sup>th</sup>.
- 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*

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### 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

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Olga Prado  
Assistant Clerk of the Board

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Mark A. Murphy  
Committee Chairman



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### **Committee Members Present**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Michelle Steel

### **Committee Members Absent**

Lisa A. Bartlett  
Shawn Nelson  
Miguel Pulido  
Todd Spitzer

### **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

## **Call to Order**

The January 7, 2019 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:34 a.m.

## **Pledge of Allegiance**

Committee Vice Chair Delgleize led in the Pledge of Allegiance.

### **1. Public Comments**

No public comments were received.

## **Special Calendar**

There were no Special Calendar matters.

## **Consent Calendar (Items 2 through 6)**

### **2. Approval of Minutes**

Due to lack of quorum, this item was continued to the February 4, 2019 Regional Planning and Highways Committee meeting.

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

Due to lack of quorum, no action was taken on this item and will be forwarded to the January 14, 2019 Board of Directors meeting for consideration.



#### **4. Regional Traffic Signal Synchronization Program Update**

Due to lack of quorum, no action was taken on this item and continued to the February 4, 2019 Regional Planning and Highways Committee meeting.

#### **5. Service Authority for Freeway Emergencies Annual Report for Fiscal Year 2017-18**

Due to lack of quorum, no action was taken on this item and continued to the February 4, 2019 Regional Planning and Highways Committee meeting.

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

Due to lack of quorum, no action was taken on this item and forwarded to the January 14, 2019 Board of Directors meeting for consideration.

### **Regular Calendar**

#### **7. Interstate 405 Improvement Project Update**

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

- Project Location and Key Features;
- Background;
- Project Update;
- Construction Update;
- 2019 Look Ahead for Bridge Construction;
- Bridge Construction Map;
- Outreach in 2018;
- Engagement Strategies; and
- Outlook Look Ahead for 2019.

Director Delgleize stated that the Taste of Huntington Beach is scheduled for Sunday, April 28, 2019, and the event would be a good outreach opportunity.

No action was taken on this receive and file information item.



### **Discussion Items**

#### **8. Chief Executive Officer's Report**

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

- The Governor will release the proposed state budget on January 10th, and OCTA staff will prepare a summary of the proposed budget which will be forward to the Board of Directors this afternoon.
  
- Upcoming Rail Closures:
  - Due to scheduled track work, there will be no weekend train service between Laguna Niguel/Mission Viejo and Oceanside on the Orange County and Inland Empire-Orange County lines on January 12-13, February 9-10, March 2-3, and March 9-10.
  - Riders are encouraged to plan ahead if traveling between Oceanside and Laguna Niguel/Mission Viejo on affected weekends, while using Metrolink's train tracker for real-time updates.
  - During the scheduled track work, Amtrak's Pacific Surfliner trains will not operate south of Irvine.
  
- Thanks to the Regional Planning and Highways Committee guidance, OCTA had a productive year in 2018. OCTA will share the highlights of the 2018 accomplishments at the upcoming Board of Directors' meeting, and look forward to another productive year in 2019.

#### **9. Committee Members' Reports**

There were no Committee Members reports.

#### **10. Closed Session**

A Closed Session was not conducted at this meeting.



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### 11. Adjournment

The meeting adjourned at 10:51a.m.

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.

ATTEST

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Olga Prado  
Assistant Clerk of the Board

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Mark A. Murphy  
Committee Chairman



**February 4, 2019**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

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

### **Overview**

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

### **Recommendations**

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

## **Amendment to Cooperative Agreement with City of Fullerton for Page 2 the State College Boulevard Railroad Grade Separation Project**

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### ***Discussion***

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

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

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

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

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

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

**Fiscal Impact**

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

**Summary**

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



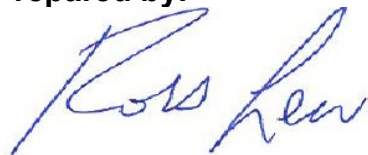
**Amendment to Cooperative Agreement with City of Fullerton for Page 4  
the State College Boulevard Railroad Grade Separation Project**

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***Attachments***

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

**Prepared by:**



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

**Approved by:**



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



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

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

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

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

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

**CITY OF FULLERTON**

City Manager's Office

November 15, 2018

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

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

Dear Ms. Casey:

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

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

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

If you have any questions or need additional information, please contact Yelena Voronel, Acting Director of Engineering, at 714-738-6852 or [yelnav@ci.fullerton.ca.us](mailto:yelnav@ci.fullerton.ca.us). Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Ken Domer".

Ken Domer  
City Manager

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

**THE EDUCATION COMMUNITY**

303 West Commonwealth Avenue, Fullerton, California 92832-1775  
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**February 4, 2019**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

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

**Overview**

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

**Recommendation**

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

**Discussion**

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

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

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

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

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

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

***Procurement Approach***

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

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

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

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

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**Fiscal Impact**

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

**Summary**

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

**Attachment**

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

**Prepared by:**



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

**Approved by:**



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



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

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

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



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

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



**February 4, 2019**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

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

### **Overview**

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

### **Recommendation**

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

### **Discussion**

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

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

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

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

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

Fiscal Impact

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

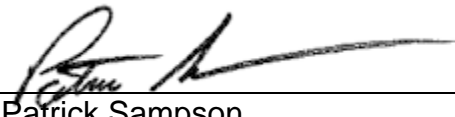
**Summary**

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

**Attachment**

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

**Prepared by:**



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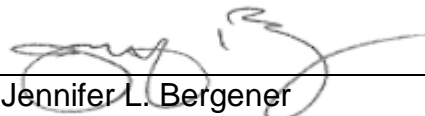
Patrick Sampson  
Manager, Motorist Services  
(714) 560-5425

**Approved by:**



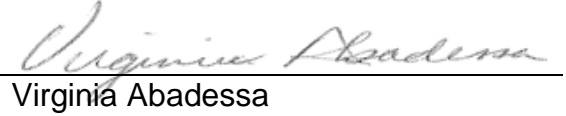
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Beth McCormick  
General Manager, Transit  
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Jennifer L. Bergener  
Chief Operating Officer, Operations  
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Virginia Abadessa  
Director, Contracts Administration  
and Materials Management  
(714) 560-5623

## ATTACHMENT A

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

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

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



**February 4, 2019**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

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

### **Overview**

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

### **Recommendation**

Receive and file as an information item.

### **Background**

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

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

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

### ***Discussion***

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

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

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

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

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

***Summary***

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

***Attachment***

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

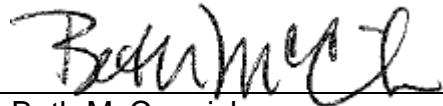
**Prepared by:**



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Patrick Sampson  
Manager, Motorist Services  
(714) 560-5425

**Approved by:**



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Beth McCormick  
General Manager, Operations  
(714) 560-5964



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Jennifer L. Bergener  
Chief Operating Officer, Operations  
(714) 560-5462





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

# **Service Authority for Freeway Emergencies Annual Report**

## ***Fiscal Year 2017-18***

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### **Introduction**

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

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

### **Call Box System**

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

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

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

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

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

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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**

<b>FY 2017-18 Knockdowns</b>			
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%
<b>24</b>	<b>Total FY 2018 Knockdowns</b>	<b>\$69,430</b>	

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

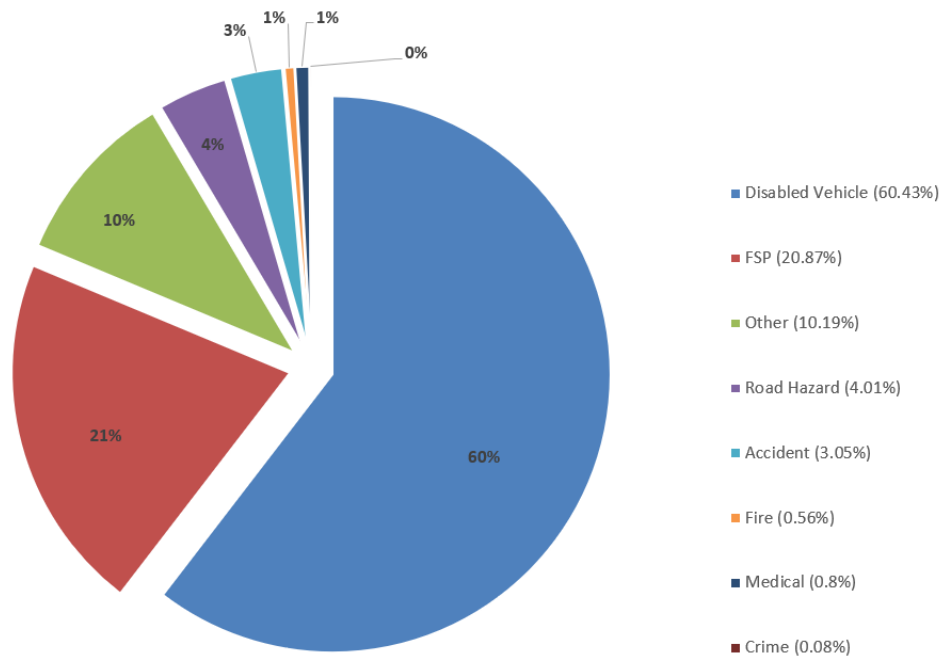
A mobile call box service, as part of the Southern California 511 system, was deployed on July 26, 2012. The mobile call box service allows motorists to reach assistance using a personal cell phone, rather than using a freeway call box, by calling 511. These calls are routed to OCTA’s call box call answering 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

