



# **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, March 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 Muller

### **1. Public Comments**

### **Special Calendar**

There are no Special Calendar matters.



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

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

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

Approval of the minutes of the Regional Planning and Highways Committee meeting of February 4, 2019.

### **3. Amendment to Cooperative Agreement with the Orange County Flood Control District for the Interstate 405 Improvement Project** Dennis Mak/James G. Beil

#### **Overview**

On May 9, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-5-3617 with the Orange County Flood Control District for project support services for the Interstate 405 Improvement Project. An amendment to the cooperative agreement is required to include a cost share increase resulting from additional costs for design and construction of improvements at Ocean View Channel, and to authorize the design and construction of freeway mainline pavement settlement repairs at the Edinger Channel, to be funded by the Orange County Flood Control District, as part of the project.

#### **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-3617 to include a cost share increase, in the amount of \$1,031,160, for additional costs associated with design and construction of improvements at Ocean View Channel under the Interstate 405 Improvement Project's design-build contract, bringing the Orange County Transportation Authority's total maximum cost share to \$4,140,000.
- B. Authorize the design and construction of freeway mainline pavement settlement repairs at the Edinger Channel, in cooperation with the Orange County Flood Control District, under the Interstate 405 Improvement Project's design-build contract. The Orange County Transportation Authority will be reimbursed for 100 percent of the work, in the amount of \$400,000, by the Orange County Flood Control District.



**4. Regional Planning Update**  
Warren Whiteaker/Kia Mortazavi

**Overview**

The Orange County Transportation Authority has been working with partner agencies throughout the Southern California region on various planning and policy issues. This report serves to inform the Board of Directors on regional planning activities regarding the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, California Environmental Quality Act Guidelines, and other coordination activities.

**Recommendation**

Receive and file as an information item.

**5. 2019 Measure M2 Environmental Cleanup Program Call for Projects**  
Joseph Alcock/Kia Mortazavi

**Overview**

The Measure M2 Environmental Cleanup Program provides grants to projects that protect Orange County waterways and beaches from roadway runoff. Updated Environmental Cleanup Program Tier 1 Call for Projects Program Guidelines are submitted for review and approval. Board of Directors' authorization is also requested to initiate the 2019 Environmental Cleanup Program Tier 1 call for projects.

**Recommendations**

- A. Approve the proposed revisions to Chapter 11 of the Comprehensive Transportation Funding Programs Guidelines.
- B. Authorize staff to issue the 2019 Environmental Cleanup Program Tier 1 call for projects for approximately \$2.8 million.



**6. Consultant Selection for the Safe Routes to School Action Plan**

Paul Martin/Kia Mortazavi

**Overview**

Consultant services are required to develop the Safe Routes to School Action Plan. This plan will evaluate ongoing Safe Routes to School efforts countywide and develop an action plan for lead agencies and organizations to improve safety for youth walking and bicycling to school.

Proposals have been received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for architectural and engineering services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

**Recommendations**

- A. Approve the selection of Toole Design, LLC, as the firm to develop the Safe Routes to School Action Plan.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1974 between the Orange County Transportation Authority and Toole Design, LLC, to develop the Safe Routes to School Action Plan.

**Regular Calendar**

There are no Regular Calendar matters.

**Discussion Items**

**7. Update on State Route 55 Improvement Project from Interstate 405 to Interstate 5**

Ross Lew/James G. Beil

Staff will provide an update.

**8. Project Update - Interstate 5/EI Toro Road Interchange Project**

James G. Beil

Lisa Ramsey, Office Chief, Program Project Management, California Department of Transportation District 12, will provide an update on the Interstate 5/EI Toro Road Interchange Project.





# **AGENDA**

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

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**9. Chief Executive Officer's Report**

**10. Committee Members' Reports**

**11. Closed Session**

There are no Closed Session items scheduled.

**12. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, April 1, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### **Committee Members Present**

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

### **Staff Present**

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

### **Committee Members Absent**

Richard Murphy  
Miguel Pulido

## **Call to Order**

The February 4, 2019 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:31 a.m.

## **Pledge of Allegiance**

Director Bartlett led in the Pledge of Allegiance.

### **1. Public Comments**

No public comments were received.

## **Special Calendar**

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

Committee Chairman M. Murphy led a discussion regarding the 2019 Regional Planning and Highways Committee meeting schedule.

No action was taken on this item.

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

Darrell E. Johnson, Chief Executive Officer (CEO), reported that the roles and responsibilities for each committee are reviewed annually for changes or additions, and noted there was one recommended change for the Regional Planning and Highways Committee, (last bullet on Attachment A). There was a consensus by the Committee on the proposed roles and responsibilities.



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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

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

A motion was made by Committee Vice Chair Delgleize, seconded by Director Muller, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of December 3, 2018.

Director Chaffee abstained due to not being present at the December 3, 2018 Regional Planning and Highways Committee meeting.

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

A motion was made by Committee Vice Chair Delgleize, seconded by Director Muller, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of January 7, 2019.

Director Chaffee abstained due to not being present at the January 7, 2019 Regional Planning and Highways Committee meeting.

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

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

- 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.



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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

This item was pulled by Director Bartlett who asked for an explanation on the need for incorporation of polymer fibers with respect to the concrete bridge decks.

Jeff Mills, Program Manager for the Interstate 405 Improvement Project, explained that a normal bridge is a cast-in-place concrete bridge (gravel, water, and cement mixture). Polymer fibers are feather-like material that are added to the concrete mixture to increase strength and improve long-term maintenance.

Director Muller inquired why polymer fibers are only used on the concrete bridge decks. Mr. Mills responded that this is primarily because the bridge decks are not supported, and the polymer fibers improve the durability of the bridge span.

A motion was made by Director Bartlett, seconded by Director Chaffee, and declared passed by those present, to 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**

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

A motion was made by Committee Vice Chair Delgleize, seconded by Director Muller, and declared passed by those present, to receive and file as an information item.



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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

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

A motion was made by Committee Vice Chair Delgleize, seconded by Director Muller, and declared passed by those present, to receive and file as an information item.

**12. Master Plan of Arterial Highways Status Report**

A motion was made by Committee Vice Chair Delgleize, seconded by Director Muller, and declared passed by those present, to receive and file as an information item.

**13. Amendment to Agreement for Regional Modeling and Traffic Operations Support**

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



# MINUTES

## *Regional Planning and Highways Committee Meeting*

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

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

- 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**

Kia Mortazavi, Executive Director, Planning, provided a PowerPoint presentation on this item as follows:

- Program Overview;
- Completed Synchronization Projects;
- Results for Completed Projects;
- Completed, Refreshed, and Planned Projects; and
- Next Steps.



### 15. (Continued)

A lengthy discussion ensued regarding:

- Jurisdictions must request funding for Regional Traffic Signal Synchronization Program (RTSSP).
- The Orange County Transportation Authority (OCTA) has a Technical Advisory Committee (TAC) that includes membership from all Public Works Directors from the 34 jurisdictions in the County.
- OCTA holds an annual traffic signal synchronization forum to discuss issues, raise the awareness, inform the jurisdictions that there is funding being made available by OCTA, and make it easier for the jurisdictions to work together and partner with each other.
- Darrell E. Johnson, CEO, added that when the cities apply for funding for a multi-jurisdictional project, all cities must sign-off on the application.
- The program is modernizing the infrastructure of signals such as connections between the signals, communication lines, fiber optic signal synchronization, cabinets, controllers, and signal detectors to recognize if there is traffic or not.
- Typically, the signals are synchronized for morning, mid-day, and evening traffic.
- Timing needs to be refreshed every three years, and the program allows for local agencies to resubmit an application and go through the same competitive process.
- There is a cost sharing with the local agencies, with Measure M2 paying approximately 80 percent and the cities paying a 20 percent local match.
- OCTA has met and exceeded the goal of synchronizing 2,000 signals as promised to the voters under Measure M2. The goal now is to keep these signals synchronized in the long term and account for new and advanced technologies.
- Mr. Johnson, CEO, stated that Measure M2 runs through 2041, and each year, OCTA updates its programs' forecasts. There is a line item for this program and staff believes it will carry the RTSSP through 2041. As 2041 approaches, OCTA will prioritize remaining funds that come through the traditional state and federal sources and re-address.

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



### **Discussion Items**

#### **16. Project Update - State Route 22 Safety Improvement Project**

Darrell E. Johnson, CEO, provided opening comments and introduced Lisa Ramsey, Office Chief, Program Project Management, California Department of Transportation (Caltrans) District 12, who provided a PowerPoint presentation on this item as follows:

- Project Location;
- Purpose and Need;
- Project Scope;
- Planned Improvements;
- Project Schedule; and
- Outreach.