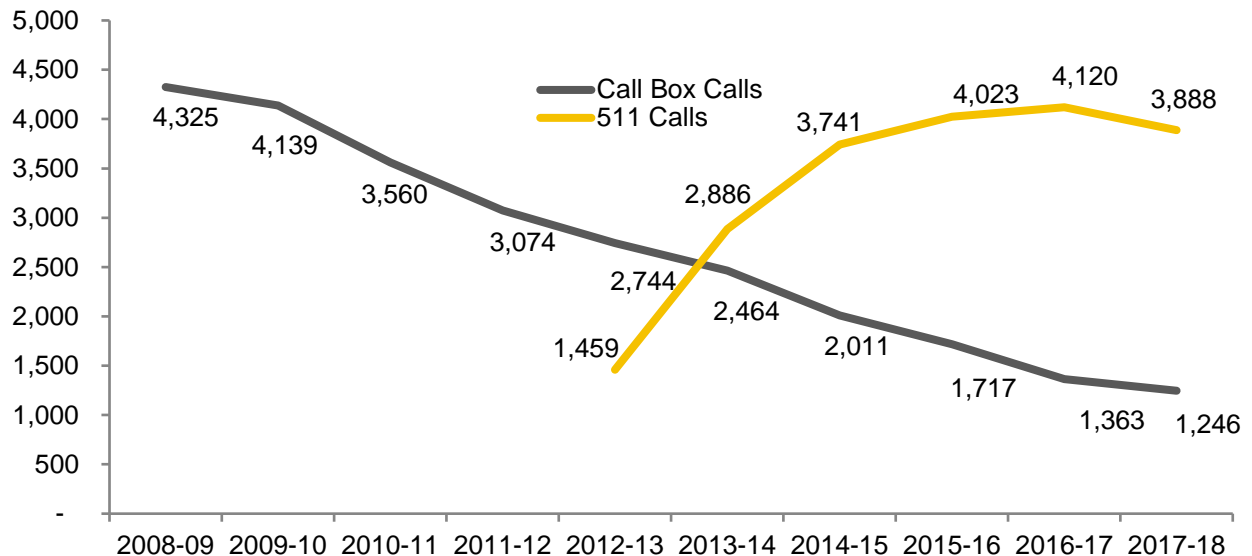
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center assists the caller by offering to send a CHP rotation tow truck (at the caller's expense), by calling a road side assistance provider subscribed to by the caller, or by calling a family member or friend. Figure 1 depicts FY 2017-18 combined 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**

### ***Fiscal Year 2017-18***

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

### **Freeway Service Patrol**

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

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

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

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

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

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

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

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

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

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

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

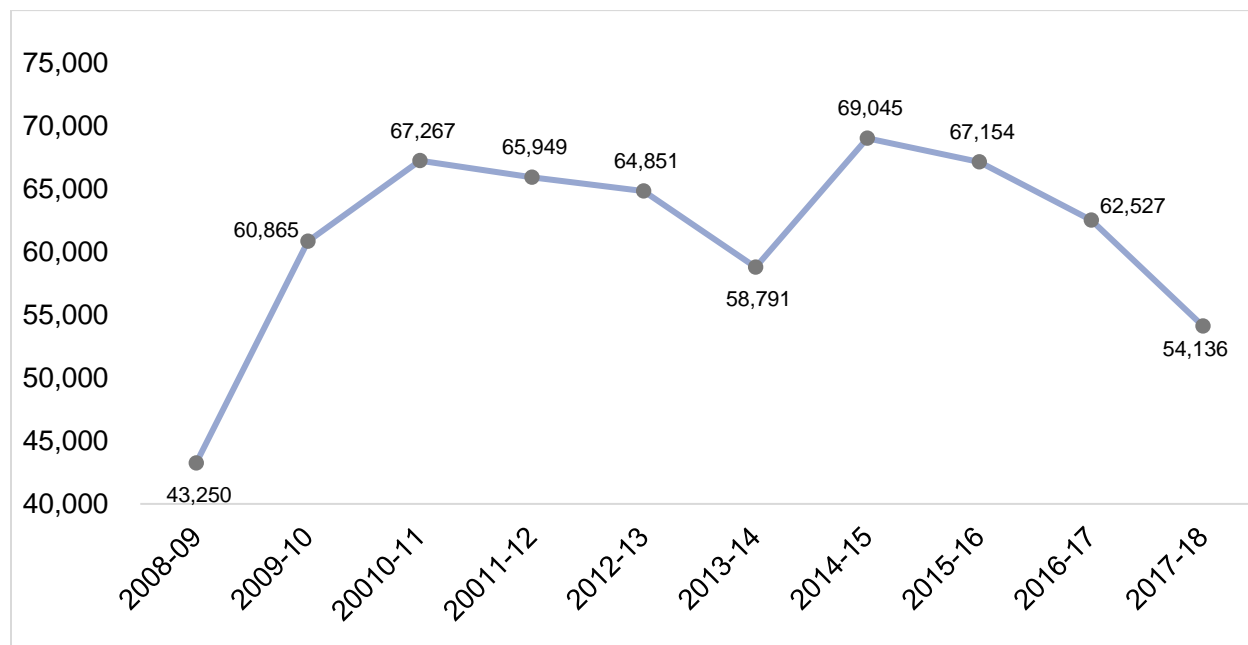
## Service Authority for Freeway Emergencies Annual Report Fiscal Year 2017-18

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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**



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

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

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

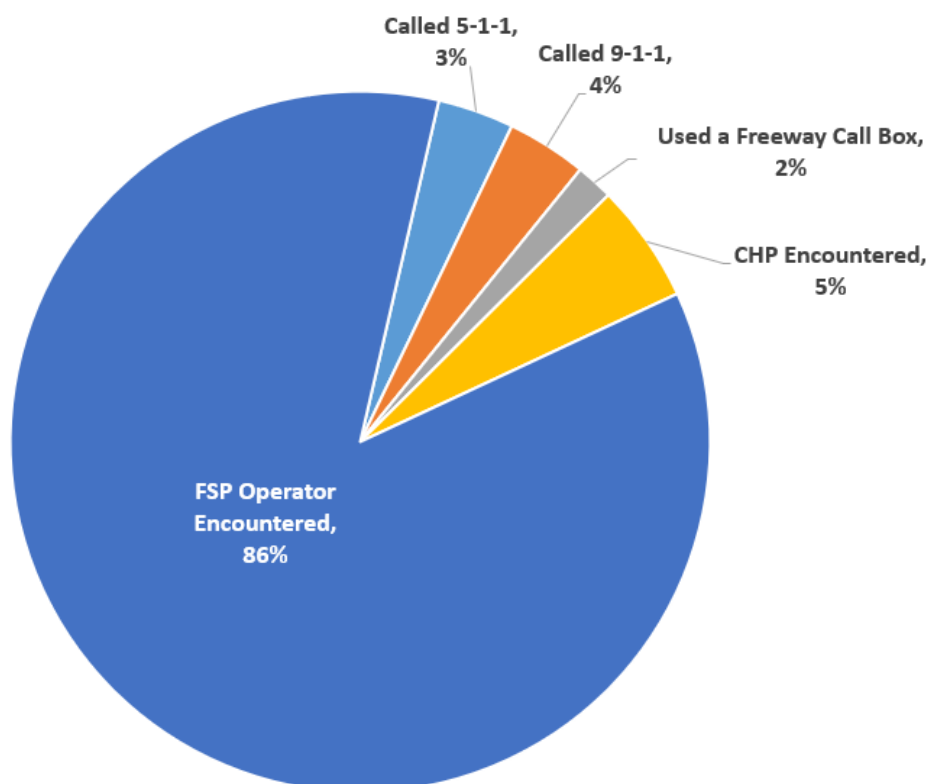
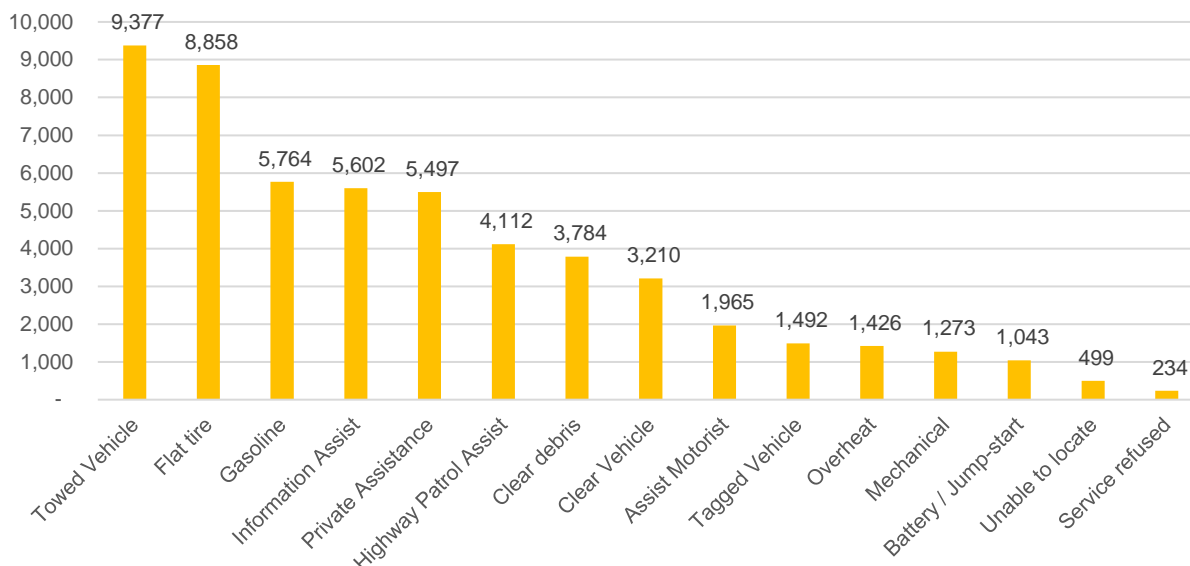


Figure 5 shows the distribution of assists by type for FY 2017-18. The highest number of recorded assists required that the vehicle be towed, followed by the changing of a flat tire. Information Assist generally refers to incidents where tow operators discover a motorist stopped on the side of the road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



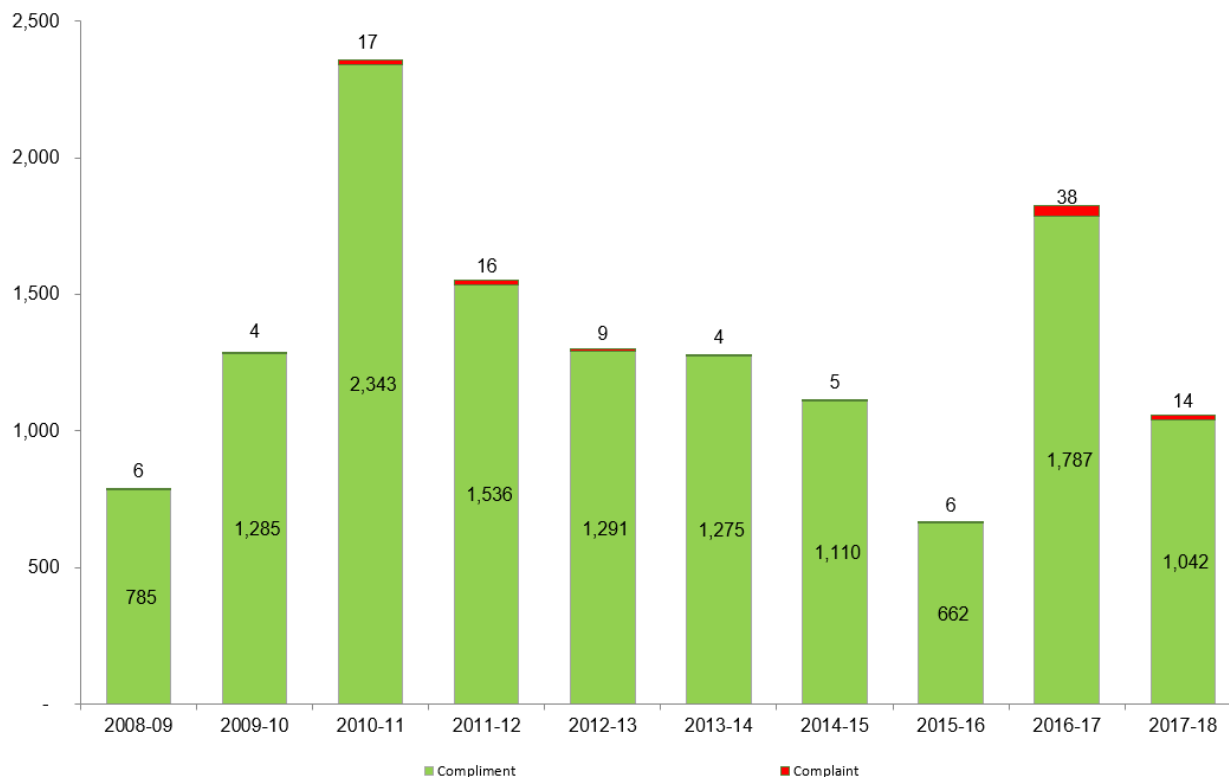
**Figure 5 - FSP Assists by Type – FY 2017-18**



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

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

**Figure 6 - FSP Customer Comments**



### **Southern California 511**

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

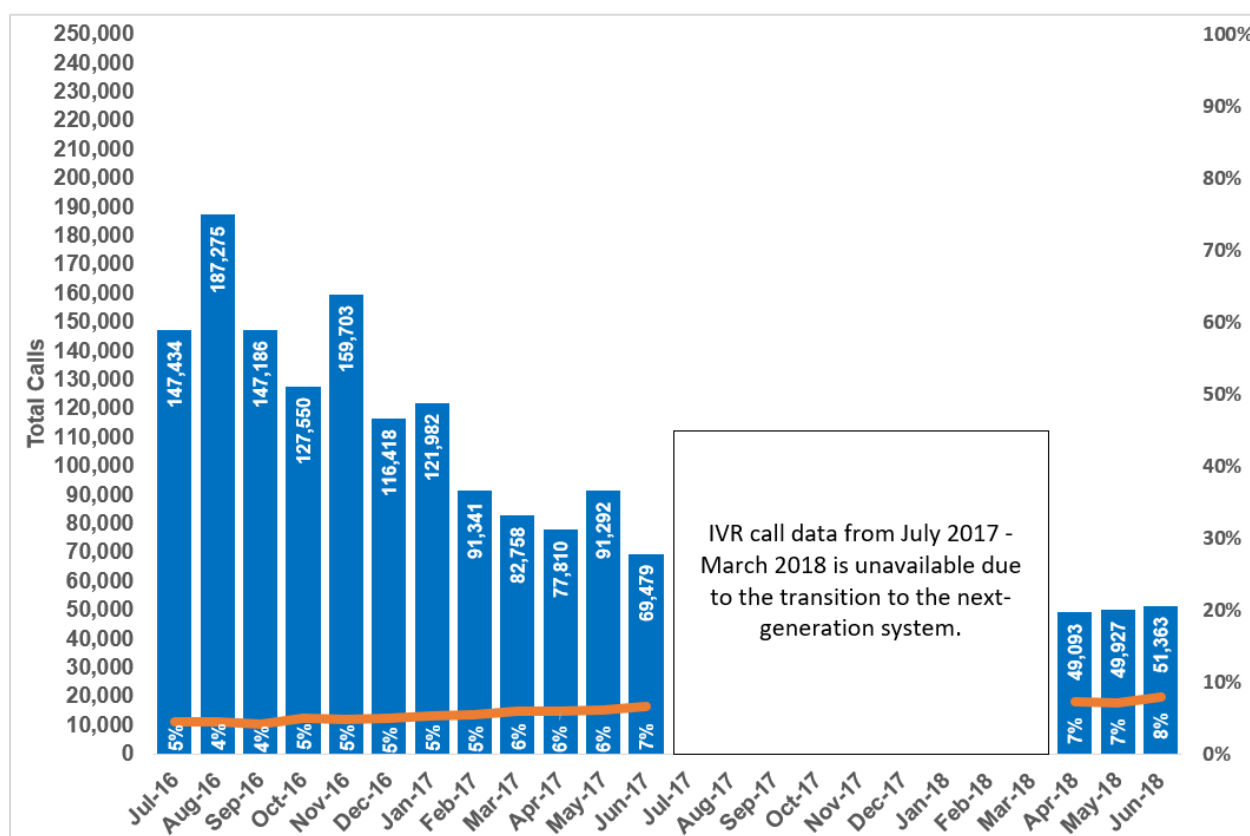
In FY 2017, LA SAFE, with participation from OCTA staff, procured a vendor for the further development of the Go511 system. Known to the project partners as the Next Gen 511, the project provides a more robust interactive voice response system for callers, a less governmental web interface for web users,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