A discussion ensued regarding:

- Heading east on State Route 22, a vehicle will still be able to exit Bristol Street, go under the bridge, and enter the on-ramp on Bristol Street.
- Improvements in this general area should make a big difference for regional mobility.
- Committee Chairman M. Murphy stated that this project is being funded through Caltrans based on recognized safety needs.
- OCTA is happy with the investment from Caltrans and is excited to get the project going.

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

Darrell E. Johnson, CEO, reported on the following:

- Last week, he was in Washington, D.C., and met with the Orange County Congressional Delegation to discuss OCTA's transportation and legislative priorities.
- Upcoming Outreach Events:
  - On Thursday, February 7<sup>th</sup> at 11:00 a.m., OCTA will host a ribbon-cutting event at Golden West College for its newest Bravo Route 529 that will provide newer and faster service along Beach Boulevard.





# MINUTES

## *Regional Planning and Highways Committee Meeting*

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### **17. (Continued)**

- On Saturday, February 9<sup>th</sup> at 10:00 a.m., OCTA will host its annual Lunar New Year celebration at the Irvine Metrolink Station.
- On Tuesday, February 19<sup>th</sup> at 10:00 a.m., OCTA will host a dedication event to mark the completion of the parking structure at the Orange Metrolink Station.

### **18. Committee Members' Reports**

Director Chaffee reported that he will not attend the March 4<sup>th</sup> Regional Planning and Highways Committee meeting.

Director Bartlett reported that she believes Measure M2 will continue after 2041. She added that beginning March 2019, she will be part of the South Coast Air Quality Management District Board of Directors and offered her assistance as a voice for OCTA.

### **19. Closed Session**

A Closed Session was not conducted at this meeting.

### **20. Adjournment**

The meeting adjourned at 11:04 a.m.

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

ATTEST

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Laurena Weinert  
Clerk of the Board

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Mark A. Murphy  
Committee Chairman



**March 4, 2019**

**To:** Regional Planning and Highways Committee

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

**Subject:** Amendment to Cooperative Agreement with the Orange County Flood Control District for the Interstate 405 Improvement Project

### **Overview**

On May 9, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-5-3617 with the Orange County Flood Control District for project support services for the Interstate 405 Improvement Project. An amendment to the cooperative agreement is required to include a cost share increase resulting from additional costs for design and construction of improvements at Ocean View Channel, and to authorize the design and construction of freeway mainline pavement settlement repairs at the Edinger Channel, to be funded by the Orange County Flood Control District, as part of the project.

### **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-3617 to include a cost share increase, in the amount of \$1,031,160, for additional costs associated with design and construction of improvements at Ocean View Channel under the Interstate 405 Improvement Project's design-build contract, bringing the Orange County Transportation Authority's total maximum cost share to \$4,140,000.
- B. Authorize the design and construction of freeway mainline pavement settlement repairs at the Edinger Channel, in cooperation with the Orange County Flood Control District, under the Interstate 405 Improvement Project's design-build contract. The Orange County Transportation Authority will be reimbursed for 100 percent of the work, in the amount of \$400,000, by the Orange County Flood Control District.

### ***Discussion***

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) and the Orange County Flood Control District (OCFCD), is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane from Euclid Street to I-605, consistent with Measure M2 Project K, and will add an additional lane in each direction that will combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes. The Project includes improvements to numerous OCFCD-owned and maintained flood channels and storm drains throughout the Project limits.

On May 9, 2016, the OCTA Board of Directors (Board) approved Cooperative Agreement No. C-5-3617 with the OCFCD for project support services for the Project and cost share responsibilities for the Ocean View Channel improvements, which were established at 30 percent OCTA and 70 percent OCFCD.

#### **Ocean View Channel**

As part of the original cooperative agreement, OCTA agreed to improve a segment of the Ocean View Channel system, located in the City of Fountain Valley, by adding new culvert crossings underneath I-405. OCTA and OCFCD had mutually agreed to construct the improvement under the Project's design-build (DB) contract through a cost-sharing arrangement.

During design of the Ocean View Channel improvement, OCTA's design-builder, OC405 Partners (OC405), provided a proposed change order notice asserting that the subject channel cannot be constructed using the jack and bore method as required in the contract due to existing shallow pavement over the area of the proposed channel. OC405 proposed an alternative cut and cover method, which requires closing freeway lanes to excavate the existing pavement to install the channel. OC405 asserts that the cut and cover method will require additional design efforts and has additional construction costs and risks. Staff is currently negotiating with OC405 the costs associated with the additional design and construction risks. A contract change order for these costs is planned to be brought to the Board for approval.

An amendment to the cooperative agreement is requested to include a cost share increase to address the estimated costs and risk associated with design and construction of improvements at Ocean View Channel using the cut and

cover construction method under the Project's DB contract. OCTA's original cost share was \$3,108,840, the equivalent of 30 percent of the total estimated cost, and OCFCD's original cost share was \$7,253,960, the equivalent of 70 percent of the estimated cost, based on the construction method included in the DB contract. With the additional design and construction risks, OCTA's maximum cost share increase will be an additional \$1,031,160, for a total of \$4,140,000, and OCFCD's maximum cost share increase will be an additional \$2,406,040, for a total of \$9,660,000. OCTA's increase in costs is funded from the Project contingency and will not increase the total Project estimate of \$1.9 billion.

#### **Edinger Channel**

The OCFCD, through a prior permit with Caltrans, installed the Edinger Channel improvements under the I-405 freeway. After the channel improvement was completed in 2015, the freeway mainline pavement over the channel settled, requiring repair. The area of the pavement settlement is within the limits of the Project. OCFCD has requested OCTA to complete the pavement repairs as part of the Project. OCTA has agreed to design and construct the freeway mainline pavement settlement repairs at the Edinger Channel under the Project's DB contract. OCTA will be reimbursed for 100 percent of the work, in the amount of \$400,000, by the OCFCD.

#### **Fiscal Impact**

Funding for the Project is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, accounts 0017-9084-FK101-012 and 0037-9017-A9510-012, and is funded with a combination of federal, state, and local funds.

#### **Summary**

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-3617 with the Orange County Flood Control District for the Interstate 405 Improvement Project. An amendment to the cooperative agreement is required to include a cost share increase resulting from the additional costs and risk associated with design and construction of improvements at Ocean View Channel, and to authorize the design and construction of freeway mainline pavement settlement repairs at the Edinger Channel, to be funded by the Orange County Flood Control District, as part of the project, bringing the total agreement value to \$15,700,000.

***Attachment***

- A. Amendment No. 1 to Cooperative Agreement No. C-5-3617, Orange County Flood Control District, Revised Maximum Reimbursement/Contribution/Cost Share Schedule for Project Services, Improvements to Ocean View Channel, and Pavement Settlement Repairs to Edinger Channel

**Prepared by:**



Dennis Mak, P.E.  
Project Manager  
(714) 560-5826

**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

**AMENDMENT NO. 1 TO COOPERATIVE AGREEMENT NO. C-5-3617****Orange County Flood Control District****REVISED MAXIMUM REIMBURSEMENT/CONTRIBUTION/COST SHARE SCHEDULE  
FOR PROJECT SERVICES, IMPROVEMENTS TO OCEAN VIEW CHANNEL, AND  
PAVEMENT SETTLEMENT REPAIRS TO EDINGER CHANNEL**

<b><i>Item No.</i></b>	<b><i>Description of Services</i></b>	<b><i>Maximum Reimbursement Amount</i></b>	<b><i>Maximum Contribution Amount by OCFCD</i></b>
1	Review and approval of plans, specifications, and other pertinent engineering plans and reports, traffic management plan review and concurrence, meetings and necessary project coordination, and construction oversight inspection services related to Orange County Flood Control District (OCFCD) facilities	\$1,500,000	\$0
	<b>TOTAL</b>	<b>\$1,500,000</b>	<b>\$0</b>

<b><i>Item No.</i></b>	<b><i>Description of Services</i></b>	<b><i>OCTA Cost Share</i></b>	<b><i>OCFCD Cost Share</i></b>
2	Design and construction of improvements to the Ocean View Channel system, requested by OCFCD (30 percent OCTA and 70 percent OCFCD)	\$4,140,000	\$9,660,000
3	Design and construction of freeway mainline pavement settlement repairs to the Edinger Channel system, requested by OCFCD	\$0	\$400,000
	<b>TOTAL</b>	<b>\$4,140,000</b>	<b>\$10,060,000</b>
	<b>TOTAL ESTIMATED AGREEMENT VALUE FOR ALL THREE ITEMS</b>		<b>\$15,700,000</b>



**March 4, 2019**

**To:** Regional Planning and Highways Committee

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

**Subject:** Regional Planning Update

### **Overview**

The Orange County Transportation Authority has been working with partner agencies throughout the Southern California region on various planning and policy issues. This report serves to inform the Board of Directors on regional planning activities regarding the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, California Environmental Quality Act Guidelines, and other coordination activities.

### **Recommendation**

Receive and file as an information item.

### **Background**

Regional coordination is conducted at many levels involving the Orange County Transportation Authority (OCTA) Board of Directors, executives, and technical staff. Some examples of the regional planning forums in which OCTA participates include:

- Southern California Association of Governments (SCAG) Regional Council and policy committees;
- State Route 91 Advisory Committee;
- Regional Chief Executive Officers' meetings;
- South Coast Air Quality Management District working groups;
- Interregional planning coordination meetings (OCTA, SCAG, the San Diego Association of Governments, and the California Department of Transportation (Caltrans) Districts 7, 11, and 12); and
- SCAG technical working groups.

Since the last update in August 2018, there have been several important developments regarding ongoing and/or recently completed regional and statewide planning activities involving the California Natural Resources Agency (CNRA), Governor's Office of Planning and Research (OPR), and SCAG. A discussion of these developments is provided below. A summary of additional regional planning activities monitored by OCTA staff is provided in Attachment A.

***Discussion*****CNRA – Update to the California Environmental Quality Act (CEQA) Guidelines**

In December 2018, the Office of Administrative Law approved CNRA's CEQA Guidelines (Guidelines) updates that included revised guidance for analyzing transportation impacts pursuant to SB 743 (Chapter 386, Statutes of 2013). The updated Guidelines state that the transportation impacts of a project are generally best measured by evaluating vehicle miles traveled (VMT) that are attributable to a project. The Guidelines also note that automobile delay is not a significant effect on the environment for land use projects. The new procedures authorized in the updated Guidelines may be used now, but they are not required until July 1, 2020, to allow time to update agency procedures.

For transportation projects, the Guidelines allow lead agencies discretion on which metric to use for evaluating a project's transportation impact. However, criteria for determining the significance of transportation impacts must promote reduction of greenhouse gas (GHG) emissions, development of multimodal transportation networks, and diversity of land uses. The Guidelines further indicate that transportation project impacts that are adequately addressed at a programmatic level (such as in a program environmental impact report [PEIR] for a Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]) may tier from that analysis to potentially streamline project-level environmental analyses. Staff will coordinate with SCAG to address opportunities to tier off the 2020 RTP/SCS PEIR.

Staff is evaluating how the Guidelines may affect planned capacity enhancements such as the Measure M Freeway Program and buildout of the Master Plan of Arterial Highways. Caltrans has committed to implementing the Guidelines and will provide direction specific to state facilities. Similarly, OPR has developed a draft technical advisory document as discussed below. Once Caltrans and OPR finalize their recommendations, staff will have a better idea of the effect on planned projects.



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**OPR – Technical Advisory on Evaluating Transportation Impacts in CEQA**

Complementing the updated CEQA Guidelines addressed above, OPR's draft technical advisory is intended to serve as a resource for planners, land use officials, and CEQA practitioners regarding the assessment of VMT, thresholds of significance, and mitigation measures for local agencies to use at their discretion. The draft technical advisory recommends assessing the amount of vehicle travel a transportation project will induce when adding capacity such as general-purpose lanes, high-occupancy vehicle lanes, auxiliary lanes, or lanes through grade-separated interchanges.

The technical advisory recommends that analysis of transportation projects also address the following:

- Direct, indirect, and cumulative impacts;
- Near-term and long-term effects;
- Consistency with state GHG reduction goals;
- Impacts on development of multimodal transportation networks; and
- Impacts on development of a diversity of land uses.

Staff is currently reviewing the draft technical advisory, which is available for comment through March 15, 2019. Staff also intends to coordinate with SCAG to ensure Orange County project impacts are adequately addressed per the technical advisory in the 2020 RTP/SCS PEIR for potential tiering opportunities.

**SCAG – 2020 RTP/SCS Development**

The last SCAG RTP/SCS was adopted in 2016 and, per state and federal planning requirements, an updated plan must be adopted by April 2020.

Beginning in fall 2017 and ending October 1, 2018, SCAG solicited information from cities, counties, and subregions on current land use, anticipated population, household and employment growth, resource areas, sustainability practices, and local transit-supportive measures to document how the region is growing. The information gathered will be used to identify and evaluate potential future growth scenarios for Southern California and associated impacts on GHG emissions. Input from jurisdictions on locally anticipated household and population growth will also be used by SCAG as part of the Regional Housing Needs Assessment process with the California Department of Housing and Community Development.

Transportation project data from County Transportation Commissions was collected in November 2018, including the \$43.4 billion program of projects from OCTA, consistent with the final 2018 Long-Range Transportation Plan. SCAG is incorporating this data to conduct travel-demand modeling and air quality emissions analysis per state and federal requirements.

SCAG will be using scenario planning to develop, evaluate, and consider options to meet 2020 RTP/SCS goals. The scenarios will be presented in a series of public workshops by summer 2019 and will illustrate the impact of distinctive policy and investment choices. The growth scenarios will also be compared to a “base case” to evaluate the merits of regional decisions for the 2020 RTP/SCS. The base case takes into account locally planned growth, land use policies, sustainability practices, local transit-supportive plans and policies, and anticipated transportation improvements through the horizon year of the RTP/SCS.

On January 23, 2019, SCAG issued a Notice of Preparation (NOP) for the 2020 RTP/SCS PEIR. A PEIR is a “first-tier” CEQA document designed to consider “broad policy alternatives and program wide mitigation measures” (state CEQA Guidelines Section 15168). The PEIR will evaluate potential direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the RTP/SCS program of projects. It will also identify mitigation measures to address significant impacts. (Lead or responsible agencies have the discretion to determine at the project-level which mitigation measures are applicable and feasible, based on the project-specific circumstances.) As a first-tier document, the PEIR may serve as a resource for subsequent, project-specific environmental review documents. Project-level environmental analyses will be prepared by implementing agencies (such as OCTA) as individual projects proceed through the development process. Staff will coordinate with SCAG on opportunities to tier from the 2020 RTP/SCS PEIR.

Key milestone dates for the development of the 2020 RTP/SCS are summarized below:

- January 2019 – PEIR NOP release;
- End of June 2019 – Modeling completed;
- October 2019 – Draft 2020 RTP/SCS released for public review;
- November 2019 – Draft PEIR released for public review; and
- April 2020 – SCAG Regional Council adopts 2020 RTP/SCS and 2020 RTP/SCS PEIR.

**Summary**

Staff is engaged in ongoing activities regarding transportation planning in Orange County and Southern California. Several of these activities involve efforts to address environmental impacts associated with planned transportation investments. Staff intends to remain engaged to protect the interests of OCTA. Most of these activities are still developing, and staff will return with updates as necessary.

**Attachment**

- A. March 2019, Regional Planning Activities

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## March 2019 Regional Planning Activities

### UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA)

	Summary	Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
<b>National Ambient Air Quality Standards (NAAQS) Update for Eight-Hour Ozone Emissions</b>	<p>The Clean Air Act requires review of air quality standards every five years to “protect the public health with an adequate margin of safety.”</p> <p>In October 2015, EPA established a new ozone standard of 70 parts per billion (ppb), which is more stringent than the previous standard of 75 ppb. The new standard is based on research regarding ozone's effects on human health and the environment.</p> <p>In November 2018, EPA finalized implementation requirements for the 2015 ozone NAAQS. This final rule is largely an update to the implementing regulations previously promulgated for the 2008 ozone NAAQS.</p>	<p><u>October 2015</u> – Final rule (70 ppb)</p> <p><u>2016-17</u> – Develop implementation guidelines</p> <p><u>December 2017</u> – Preliminary designation of South Coast Air Basin as nonattainment</p> <p><u>August 2018</u> – EPA designated South Coast Air Basin as extreme nonattainment</p> <p><u>November 2018</u> – EPA finalized implementation requirements</p> <p><u>2037</u> – Deadline to demonstrate attainment in the South Coast Air Basin</p>	Monitor emission reduction planning efforts for the South Coast Air Basin to ensure no loss of funding.	Coordinate with the Southern California Association of Governments (SCAG) and South Coast Air Quality Management District (AQMD).