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

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

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

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



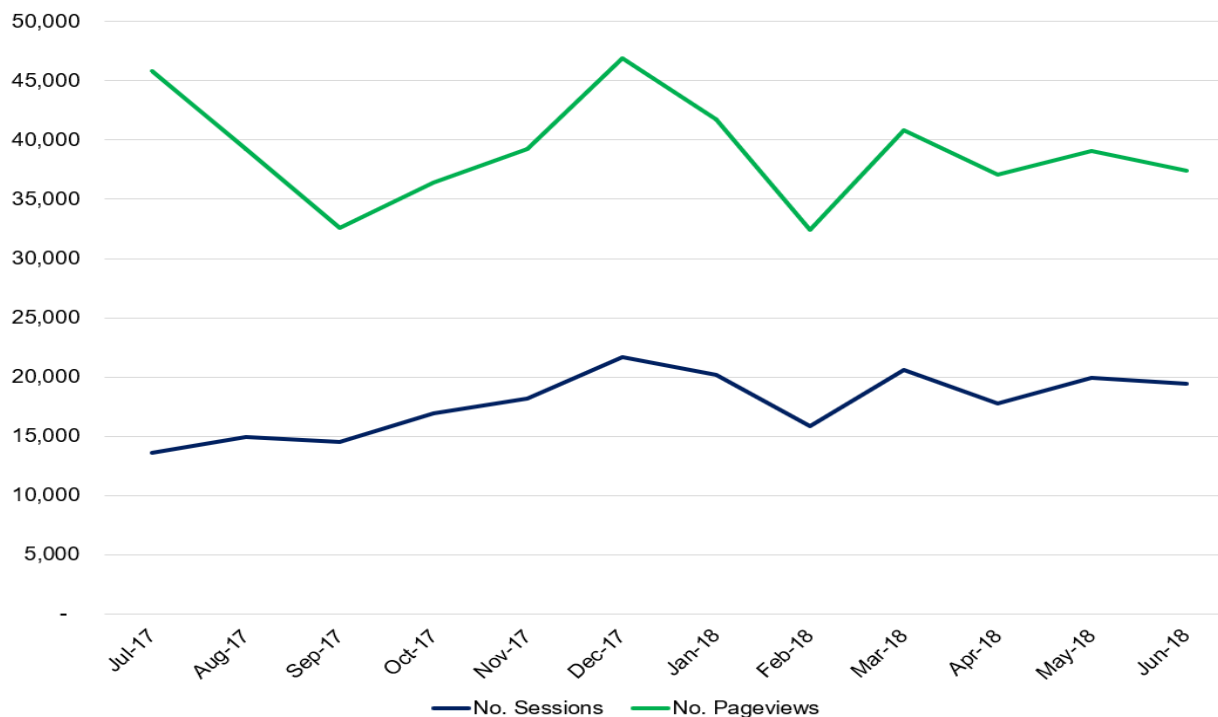
**Service Authority for Freeway Emergencies Annual Report  
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Table 6 displays the number of Go 511 website visits and page views during FY 2017-18 for Los Angeles and Orange counties. The Go511.com website received an average of 24,489 hits per month, 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
<b>IVR Calls Received</b>					
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***

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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.



**February 4, 2019**

**To:** Regional Planning and Highways Committee

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

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

### **Overview**

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

### **Recommendation**

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

### **Discussion**

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

**Cooperative Agreement with the San Bernardino County  
Transportation Authority and the Riverside County  
Transportation Commission for Call Box Call Center Services** **Page 2**

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

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

#### **Fiscal Impact**

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

#### **Summary**

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

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

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**Page 3**

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

***Attachment***

None.


**Prepared by:**



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Patrick Sampson  
Manager, Motorist Services  
(714) 560-5425

**Approved by:**



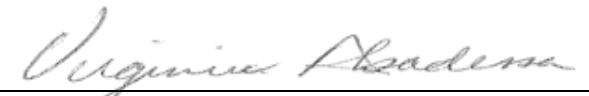
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Chief Operating Officer, Operations  
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Virginia Abadessa  
Director, Contracts Administration and  
Materials Management  
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**February 4, 2019**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the name in the "From:" field.

**Subject:** Active Transportation Update

### **Overview**

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

### **Recommendation**

Receive and file as an information item.

### **Background**

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

### **Discussion**

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

### **OC Active**

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

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

### OC Loop

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

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

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

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

### Go Human

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

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

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

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

### Education

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

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

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

### Enforcement

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

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

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

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

### OCTA Active Transportation Grant Success

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

### Orange County Active Transportation Implementation Grant Success

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

***Summary***

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

***Attachments***

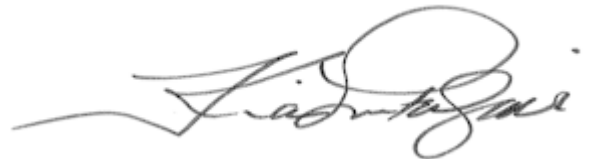
- A. OC Loop, Bike. Walk. Connect.
- B. Recent OCTA Active Transportation Grant Success

**Prepared by:**



Paul Martin  
Principal Transportation Analyst  
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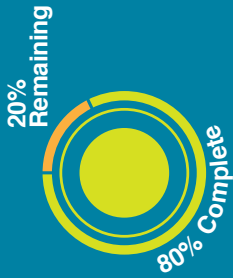
**Approved by:**



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

## WHAT IS THE OC LOOP?

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



## NEARLY COMPLETE!

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

## SERVING COMMUNITIES:

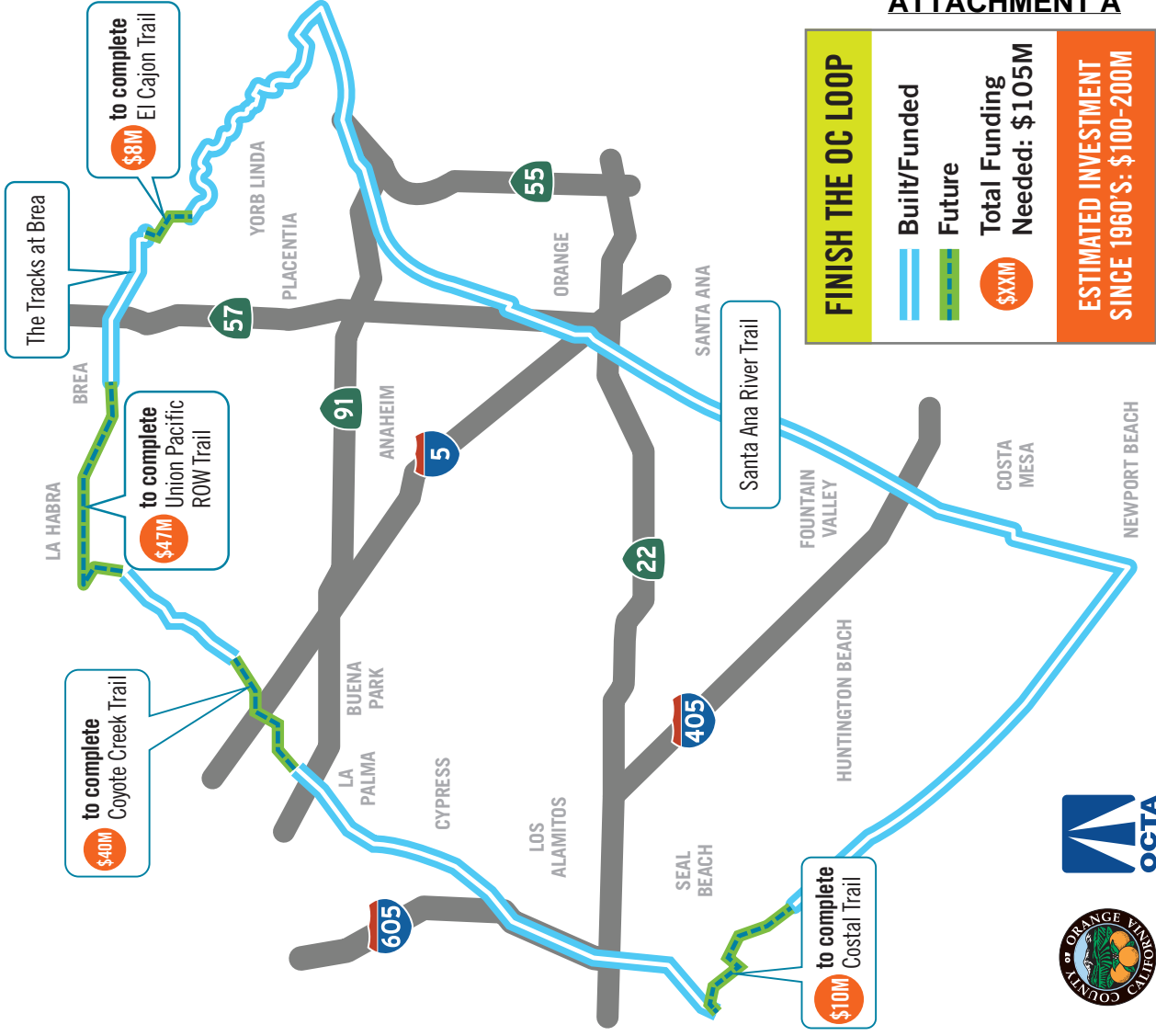
- 650,000 residents within 1 mile
- 340,000 jobs within 1 mile
- 200+ parks
- 180+ schools
- 17 cities
- Los Angeles & Orange Counties