## March 2019 Regional Planning Activities

### CALIFORNIA NATURAL RESOURCES AGENCY (CNRA)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>Updates to the California Environmental Quality Act (CEQA) Guidelines incorporating SB 743 (Chapter 386, Statutes of 2013)</b>	<p>CEQA guidelines inform lead agencies of CEQA compliance requirements. Updates to incorporate the latest statutory requirements were prepared by CNRA and the Governor's Office of Planning and Research.</p> <p>A key element of the update is the focus on promoting the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land uses, as required by SB 743. This puts an emphasis on the use of vehicle miles traveled (VMT) for determining transportation impacts in CEQA documents.</p>	<p><u>January 2018</u> – Draft update to CEQA Guidelines released for public review</p> <p><u>March 2018</u> – Public hearing</p> <p><u>June 2018</u> – Revised draft released (“15-day language”)</p> <p><u>December 2018</u> – Office of Administrative Law approved CNRA's CEQA Guideline updates that included revised guidance for analyzing transportation impacts pursuant to SB 743</p>	Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.	<p>Prepare internal procedures to address final rule.</p> <p>Coordinate with SCAG on opportunities to tier off programmatic-level environmental documents.</p>

## March 2019 Regional Planning Activities

### GOVERNOR'S OFFICE OF PLANNING AND RESEARCH (OPR)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>Technical Advisory on Evaluating Transportation Impacts in CEQA</b>	<p>OPR released an update to the technical advisory on evaluating transportation impacts in CEQA, which contains recommendations for assessing VMT, thresholds of significance, and mitigation.</p> <p>This technical advisory is intended as a resource for lead agencies to use at their discretion. OPR may update or supplement this technical advisory in response to new information.</p> <p>The technical advisory states that transportation impacts from development projects are best measured by evaluating the project's VMT.</p> <p>For transportation projects, lead agencies have discretion over how to evaluate a project's transportation impact. However, the evaluation criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.</p>	<p><u>December 2018</u> – Issued draft Technical Advisory</p> <p><u>March 15, 2019</u> – Comment deadline for draft Technical Advisory</p>	<p>Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.</p>	<p>Continue to monitor evolving approaches to evaluating transportation impacts of transportation projects.</p> <p>Review and comment on draft documents.</p>

## March 2019 Regional Planning Activities

### CALIFORNIA AIR RESOURCES BOARD (CARB)

Summary		Key Dates	OCTA Interest	OCTA Role
<b>Updated Sustainable Communities Strategy (SCS) Program and Evaluation Guidelines</b>	Update to current guidelines adopted in 2011 that evaluate GHG target achievement based on modeling results. The draft SCS Guidelines propose to use a strategy-based evaluation framework to determine whether the strategies and commitments contained in the SCS would achieve the GHG reduction targets, if implemented, and assess risk of the SCS not achieving those reductions. The draft guidelines also include elements focusing on tracking implementation, reporting incremental progress, and equity considerations.	<u>December 2018</u> – Draft guidelines released for comments  <u>January 15, 2019</u> – Close of comments  <u>February 2019</u> – Final SCS Program and Evaluation Guidelines	May influence SCS planning by SCAG.	Monitor.  Coordinate with SCAG.

## March 2019 Regional Planning Activities

### CARB (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
<b>SB 150 (Chapter 646, Statutes of 2017) – Regional GHG Emission Reduction Progress Report</b>	<p>Requires CARB to prepare a report to the State Legislature starting in 2018, and every four years thereafter, documenting progress made in achieving regional GHG emission reduction targets. The report also documents best practices and challenges from each Metropolitan Planning Organization, including the effect of state policies and funding.</p>	<p><u>October 2017</u> – Signed into law</p>	<p>Will likely impact subsequent updates to regional GHG emission reduction targets.</p>	<p>Monitor.</p>
	<p>The first progress report found that the state is not on track to meet GHG reductions expected under SB 375 (Chapter 728, Statutes of 2008) primarily because VMT per capita is rising. CARB staff recommends the creation of an interagency body involving the secretaries and chairs of key California agencies and commissions and representatives from regional and local governments that will produce and implement a new “State Mobility Action Plan for Healthy Communities” that responds to the report’s findings.</p>	<p><u>June 2018</u> – Public workshops on performance reporting and evaluation guidelines</p> <p><u>November 2018</u> – First progress report</p>	<p>May influence SCS planning by SCAG.</p> <p>Ensure that State Mobility Action Plan for Healthy Communities does not conflict with OCTA plans or projects.</p>	<p>Coordinate with SCAG.</p>



## March 2019 Regional Planning Activities

### CARB (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>Innovative Clean Transit Regulation</b>	<p>State regulation to require transit operators to purchase zero-emission buses to meet statewide goal of transitioning to 100 percent zero-emission bus fleets by 2040.</p> <p>Transit agencies must submit a rollout plan under the regulation demonstrating how it plans to purchase clean buses, build out necessary infrastructure, and train the required workforce. The rollout plans are due in 2020 for large transit agencies and in 2023 for small agencies. Agencies will then follow a phased schedule from 2023 until 2029, by which date 100 percent of annual new bus purchases will be zero-emission, with certain exceptions. To encourage early action, the zero-emission purchase requirement would not start until 2025 if a minimum number of statewide zero-emission bus purchases are made by the end of 2021.</p>	<p><u>December 2017</u> – Discussion document released for review and comment</p> <p><u>January 2018</u> – OCTA submitted comments</p> <p><u>March 2018</u> – Revised discussion document released</p> <p><u>June 2018</u> – CARB workshop</p> <p><u>September 2018</u> – 1<sup>st</sup> hearing</p> <p><u>Winter 2018/19</u> – 2<sup>nd</sup> hearing</p> <p><u>December 2018</u> – CARB adopted the regulation</p> <p><u>July 2020</u> – Rollout plan submittal deadline</p>	Minimize potential impacts to transit service and agency operating costs.	<p>Regulation development complete.</p> <p>Rollout plan under development.</p>

## March 2019 Regional Planning Activities

### CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Summary		Key Dates	OCTA Interest	OCTA Role
<b>Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes</b>	Caltrans District 12 is moving forward with efforts to implement HOT lanes on I-5 between the Los Angeles County line and State Route 55. Caltrans District 12 staff has stated that this effort is District 12's highest planning priority at this time. District 12 is simultaneously preparing a project study report (PSR) and a concept of operations (ConOps).	<p><u>December 2017</u> – Kick-off meeting to begin ConOps</p> <p><u>February 2018</u> – Kick-off for PSR</p> <p><u>January 2019</u> – Comments submitted on 65 percent draft ConOps and PSR</p> <p><u>April 2019</u> – Anticipate final ConOps</p> <p><u>June 2019</u> – Anticipate final PSR</p>	Prioritize corridor-wide (general purpose and carpool lanes) operational benefits and reliability.	Coordinate with Caltrans and other partner agencies throughout development of the ConOps, PSR, and any subsequent studies.
<b>Degradation Determination Report and Degradation Action Plan</b>	Identification of high-occupancy vehicle (HOV) lane segments that do not meet the operational standard set by the Federal Highway Administration (FHWA), and strategies for correcting degradation on those facilities.	<p><u>October 2017</u> – 2016 Determination Report and Action Plan released</p> <p><u>Spring 2018</u> – Caltrans noted at meetings with OCTA that FHWA is not satisfied with the current Statewide Degradation Action Plan</p> <p><u>November 2018</u> - 2017 Determination Report and Action Plan released</p>	Monitor annual updates for strategies that may conflict with OCTA plans and policies.	Monitoring and coordinate with Caltrans as needed.
<b>Corridor Plan Guidebook</b>	The guidebook is intended to be used by Caltrans Districts statewide, in collaboration with partners, on the development of comprehensive multimodal corridor plans (as required through the Congested Corridors Program) that involve the State Highway System.	<p><u>January 2019</u> – Draft guidebook released for review and comment</p> <p><u>February 2019</u> – Comments submitted</p>	Ensure that the guidelines provide adequate flexibility for use by partner agencies and provide Caltrans Districts with direction to coordinate with partner agencies.	Participate in review of the draft guidelines.

## March 2019 Regional Planning Activities

### CALTRANS (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>California Transportation Plan (CTP) 2050</b>	Update to the state's long-range transportation plan (LRTP), which establishes strategic goals, policies, and recommendations to improve multimodal mobility and accessibility while reducing GHG emissions.	<p><u>2018</u> – Public and stakeholder engagement, tribal listening sessions, future of mobility white paper</p> <p><u>2019</u> – Transportation scenario development, economic and transportation modeling, and technical reviews</p> <p><u>2020</u> – Public workshop report, implementation plan, and final plan</p> <p><u>2021</u> – Implement CTP strategies and recommendations</p>	<p>Ensure that the goals, policies, and strategies do not conflict with OCTA plans or projects.</p> <p>Emphasize the need for any CTP strategies to be vetted at the local and regional levels, prior to including in local/regional plans.</p>	<p>Participate in stakeholder workshops.</p> <p>Provide comments.</p> <p>Coordinate with Caltrans.</p>

## March 2019 Regional Planning Activities

### SCAG

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)</b>	Federally required transportation planning document. Addresses needs over a 20-plus year planning horizon and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity and GHG emissions reductions with budgeted levels set by EPA and CARB.	<u>Spring 2018</u> – Initiated working groups <u>November 2018</u> – OCTA submitted projects consistent with 2018 LRTP <u>Spring/Summer 2019</u> – SCS Workshops <u>Fall 2019</u> – Release draft RTP/SCS for public review <u>April 2020</u> – SCAG to adopt final 2020 RTP/SCS	Ensure inclusion of projects identified in the final 2018 LRTP.  Support policies that are consistent with OCTA positions.	Coordinate with SCAG and other partner agencies.  Participate in working groups.  Monitor SCAG policy committees.  Review and comment on related materials.
<b>Sustainable Communities Program</b>	Grant program that funds sustainability planning efforts and development of local plans that supports the implementation of the 2016 RTP/SCS. The grant program is comprised of three main categories: active transportation, integrated land use, and green region initiatives.  Seven Orange County projects were selected for funding through the 2017 active transportation call for proposals. An additional seven Orange County projects were previously selected through the 2016 call for proposals.	<u>October 2018</u> – Application workshop <u>November 2018</u> – Application deadline <u>March 7, 2019</u> – SCAG Regional Council approval of application rankings	Funding opportunity for Orange County planning efforts.	Coordinate with SCAG and partner agencies, as necessary, to initiate the projects in a timely manner.

## March 2019 Regional Planning Activities

### SCAG (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>Greenline Extension Study</b>	<p>Planning study to identify and evaluate feasible alternatives for extending the Metro Green Line to the Norwalk/ Santa Fe Springs Metrolink Station.</p> <p>Study is currently on hold per the request of the City of Norwalk to allow for a separate Firestone Boulevard Visioning Study to be initiated and completed, prior to recommencing this study.</p>	<p><u>Fall 2016</u> – Initiated study</p> <p><u>January 2017</u> – Open house meeting</p> <p><u>Spring 2018</u> – Study put on hold while City of Norwalk conducts a separate visioning effort for Firestone Boulevard</p>	Support alternatives that provide improved access for Orange County Metrolink riders to Metro rail services and the Los Angeles International Airport.	Monitoring.
<b>2016 RTP/SCS Amendment #3</b>	Modifications to near-term projects identified in the RTP to ensure successful and timely project development and programming of funds in the Federal Transportation Improvement Program.	<p><u>January 8</u> – Submitted modifications</p> <p><u>July 2018</u> – Release draft amendment for public review</p> <p><u>September 2018</u> – SCAG Regional Council adopted amendment</p> <p><u>December 2018</u> – FHWA and the Federal Transit Administration issued conformity determination</p>	Ensure project data is updated as needed.	Complete.

## March 2019 Regional Planning Activities

### SCAG (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
<b>Transportation Control Measure (TCM) substitution</b>	<p>Express Lanes Connector (ELC) Project between State Route 241 (SR-241) and State Route 91 (SR-91) is being substituted for signal synchronization projects: El Toro Road signal synchronization, Magnolia Street signal synchronization, and Brookhurst Street signal synchronization. This TCM requires implementation by 2021. The ELC Project has been postponed beyond 2021 at the request of OCTA and Riverside County Transportation Commission, requiring the need for a substitution.</p> <p>Awaiting concurrence from CARB and the Environmental Protection Agency (EPA).</p>	<p><u>February 2018</u> – Initiated substitution process with SCAG</p> <p><u>May 2018</u> – Presentation to the SCAG Transportation Conformity Working Group</p> <p><u>September 2018</u> – Present to the SCAG Energy and Environment Committee and Regional Council for approval</p> <p><u>Spring 2019</u> – Anticipate CARB and EPA concurrence</p>	Complete the substitution process to avoid potential impacts to regional transportation funding.	Coordinating with SCAG and Transportation Corridor Agencies (TCA).
<b>Transportation Demand Management Strategies Study</b>	<p>SCAG is preparing a study to determine what strategies will be effective in reducing the amount of single occupancy vehicles on the road during the work week. The study will explore the effects of telecommuting on VMT reduction, residential mobility, and long-term, structural changes in the nature of work.</p>	<p><u>May/June 2018</u> – Contract Execution</p> <p><u>February/March 2019</u> – Update Transportation Demand Management Toolbox</p> <p><u>May 2019</u> – Draft report release</p> <p><u>June 2019</u> – Present to Community, Economic, and Human Development Committee</p>	Monitor the progress of the study and possible strategies for Orange County.	<p>Coordinate with SCAG and provide comments as necessary.</p> <p>Participate in technical meetings.</p>

## March 2019 Regional Planning Activities

### LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>Gold Line Eastside Extension Phase II</b>	<p>Study of two alternatives for extending the Gold Line to more eastern Los Angeles County communities. One alternative traverses the northern side of State Route 60 and the other travels along Washington Boulevard, terminating near Orange County.</p> <p>With Measure M funding, Metro will build both alternatives, but it remains to be determined which will be first. One would start construction in 2029 and open in 2035; the second would start construction in 2053 and open in 2057.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration of one of the alignments.</p>	<p><u>November 2014</u> – Metro Board of Directors (Board) direction to study implementation of one or both alternatives, as well as potential connections with the West Santa Ana Branch Corridor project on the Pacific Electric Right-of-Way</p> <p><u>Spring 2016</u> – Metro hosted five public meetings to obtain input for the draft studies.</p> <p><u>May 2017</u> – Metro Board approved updates to alternatives</p> <p><u>Spring 2020</u> – Supplemental draft environmental document to be recirculated</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring.

## March 2019 Regional Planning Activities

### METRO (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
<b>2028 Olympics</b>	The Greater Los Angeles Area must begin preparing for the 2028 Olympics. This will include greater coordination between OCTA, Metro, and other planning agencies in the area.	<p><u>November 2, 2017</u> – Memorandum of understanding signed between OCTA and Metro</p> <p><u>November 30, 2017</u> – Metro announced the Twenty-Eight by '28 initiative</p> <p><u>January 2018</u> – Metro Board approved list of projects, 20 of which are already slated for completion by 2028 and 8 require additional funding (estimated at \$26.2 billion) to deliver by 2028</p> <p><u>September 2018</u> – Metro Board directed development of Twenty-Eight by '28 funding plan</p> <p><u>December 2018</u> – Twenty-Eight by '28 Program Financing / Funding White Paper, which included recommendations for congestion pricing as new source of revenue</p> <p><u>Spring 2019</u> – Initiation of Los Angeles County-Orange County (LA-OC) Transit Connections Study</p> <p><u>Pending</u> – Initiation of feasibility study for Congestion Pricing Pilot strategy, including equity strategy</p>	<p>Coordinate with Metro and the City of Los Angeles as preparations begin for the 2028 Olympics.</p> <p>Monitor development of financing / funding strategy and potential implementation of the Twenty-Eight by '28 program of projects.</p> <p>Coordinate with Metro on LA-OC Transit Connections Study.</p>	Coordinate with Metro and other partner agencies.



## March 2019 Regional Planning Activities

### METRO (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>West Santa Ana Branch Transit Corridor Project</b>	<p>A new 20-mile light rail transit line that would connect downtown Los Angeles to southern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>Summer 2017</u> – Initiated environmental studies and conducted public scoping meetings</p> <p><u>March 2018</u> – Four additional northern alignment options evaluated</p> <p><u>May 2018</u> – Two of the four northern alignment options added to environmental studies</p> <p><u>July 2018</u> – Additional scoping meetings</p> <p><u>2020</u> – Anticipate release of draft environmental document for public comment</p> <p><u>2020</u> – Anticipate selection of a locally preferred alternative</p> <p><u>2021</u> – Anticipate final environmental document</p> <p><u>2028</u> – Anticipate opening service</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring.