## OC LOOP BENEFITS:

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

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



## FINISH THE OC LOOP

- Built/Funded
- Future

Total Funding Needed: \$105M



ESTIMATED INVESTMENT SINCE 1960'S: \$100-200M



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

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

## Acronyms

Caltrans – California Department of Transportation


OCTA – Orange County Transportation Authority

OTS – Office of Traffic Safety

SCAG – Southern California Association of Governments



**February 4, 2019**

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

### **Overview**

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

### **Recommendation**

Receive and file as an information item.

### **Background**

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

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

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



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

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

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

### ***Discussion***

#### **Santa Ana Circulation Element Update**

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

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

### Garfield-Gisler MOU

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

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

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

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

### ***Summary***

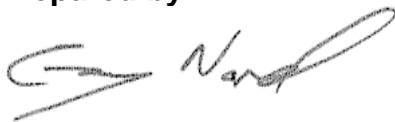
The City is planning an update to their circulation element that is intended to reduce severe and fatal injuries from traffic incidents. This update is anticipated to require MPAH amendments as well as mitigation measures to be implemented by the City. Additionally, it is likely that the existing MOU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

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

**Attachments**

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

**Prepared by:**



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**Approved by:**



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## Status Report on Active Master Plan of Arterial Highways Amendments

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

## Status Report on Active Master Plan of Arterial Highways Amendments

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

## Status Report on Active Master Plan of Arterial Highways Amendments

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

## Status Report on Active Master Plan of Arterial Highways Amendments

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

Acronyms

- Board - Board of Directors
- CEQA - California Environmental Quality Act
- I-405 - Interstate 405
- MOU - Memorandum of Understanding
- N/A - Not applicable
- NB - Northbound
- OCTA - Orange County Transportation Authority
- SR-22 - State Route 22
- SR-241 - State Route 241
- SR-90 - State Route 90

1 MEMORANDUM OF UNDERSTANDING C-6-0834

2 AMONG

3 CITIES OF COSTA MESA, FOUNTAIN VALLEY AND HUNTINGTON BEACH

4 AND

5 THE ORANGE COUNTY TRANSPORTATION AUTHORITY

6 REGARDING

7 AGENCY RESPONSIBILITIES FOR IMPLEMENTING THE CONSENSUS RECOMMENDATION

8 FOR THE

9 GARFIELD-GISLER BRIDGE CROSSING OVER THE SANTA ANA RIVER

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

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

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

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



**Recital**

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

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

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

**1.1.2 Amend Orange County Long Range Transportation Plan**

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

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

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

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

**Section 2. Reasonable Progress Toward Implementing Strategy A Improvements**

**2.1 OCTA Responsibilities**

**2.1.1 OCTA Responsibilities for Strategy A Improvements**

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

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

**2.2 Cities' Responsibilities**

**2.2.1 Cities' Responsibilities for Strategy A Improvements**

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

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

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

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

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

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

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

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

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**Section 3. Land Use and Transportation Planning and Traffic Analysis**

**3.1 OCTA Responsibilities**

**3.1.1 OCTA Responsibilities with Respect to Transportation Planning and Traffic Analysis**

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

**3.2 Cities' Responsibilities**

**3.2.1 Land Use Planning**

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

**3.2.2 Transportation Planning and Traffic Analysis**

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

**Section 4. Compliance Monitoring and Reporting**

**4.1 OCTA Responsibilities**

**4.1.1 OCTA Responsibilities for Monitoring & Reporting City Compliance**

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

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

5 **4.2 Cities' Responsibilities**

6 4.2.1 Cities Responsibilities for Reporting Compliance


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


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Section 5. Amendment

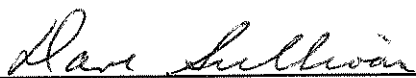
5.1 Amendment

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

  
 \_\_\_\_\_ 12-02-06  
 THE ORANGE COUNTY TRANSPORTATION AUTHORITY (Date)

  
 \_\_\_\_\_ 12-4-06  
 MAYOR, CITY OF COSTA MESA (Date)

  
 \_\_\_\_\_ 12.5.2006  
 MAYOR, CITY OF FOUNTAIN VALLEY (Date)

  
 \_\_\_\_\_ 11-30-06  
 MAYOR, CITY OF HUNTINGTON BEACH (Date)

## 1 Introduction

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

11 One of the key concepts included in the "Consensus MOU<sup>2</sup>" is that each of the cities within the  
12 Garfield/Gisler Bridge Crossing Study Area will make "reasonable progress" toward implementing the  
13 improvements included in Smart Street and Bridge Widening Strategy A. The intent of this concept is  
14 that the cities will, individually and collectively, make reasonable efforts to implement the proposed  
15 improvement(s) before traffic levels of service fall below the cities' LOS D standard at any of the  
16 locations included in the Smart Street and Bridge Widening Strategy A program of projects.

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

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

**City of Costa Mesa**

- 1
- 2 CM-1 Implement and maintain synchronized traffic signals along Harbor Boulevard between I-405  
3 and Adams Ave.
- 4 CM-2 Implement and maintain synchronized traffic signals along Fairview Road between I-405  
5 and Adams Avenue.
- 6 CM-3 Implement and maintain synchronized traffic signals along Adams Avenue between the  
7 Santa Ana River and Fairview Road; coordinate cross-jurisdictional traffic synchronization  
8 with the City of Huntington Beach.
- 9 CM-4 Install a bus turnout at the existing bus stop at northbound Harbor Boulevard at Adams  
10 Avenue.
- 11 CM-5 Install a bus turnout at the existing bus stop at northbound Harbor Boulevard at MacArthur  
12 Boulevard.
- 13 CM-6 Consolidate driveways on the northbound side of Harbor Boulevard at Adams Avenue.
- 14 CM-7 Modify the existing traffic signal at W. Mesa Verde Drive/Adams Avenue to provide a  
15 northbound right-turn overlap with the westbound left-turn phase.
- 16 CM-8 Maintain the existing northbound and southbound split phase at Hyland Avenue/ MacArthur  
17 Boulevard. Re-stripe the northbound approach to provide dual left-turn lanes, one shared  
18 left-through lane, and one right-turn lane.
- 19 CM-9 Add a fourth through lane in the northbound approach Harbor Boulevard/Gisler Avenue.<sup>3</sup>
- 20 CM-10 Add a third northbound left-turn lane at Harbor Boulevard/Adams Avenue, creating triple  
21 200-foot northbound turn lanes with a 120-foot bay taper. Add a southbound right-turn lane  
22 for 150 feet with a 90-foot bay taper. Convert the fourth southbound through lane into a  
23 shared through-right lane. Add a third eastbound left-turn lane, creating triple 350-foot  
24 eastbound left-turn lanes with a 120-foot bay taper.

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

3 **City of Fountain Valley**

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

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

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

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

14 FV-5 Under the lead of Caltrans or the Orange County Transportation Authority, reconstruct the  
15 westbound right-turn lane at I-405 Southbound Ramp/Ellis Avenue as a channelized free  
16 right-turn lane onto the I-405 southbound on-ramp. Eliminate the eastbound left-turn  
17 movements by constructing a dedicated eastbound through lane that becomes a slip on-  
18 ramp to southbound I-405.<sup>4</sup>

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

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23 /  
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25 <sup>3</sup> Improvements to this intersection are already planned and funded.

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

1 **City of Huntington Beach**

2 HB-1 Implement and maintain synchronized traffic signals along Brookhurst Street between  
3 Garfield Avenue and Adams Avenue; coordinate cross-jurisdictional traffic synchronization  
4 with the City of Fountain Valley.