## March 2019 Regional Planning Activities

### METRO (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>Countywide Express Lanes Strategic Plan</b>	<p>Establishes a vision for a system of Express Lanes for Los Angeles County that is intended to address federal performance standards and provide a more reliable and faster travel option, utilizing existing capacity in carpool lanes.</p> <p>Express lanes on Interstate 105 and Interstate 10 (from Interstate 605 to the San Bernardino County line) included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<u>Pending</u> – Initiation of planning studies and a financial plan for the Tier 1 projects that are intended to be delivered in the next five to ten years	Monitor development of plans and projects that approach the Orange County border.	Monitoring.

## March 2019 Regional Planning Activities

### TRANSPORTATION CORRIDOR AGENCIES (TCA)

Summary	Key Dates	OCTA Interest	OCTA Role
<p><b>South County Traffic Relief Effort</b></p> <p>Project initiation document (PID) developed by TCA to identify and analyze potential alternatives for toll road alignments in southern Orange County.</p> <p>With PID approval from Caltrans, TCA will initiate scoping for the project approval/environmental document phase of project development.</p> <p>This reevaluation of alignments is being conducted by TCA due to a settlement agreement that eliminated their preferred alignment.</p>	<p><u>January 2016</u> – Community Ascertainment Study completed</p> <p><u>June 2016</u> – Public Forum #1</p> <p><u>October 2016</u> – Public Forum #2</p> <p><u>November 2016</u> – Settlement achieved for SR-241 lawsuits</p> <p><u>June 2017</u> – Public Forum #3</p> <p><u>December 2017</u> – South County Traffic Relief Initial Screening Report</p> <p><u>February 2018</u> – First project development team (PDT) meeting</p> <p><u>March 2018</u> – Draft PSR/project development support (PDS) submitted to Caltrans</p> <p><u>June 2018</u> – Draft PSR/PDS provided to PDT for review</p> <p><u>July 2018</u> – OCTA submitted comments</p> <p><u>September 2018</u> – Final Draft PSR/PDS submitted to Caltrans (signature pending)</p> <p><u>November 2018</u> – TCA Board approved a \$5 million contract to initiate project approval/environmental document. Directed TCA staff to return at the conclusion of the Scoping Phase to seek authorization to proceed.</p>	<p>Ensure consistency with OCTA plans and projects.</p>	<p>Coordinate with TCA and other stakeholder agencies. Provide comments as necessary.</p>

## March 2019 Regional Planning Activities


### TCA (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<b>TCM substitution</b>	<p>TCA is requesting OCTA remove the TCM designation from three portions of TCA facilities: 1) the San Joaquin Hills Transportation Corridor (State Route 73 between approximately MacArthur Boulevard and I-5; \$351.2 million total project cost), 2) the Eastern Transportation Corridor (SR-241, State Route 261, and State Route (SR-133) between SR-91 and SR-133/I-5 interchange; \$631.9 million total project cost), and 3) the Foothill Transportation Corridor-North (SR-241 between SR-133 and Oso Parkway; \$269.0 million). These projects would add approximately 150 lane-miles to the existing toll roads.</p> <p>TCA will work with OCTA and SCAG to prepare a formal substitution request although no substitute projects were identified in TCA request. TCA will also participate in interagency consultation on the requested TCM substitution through SCAG's Transportation Conformity Working Group.</p>	<p><u>February 2019</u> – Request to remove TCM designation</p> <p><u>To Be Determined (TBD) 2019</u> – Initiated substitution process with SCAG</p> <p><u>TRB</u> – Presentation to the SCAG Transportation Conformity Working Group</p> <p><u>TBD</u> – Present to the SCAG Energy and Environment Committee and Regional Council for approval</p> <p><u>TBD</u> – Anticipate CARB and EPA concurrence</p>	<p>Avoid potential impacts to regional transportation funding.</p> <p>Consider impacts to south Orange County transportation system with project deferrals.</p>	<p>Coordinating with SCAG and TCA.</p>



**March 4, 2019**

**To:** Regional Planning and Highways Committee

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

**Subject:** 2019 Measure M2 Environmental Cleanup Program Call for Projects

### **Overview**

The Measure M2 Environmental Cleanup Program provides grants to projects that protect Orange County waterways and beaches from roadway runoff. Updated Environmental Cleanup Program Tier 1 Call for Projects Program Guidelines are submitted for review and approval. Board of Directors' authorization is also requested to initiate the 2019 Environmental Cleanup Program Tier 1 call for projects.

### **Recommendations**

- A. Approve the proposed revisions to Chapter 11 of the Comprehensive Transportation Funding Programs Guidelines.
- B. Authorize staff to issue the 2019 Environmental Cleanup Program Tier 1 call for projects for approximately \$2.8 million.

### **Background**

The Environmental Cleanup Program (ECP) provides for the allocation of two percent of annual Measure M2 (M2) revenues to improve overall water quality in Orange County. Funding is allocated on a countywide competitive basis to assist local agencies in controlling transportation-related pollution. These funds are intended to supplement, not supplant, existing transportation-related water quality programs. Funds are awarded to priority projects that improve water quality in streams, harbors, and other waterways that have a nexus to transportation-related pollution, consistent with the Orange County Transportation Authority's (OCTA) Ordinance No. 3 (Ordinance). The Ordinance calls for establishment of an Oversight Allocation Committee to advise the Board of Directors (Board) on priorities and processes for use of these funds.

In May 2010, the Board approved a two-tiered approach to fund the M2 ECP. The Tier 1 Grant Program consists of funding for equipment purchases and upgrades to existing storm drains and related best management practices. The Tier 2 Grant Program consists of funding for regional, potentially multijurisdictional, and more capital-intensive projects.

In September 2018, the Board approved funding for 12 Tier 1 projects. To date, the Tier 1 Program has funded 166 projects, totaling approximately \$22 million. There have been two Tier 2 calls for projects (call) to date, and the program has funded 22 projects, totaling approximately \$28 million. The current call focuses on the M2 ECP Tier 1 Program.

### ***Discussion***

OCTA staff worked with local agencies and the Environmental Cleanup Allocation Committee (ECAC) to determine areas of the M2 ECP Tier 1 Program Guidelines (Guidelines) that needed to be adjusted, as well as reviewed issues that emerged out of previous calls. The proposed modifications to the Guidelines are included in Attachment A.

The proposed changes were reviewed and endorsed by the ECAC at the January 10, 2019 meeting. The changes are minimal and include the following:

- An update to the ECP Tier 1 call application schedule and identification of a \$2.8 million funding commitment to support the 2019 call, and
- An update to the acceptable formats for electronic submittal of project applications. Electronic versions of application materials should be submitted on a thumb drive or via Dropbox, rather than on a CD/DVD.

It should also be noted that 2018 call Guidelines changes, including cost/benefit analysis and targeted pollutant scoring criteria, are proposed to remain in the Guidelines. Based on the results from last year's call, the ECAC concurred that these scoring criteria proved to be effective in providing a quantitative method to score applications.

The ECAC also discussed the long-term funding disposition of the ECP. This included whether there is going to be an ongoing need for the Tier 1 funding program where the focus is to capture trash and debris. The ECAC felt that with the state's recently adopted regulations requiring more stringent trash capturing devices, there will be an ongoing need for Tier 1-funded projects well into the foreseeable future. Based upon this conclusion, the ECAC agreed that maintaining an annual \$2.8 million call for Tier 1 projects is both appropriate and sufficient. Future Tier 2 calls may also be recommended following various need assessments that are under development by the County of Orange.

**Next Steps**

Upon Board approval of the staff recommendations, OCTA will notify local agencies of the call, which is anticipated to commence March 11, 2019. During the call, staff will offer a workshop, tentatively scheduled for March or April 2019, and one-on-one meetings by appointment to assist local agencies with the application process. Applications will be due to OCTA on or before May 9, 2019, and staff will return to the Board with final programming recommendations by late summer 2019. Upon Board approval of final programming recommendations, funds will become available to the selected projects.

**Summary**

OCTA staff is recommending revisions to the Guidelines and is requesting authorization to issue the 2019 call for the ECP Tier 1 Grant Program, totaling approximately \$2.8 million.