5 HB-2 Implement and maintain synchronized traffic signals along Adams Avenue between  
6 Brookhurst Street and the Santa Ana River; coordinate cross-jurisdictional traffic  
7 synchronization with the City of Costa Mesa.

8 HB-3 Remove on-street parking on northbound Brookhurst Street between Garfield Avenue and  
9 Adams Avenue.

10 HB-4 Install a bus turnout at the existing bus stop at northbound Brookhurst Street at Adams  
11 Avenue.

12 HB-5 Install a bus turnout at the existing bus stop at southbound Brookhurst Street at Adams  
13 Avenue.

14 HB-6 Consolidate driveways on the northbound and southbound sides of Brookhurst Street at  
15 Adams Avenue.

16 HB-7 Add a fourth through lane in the north, south, east, and westbound approaches at  
17 Brookhurst Street/Adams Avenue. Add dedicated right-turn lanes in the north and  
18 southbound approaches.

19 HB-8 Add a second southbound left-turn lane at Bushard Street/Adams Avenue, creating dual  
20 200-foot southbound left-turn lanes with a 120-bay taper.



**February 4, 2019**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer 

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

**Overview**

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

**Recommendation**

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

**Discussion**

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

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

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

***Procurement Approach***

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

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

**Fiscal Impact**

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

***Summary***

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

***Attachments***

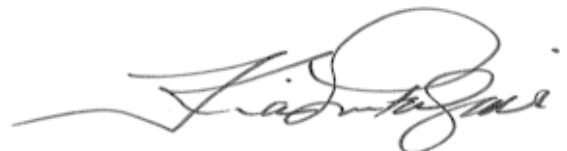
- A. OCTA-Led Regional Traffic Signal Synchronization Program Projects
- B. W.G. Zimmerman Engineering, Inc., Agreement No. C-6-1493 Fact Sheet

**Prepared by:**



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Regional Modeling, Traffic Operations  
(714) 560-5990

**Approved by:**



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Executive Director, Planning  
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Virginia Abadessa  
Director, Contracts Administration and  
Materials Management  
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## OCTA-Led Regional Traffic Signal Synchronization Program Projects

### OCTA-LED PROJECTS

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

Acronyms

Board - Board of Directors

M2 - Measure M2

OCTA - Orange County Transportation Authority

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

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

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



**February 4, 2019**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the memo.

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

**Overview**

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

**Recommendations**

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



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***Discussion***

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

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

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

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

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

***Procurement Approach***

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

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

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

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

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

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

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

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

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

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

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

Firm and Location - Garden Grove Boulevard Project

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

DKS Associates (DKS)  
Anaheim, California

KOA Corporation (KOA)  
Orange, California

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Firm and Location - Los Alisos Boulevard Project

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

DKS Associates (DKS)  
Anaheim, California

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

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

**Qualifications of Firm**

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

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

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

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

#### Staffing and Project Organization

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

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

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

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

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

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

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

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

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

## Work Plan

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

Advantec's project approach conveyed a clear and distinct project understanding, project management approach, quality assurance and quality control methods adherence to schedule and budget, and provides traffic signal equipment and communication upgrades to enhance operations. The firm demonstrated a thorough understanding of both project corridors by identifying the traffic conditions, pedestrian and school activity, signal synchronization timing and delays, and equipment upgrades. The firm proposed several enhancements, such as reviewing existing transportation infrastructures along the corridor, using data sources to determine origin/destination patterns and seasonality, and conducting case studies at certain locations along the corridors to assess the effects of proposed improvements on actual operations of the streets. In addition, the firm detailed how it would reach out to different stakeholders and build consensus to ensure that recommendations are locally-adopted and implemented.

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

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



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

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

#### **Procurement Summary**

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

#### **Fiscal Impact**

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

#### **Summary**

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

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***Attachments***

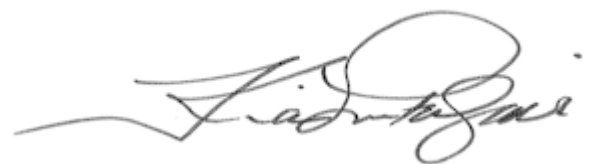
- A. Review of Proposals, RFP 8-1910 Consultant Services for Intelligent Transportation Systems and Traffic Engineering Services for Regional Traffic Signal Synchronization Project - Garden Grove Boulevard
- B. Review of Proposals, RFP 8-1910 Consultant Services for Intelligent Transportation Systems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

**Prepared by:**



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Project Manager III  
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**Approved by:**



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Executive Director, Planning  
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Virginia Abadessa  
Director, Contracts Administration and  
Materials Management  
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**Review of Proposals**

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

Presented to the Regional Planning and Highways Committee - February 4, 2019

Six firms proposed, three firms were interviewed, one firm is being recommended

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

**Evaluation Panel:**

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

**Proposal Criteria**

- Qualifications of the Firm  
Staffing and Project Organization  
Work Plan

**Weight Factors**

- 25%  
40%  
35%

Review of Proposals

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

Presented to the Regional Planning and Highways Committee - February 4, 2019

Five firms proposed, two firms were interviewed, one firm is being recommended

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

**Evaluation Panel:**

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

**Proposal Criteria**

- Qualifications of the Firm
- Staffing and Project Organization
- Work Plan

**Weight Factors**

- 25%
- 40%
- 35%

**PROPOSAL EVALUATION CRITERIA MATRIX - Short-Listed Firms**

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

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

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

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

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

**PROPOSAL EVALUATION CRITERIA MATRIX - Short Listed Firms**

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

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

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

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

**CONTRACT HISTORY FOR THE PAST TWO YEARS**

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

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Advantec Consulting Engineers, Inc.</b>						
Contract Type: Contract Task Order	C-2-1417	Consulting Services Jeronimo Road Traffic Signal Synchronization Project	May 15, 2014	May 31, 2019		\$ 307,621
Subconsultants:						
Pacific Traffic Data Services						
Crosstown Electric & Data, Inc.						
Contract Type: Firm-Fixed Price	C-6-1494	Report	February 6, 2017	May 31, 2018		\$ 175,525
Subconsultants: None						
Contract Type: Time and Expense	C-8-1627	Intelligent Transportation Systems On-Call Support Services				\$ 50,000
Subconsultants: None						
Contract Type: Contract Task Order	C-2-1418	Traffic Engineering Services Edinger Avenue Traffic Signal Synchronization Project	June 20, 2013	December 31, 2018		\$ 803,019
Subconsultants:						
Pacific Traffic Data Services						
Crosstown Electric & Data, Inc.						
<b>Sub Total</b>						<b>\$1,336,165</b>
<b>DKS Associates</b>						
Subconsultants:	C-2-1421	Engineering	June 15, 2012	December 31, 2018		\$ 432,338
National Data & Surveying Services						
Crosstown Electric & Data, Inc.						
Contract Type: Contract Task Order	C-2-1421	Traffic Engineering Services Los Alisos Boulevard	May 20, 2013	December 31, 2018		\$ 371,409
Subconsultants: None						
Contract Type: Contract Task Order	C-4-1320	Traffic Engineering Services State College Boulevard Regional Traffic Signal Synchronization Project	May 23, 2014	June 30, 2019		\$ 940,870
Subconsultants:						
National Data & Surveying Services						
Crosstown Electric & Data, Inc.						
Contract Type: Contract Task Order	C-4-1805	Westminster Avenue/ 17th Street Regional Traffic Signal Synchronization Project	June 29, 2016	May 31, 2020		\$ 3,405,611
Subconsultants:						
Crosstown Electrical and Data, Incorporated						
<b>Sub Total</b>						<b>\$5,150,228</b>
<b>KOA Corporation</b>						
Contract Type: Contract Task Order	C-3-1521	On-Call Transportation Planning and Support Services	September 3, 2013	June 30, 2018		\$ 600,000
Subconsultants:						
CH2M Hill						
KTU+A						
Ave Solutions LLC						
<b>Sub Total</b>						<b>\$600,000</b>

ATTACHMENT E



**February 4, 2019**

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

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

**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.



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***Discussion***

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

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

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

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

### Signal Synchronization Projects

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

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

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

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

### Next Steps

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

***Summary***

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

***Attachments***

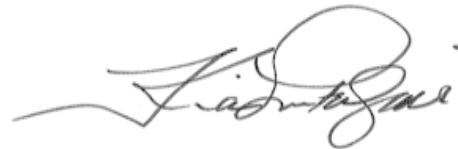
- A. OCTA-Funded Signal Synchronization Projects (2008 – Present)
- B. Summary of Results for Completed Regional Traffic Signal Synchronization Projects
- C. Signal Synchronization Projects Planned or In-Progress

**Prepared by:**



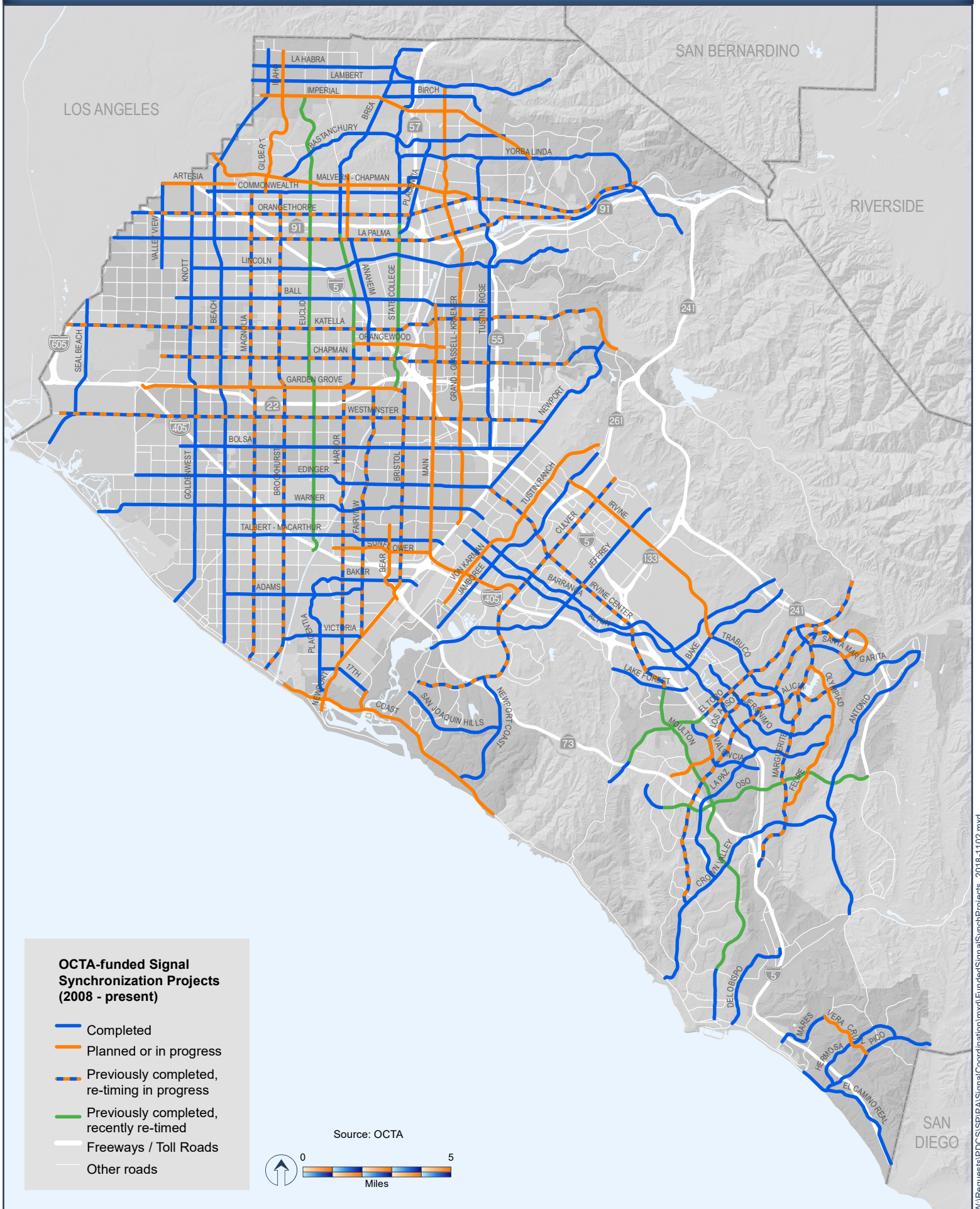
Ron Keith  
Project Manager III  
(714) 560-5990

**Approved by:**



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

# OCTA-Funded Signal Synchronization Projects (2008 - Present)



**OCTA-funded Signal Synchronization Projects (2008 - present)**

- Completed
- Planned or in progress
- - - Previously completed, re-timing in progress
- Previously completed, recently re-timed
- Freeways / Toll Roads
- Other roads

Source: OCTA

0 5 Miles



## 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
<b>Total</b>			<b>138</b>	<b>543</b>	<b>44</b>	<b>\$ 24,778,199</b>

## 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
<b>Total</b>			<b>179</b>	<b>704</b>	<b>61</b>	<b>\$ 32,411,233</b>
<b>34</b>			<b>316</b>	<b>1247</b>	<b>105</b>	<b>\$ 57,189,432</b>

## Acronyms

M2 - Measure M2

OCTA - Orange County Transportation Authority

SR-90 - State Route 90

# Regional Traffic Signal Synchronization Program Update

# Program Overview

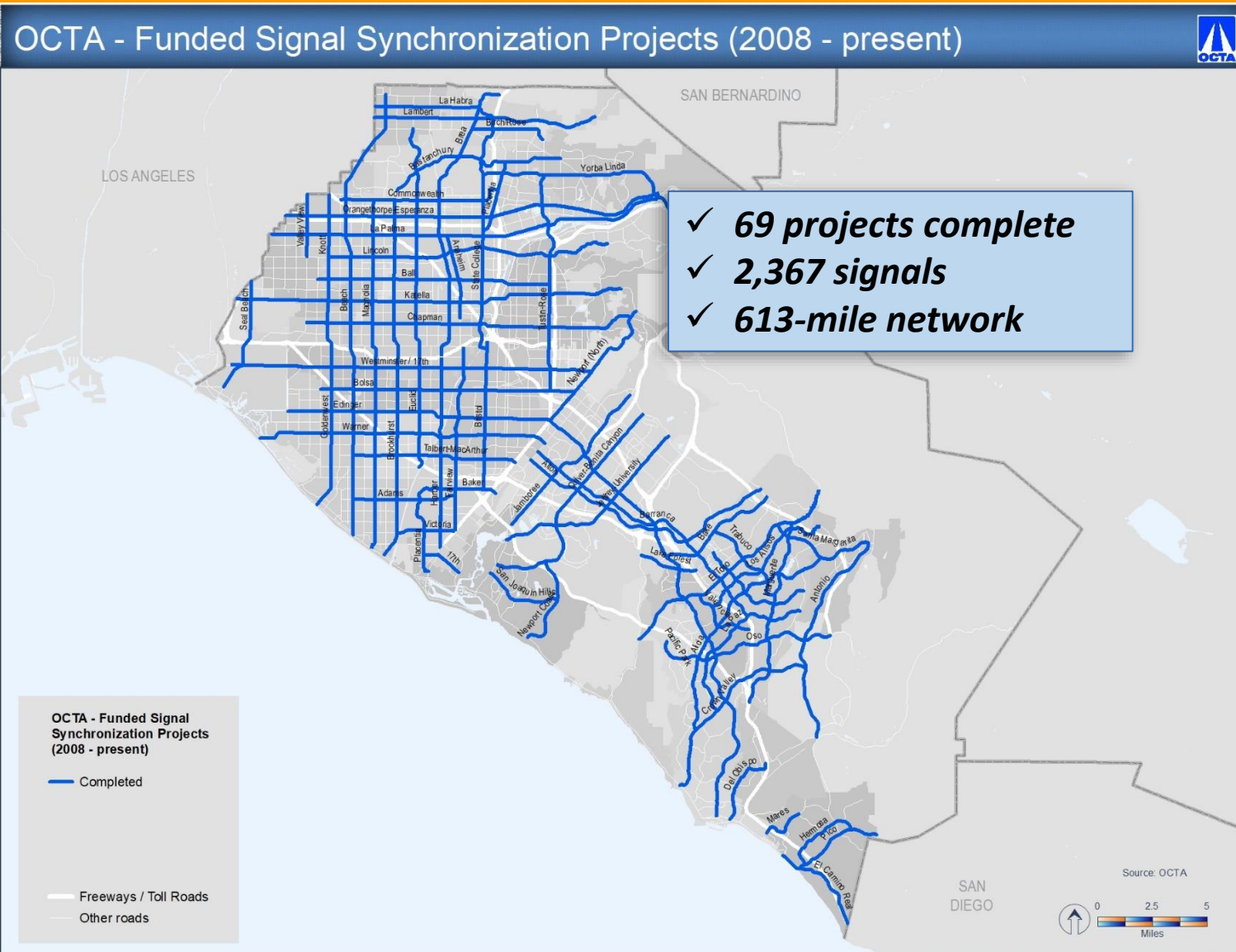
Goal: Regularly coordinate 2,000 signals on a countywide masterplan to improve traffic flow

Approach:

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



# Completed Synchronization Projects

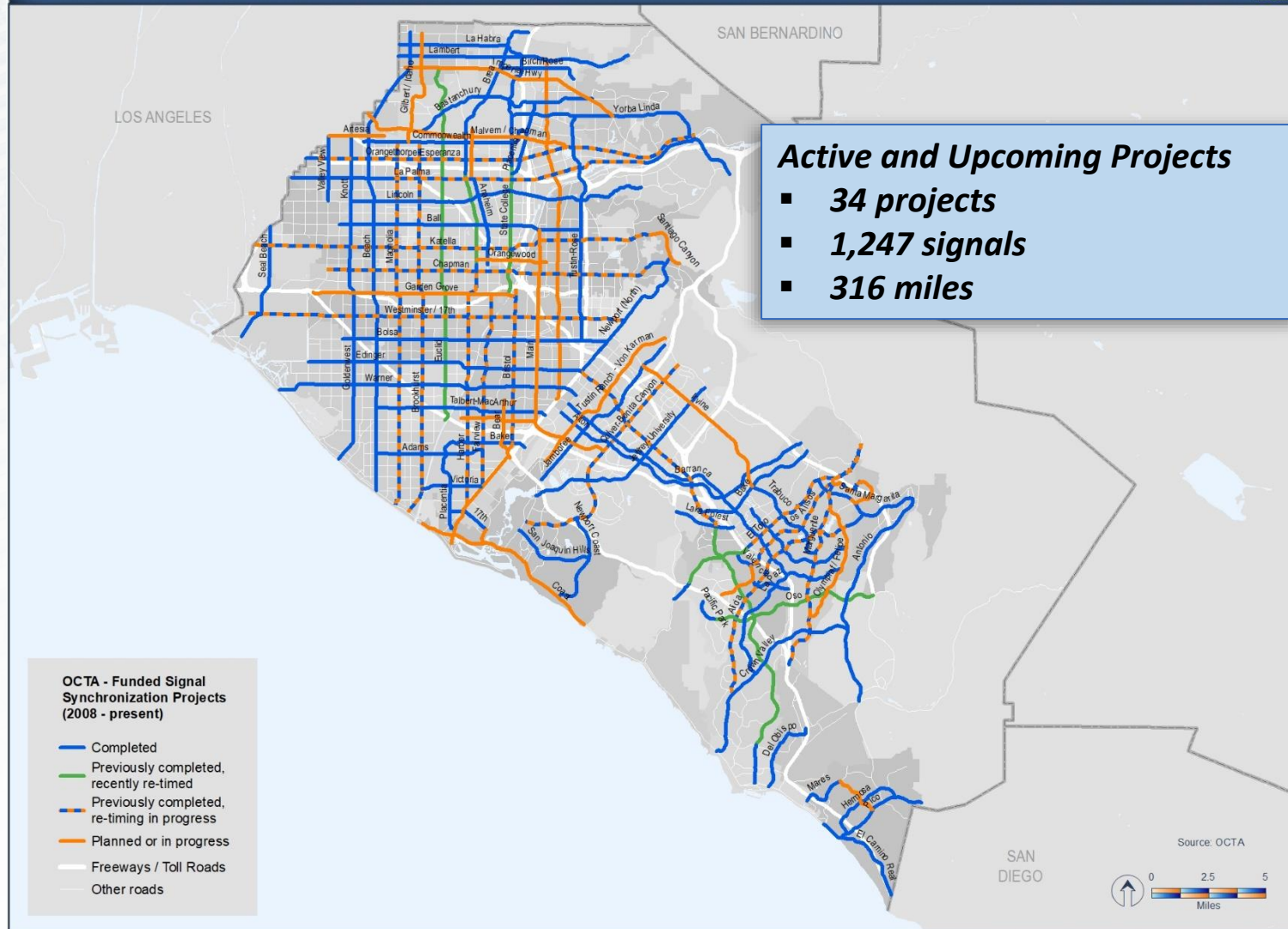


# Results for Completed Projects

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

# Completed, Refreshed, and Planned Projects

## OCTA - Funded Signal Synchronization Projects (2008 - present)



# Next Steps

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

# PROJECT UPDATE



# PROJECT LOCATION



# PURPOSE AND NEED

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

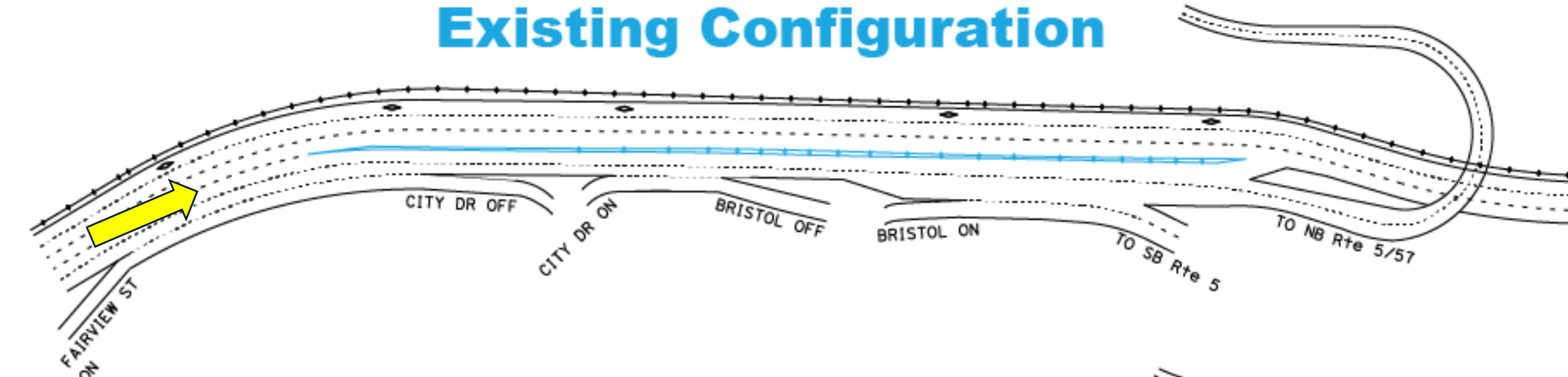
# PROJECT SCOPE



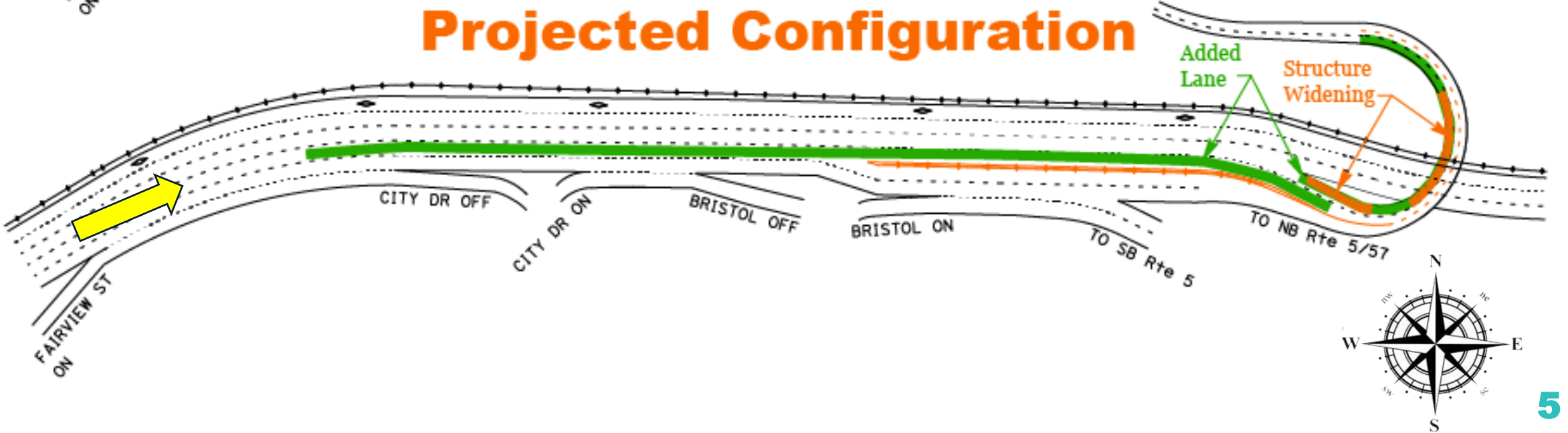


# PLANNED IMPROVEMENTS

## Existing Configuration



## Projected Configuration



# PROJECT SCHEDULE

**December 13, 2018**

**Contract Awarded**

**January 9, 2019**

**Contract Approved**

**January 2019-2021**

**Public Outreach**

**July 2019**

**Estimated Start of Construction**

**February 2021**

**Estimated Construction Completion**

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