**Attachment**

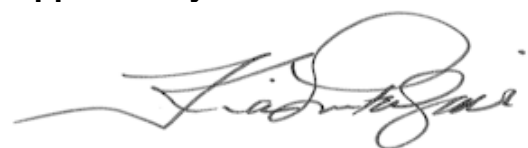
- A. Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions

**Prepared by:**



Joseph Alcock  
Section Manager Local Programs  
(714) 560-5372

**Approved by:**



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

# **Comprehensive Transportation Funding Programs Guidelines Excerpt**

## **Proposed Revisions**



## Chapter 11 - Environmental Cleanup Program (Project X)

### Overview

The Project X/Environmental Cleanup Program (ECP) provides for Measure M2 (M2) revenues to improve overall water quality in Orange County from transportation-generated pollution. Specifically, the Orange County Local Transportation Authority's Ordinance No. 3 (Ordinance), dated July 24, 2006, provides 2 percent of gross M2 revenues dedicated to protecting Orange County beaches and waterways from the conveyance of urban runoff associated with transportation-generated pollution. The ECP ensures that funds will be used on a countywide competitive basis to meet federal Clean Water Act standards for controlling transportation-generated pollution by funding nationally recognized Best Management Practices (BMPs).

As required by the Ordinance, an Environmental Cleanup Allocation Committee (ECAC), representing a broad cross-section of the water quality community, was formed in October 2007 to provide guidance on program design and funding. The goal of the ECP is to fund projects on a countywide, competitive basis. This will assist the County of Orange and Orange County cities in reducing transportation-related water quality pollution by meeting Clean Water Act standards for local waterways and beaches.

Proposed projects must demonstrate a direct nexus (connection) to a reduction of transportation-related pollution as developed and defined by the ECAC in conformity with the Ordinance. All proposing agencies must demonstrate an understanding of how their proposed projects meet the following transportation pollution nexus definition:

- Transportation-related activities can be a contributor of pollutants and/or impairments to receiving waters via aerial deposition, storm, and non-storm water discharges. Transportation-related activities are associated with the operation, construction, and maintenance of public roads, highways, and other ground transportation systems.
- The conveyance of transportation-related pollutants to surface and groundwater can occur from precipitation, runoff, and leaching entering or discharging from public roads, highways, and other ground transportation systems via drainage systems, such as catch basins, curbs, gutters, ditches, manmade channels, retention basins, or storm drains. The quality and quantity of these discharges vary considerably and are affected by hydrology, geology, land use, season, and sequence and discharge of hydrologic events.
- Pollutant sources can encompass right-of-way, properties, facilities, and activities related to motor vehicles, highway maintenance, construction site runoff, maintenance facility runoff, illegal dumping, spills, and landscaping care. Pollutant categories include but are not limited to metals (such as copper, lead, and zinc), organic chemicals and compounds (hydrocarbons and pesticides), sediment, nutrients (nitrogen and phosphorus), litter, oxygen demanding substances (decaying

vegetation, animal waste, and other organic matter), groundwater dewatering discharges, and pathogenic material.

ECP funds are designed to supplement, not supplant, existing water quality programs. Proposed projects must improve and not replace existing pollution reduction efforts by an eligible party. Funds will be awarded to the most competitive projects with the highest benefit to water quality.

The intent of the ECP is to provide funding for water quality projects that do not replace existing transportation water quality expenditures. In other words, if a project has components which would replace features already in place or which would fulfill project specific mitigation, those components would not be eligible for funding consideration. Some upgrades and expansions may be eligible.

Proposed projects, which support compliance with the 2015 adopted Trash Provisions, are eligible for ECP funding provided the funds would not replace established and programmed funds and the funds are not applied to any mandated project design features or required mitigation measures.

The eligibility of the project and its components will be determined during the evaluation process. Contact Joseph Alcock at (714) 560-5372, or [jalcock@octa.net](mailto:jalcock@octa.net) with questions.

## **Tier 1 Grant Program**

### **Overview**

The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such as litter and debris, which collect on the roadways and in the catch basins (storm drains) prior to being deposited in waterways and the ocean. It consists of grant funding for Orange County local governments to purchase equipment and upgrades for existing catch basins and other related BMPs (i.e., “street-scale” low flow diversion projects). Examples include screens, filters, and inserts for catch basins, as well as other devices designed to remove the above-mentioned pollutants. To date, eight Tier 1 calls for projects have been held. Through this process, many of the opportunities for street-scale BMPs have been fulfilled. Water quality projects, regardless of technology, are eligible for Tier 1 funding provided they have a verifiable benefit to water quality and fall within the maximum per project programming cap. The intent of this funding program is for project applicants to complete the work generally within one year from the letter agreement execution.

### **Tier 1 Project Types**

The Tier 1 projects funded in the past included the following types. A description of each project type is provided below:

- 1) Automatic Retractable Screen and other debris screens or inserts: screen or insert units prevent debris from entering the storm drain system.
- 2) Irrigation system retrofits to reduce runoff: these projects decrease runoff from highway medians by using more efficient irrigation systems and/or replacing existing landscape to reduce the amount of water used in irrigation.
- 3) Continuous Deflection Separator (CDS): CDS units screen, separate, and trap debris, sediment, oil, and grease from storm water runoff.
- 4) Linear Radial Gross Solid Removal Device (GSRD): GSRDs are certified full capture systems which efficiently remove large solids from runoff water flows.
- 5) Marina Trash Skimmer: these devices draw in floating debris, such as plastics, bottles, paper, oil sheen, and drift wood. The installation of marina trash skimmers will reduce the amount of trash and debris reaching the open ocean.
- 6) Bioswales and Bioretention systems: pollutants and sedimentation are captured and subsequently removed from stormwater runoff.
- 7) Trash Boom: a floating boom placed across a channel captures trash and debris that have reached flood channels from being further conveyed to downstream receiving waters.

## **Pre-Application Process**

In order to ensure the best use of M2 funds and assist eligible jurisdictions with the Tier 1 Grant Program, applicants may engage in a pre-application process with OCTA staff in project planning, cost estimate development, and determination of likely projected competitiveness. Specific meeting times will be established once the call is initiated. After the call for projects deadline and submittal of the grant application, applicants will not be able to change the content of the application or scope of the project.

## **Eligible Applicants**

ECP funds can be used to implement street and highway-related water quality improvement projects to assist Orange County cities and the County of Orange to meet federal Clean Water Act standards for urban runoff and State Water Resources Control Board requirements for trash capture. Applicants eligible for ECP funds include the 34 Orange County cities plus the County of Orange. Eligible applicants must meet the transportation requirements discussed in the M2 Ordinance.

Third parties, such as water and wastewater public entities, environmental resource organizations, nonprofit 501(c) environmental institutions, and homeowners' associations cannot act as the lead agency for a proposed project, however; these agencies can jointly apply with an Orange County city and/or the County of Orange.

Two or more agencies may participate in a project. If a joint application among agencies and/or third-party entities is submitted, a preliminary agreement with joint or third-party entities must be provided as part of the application. In order to meet Ordinance requirements, an eligible applicant must be the lead agency for the funding application. If a project includes more than one jurisdiction and is being submitted as a joint application, one agency shall act as lead agency and must provide a resolution of support from all joint applicants.

Each eligible jurisdiction must meet the eligibility criteria as set forth in Chapter 1 of these guidelines.

## **Project Programming**

The Tier 1 Grant Program approach is designed to be consistent with Chapter 2 of these Comprehensive Transportation Funding Program (CTFP) Guidelines regarding the provisions below:

- Program Consolidation
- Funding Projections
- Programming Adjustments
- Project Cost Escalation

- Programming Policies
- Schedule Change Requests
- Project Advancements
- Semi-Annual Review

Refer to Chapter 2 for explanations of the above provisions.

## **Funding Estimates**

Approximately \$2.8 million is available for the 2019 Tier 1 call for projects.

The maximum amount for the Tier 1 Grant Program is \$500,000 per project. The maximum amount that an applicant can receive in a funding period is \$500,000.

## **Matching Funds**

For the Tier 1 Grant Program, a minimum local match of 20 percent of the eligible project cost is required. The matching funds shall be provided as a cash contribution.

Retroactive expenditures cannot be credited towards the matching fund threshold.

## **Overmatch**

For the Tier 1 Grant Program, administering agencies may “overmatch” ECP projects; that is, additional cash match may be provided for the project. Applicants will receive additional points in the evaluation process for matching with cash above the minimum requirement. Proposals that exceed the 20 percent minimum funding match will be given an additional one-half point for every five percent over the minimum cash match (up to five bonus points).

Additionally, administering agencies must commit to cover any future cost overruns if the project is underfunded. Any work not eligible for ECP reimbursement must be funded by other means by the project applicant and cannot count as match. These non-eligible items should not be included in the cost estimate breakdown in the application.

## **Reimbursements**

For the Tier 1 Grant Program, OCTA will release funds through two payments. The initial payment will constitute 75 percent of the contract award or programmed amount at contract award. OCTA will disburse the final payment, approximately 25 percent of eligible funds, after approval of the final report. Further information on reimbursements can be located within Chapter 9 of these Guidelines.

## **Scope Reductions/Modifications and Cost Savings**

Any proposed scope reductions of an approved project must be submitted to OCTA to ensure consistency with the Tier 1 Grant Program requirements. If the proposed scope reduction is approved by OCTA, cost savings will be proportionally shared between OCTA and the grantee - a reduction in ECP funds must be applied proportionally to maintain the

approved local match percentage. All cost savings will be returned to the Tier 1 Grant Program for reallocation for the subsequent call of projects.

Any minor scope modifications, such as BMP device quantities and/or the adjustment of device locations, must be submitted to OCTA for administrative approval prior to the implementation of the project. The proposed modifications must mitigate the same pollutants, affect the same waterways, and meet all other provisions as stipulated in these guidelines.

## **2019 Tier 1 Call for Projects**

2019 Tier 1 Call for Projects applications must be received by OCTA **no later than 5:00 p.m. on Thursday, May 9, 2019**. Projects that do not award construction contracts by June 30, 2020 will not be considered. OCTA allocates funds on July 1 of each year. Tier 1 projects are not eligible for delay requests; please refer to precept number 17 for additional information. Funds will become available upon execution of a letter agreement.

After the Tier 1 applications are reviewed by OCTA, an advisory panel will review and rank projects. Following a review by the ECAC, a recommended priority list of projects will be forwarded to the OCTA Board for approval in summer 2019. Funds allocated for projects are final once approved by the OCTA Board. No additional funds will be allocated to the project. Grantees are responsible for any costs exceeding the allocated amount.

## **Tier 1 Selection Criteria**

OCTA will evaluate all proposals that meet the mandatory prerequisites based on competitive selection criteria (Exhibit 11-1) with the following categories:

- Problem and source identification
- Project design
- Operations and maintenance
- Project benefits
- Performance metrics
- Project implementation and readiness
- Secondary attributes\*

\*Note: Project elements which may qualify for points under the “secondary attributes” category do not need to be eligible expenditures. See Eligible Expenditures and Ineligible Expenditures sections for further information.

Each proposal can receive a maximum of 100 points, exclusive of five bonus points for cash overmatch. See Exhibit 11-1 for scoring categories and point distribution.

## Exhibit 11-1 (Tier 1 Scoring Criteria)

Scoring Criteria		Points Possible												
1. Describe the need for the selected BMP(s), including nexus to transportation pollutants, and detail the benefits to water quality the BMP(s) will achieve. (up to 15 Points)		15												
2. Cost/Benefit (Up to 16 points): Based on information provided by the applicant, a cost/benefit calculation will be conducted to compare the total project cost to the area of priority land uses treated by the proposed BMP(s). Applicant is required to provide <sup>1</sup> : <ul style="list-style-type: none"> <li>Types(s) of BMP(s) proposed</li> <li>Number of each BMP type</li> <li>Total drainage area(s) contributing to each BMP type</li> <li>Percent of drainage area(s) that is/are considered priority land uses (i.e., high density residential, industrial, commercial, mixed urban, public transportation stations)</li> </ul> <p>The applicant must also provide geospatial information (through ArcGIS and/or Google Earth) that identifies the drainage area(s) and BMP location(s) for the project.</p>		16												
3. Pollutant Reduction Benefits: Based on treatment capacity and BMP type, project benefit will be calculated using the scoring equation: $(A \times 3) + (B \times 3) + (C \times 6) =$ (up to 12 points) <sup>1</sup>		12												
<table border="1"> <thead> <tr> <th>Line</th><th>Factor</th><th>Points Available</th></tr> </thead> <tbody> <tr> <td>A</td><td>Fractional percent of 1 year, 1-hour event flowrate discharging from priority land uses to the BMP(s)</td><td>0 to 1</td></tr> <tr> <td>B</td><td>Fractional percent of 85th percentile, 24-hr design event that is treated by a low-impact development (LID) or treatment control BMP<sup>2</sup></td><td>0 to 1.5</td></tr> <tr> <td>C</td><td>BMP Multiplier: <ul style="list-style-type: none"> <li>1/3 point for high capacity systems</li> <li>2/3 point for filters/biofilters</li> <li>1 point for zero-discharge BMPs</li> </ul> </td><td>0 to 1</td></tr> </tbody> </table>		Line	Factor	Points Available	A	Fractional percent of 1 year, 1-hour event flowrate discharging from priority land uses to the BMP(s)	0 to 1	B	Fractional percent of 85th percentile, 24-hr design event that is treated by a low-impact development (LID) or treatment control BMP <sup>2</sup>	0 to 1.5	C	BMP Multiplier: <ul style="list-style-type: none"> <li>1/3 point for high capacity systems</li> <li>2/3 point for filters/biofilters</li> <li>1 point for zero-discharge BMPs</li> </ul>	0 to 1	
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<sup>1</sup> Applicants are not expected to calculate the score for question 2 and question 3. OCTA's technical consultant will provide the analysis for these questions based on the application materials provided by the applicant.														
<sup>2</sup> Examples include high capacity systems (i.e. hydrodynamic separators), filters/biofilters, or zero-discharge BMPs (i.e., retention/infiltration).														
4. How effective will the proposed project be in dealing with the more visible forms of pollutants, such as a litter and debris? (up to 10 points)		10												
5. What other BMP types were considered for this project? Why was the proposed BMP chosen? (5 points)		5												
6. Provide information on proposed BMP performance efficiency and/or effectiveness, including pollutant capture, storage capacity, flow capacity, etc. (up to 6 points)		6												
7. Project Readiness: The project schedule will be reviewed by the evaluation committee to determine when the proposed BMP will be operational following the OCTA Board of Directors approval. (up to 6 points):		6												
Less than 4 Months	(6 points)	8 - 12 months (2 points)												
4 - 8 months	(4 points)	More than 12 months (1 point)												



8. Secondary Attributes: Will the proposed project provide any benefits beyond water quality improvement (i.e., water use efficiency, public awareness, flooding control, recreation, habitat, sustainability)? (up to 5 points)	5
9. What is the methodology for measuring pollutant reduction before and after the BMP is implemented? How frequently will monitoring and performance assessment occur? (up to 10 points)	10
10. Provide an operations and maintenance plan for the lifespan of the proposed project. Include schedule of inspections, cleaning, removal and disposal of pollutants, repairs, etc. (up to 15 points)	15
	<hr/>
	100
12. <b>BONUS:</b> Are local matching funds in excess of the 20% minimum cash being proposed? If yes, at what percentage? (.5 point for each 5% cash overmatch, up to 5 points)	5
Note: overmatch bonus points can only be granted to projects with a cash match.	
	<hr/>
	105

## Application Process

The following information, which is to be completed within the Tier 1 Grant Application Form, available electronically from OCTA, is required to evaluate and select projects. A checklist is included in the Tier 1 Grant Application Form to assist eligible agencies in assembling project proposals. The following project information will be necessary as part of the application process:

- Project Title
- Lead Agency Information
- Proposed Schedule
- Project Management
- Description and Scope of Proposed Project
- Integrated Regional Water Management Plan identification (if applicable)
- Project Readiness
- Performance Metrics
- Detailed Project Estimate
- GIS/KMZ data files for each BMP type
- Minimum 20% Local Match (cash match only)
- Joint-Application (if applicable)

In addition to the completed Tier 1 Grant Application, the following documentation is required as part of the application process:

- Project design or concept drawings, including preliminary design calculations, of proposed BMP
- Precise maps to show tributary drainage area and proposed location(s) for BMP installation including geospatial information (through ArcGIS and/or Google Earth)

- Digital project site photos
- Preliminary agreements with joint and/or third-party entities if part of the funding application (if applicable)
- A city council resolution specific to each proposed project and funding commitment. A final resolution authorizing request for funding consideration with a commitment of local match funding must be provided with the project application. **If a draft copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board. See Exhibit 11-2 for a sample resolution.

For the Tier 1 Grant Program, an unbound original and two copies (total of three) of the completed application form and supporting documentation are to be submitted, plus an ~~CD/DVD~~ electronic copy of the complete application materials. Electronic application materials can be submitted via email, USB drive, or Dropbox. CD/DVD files are not accepted. Use separate sheets of paper if necessary.

There is no maximum length for proposals. All pages must be numbered and printed on 8 1/2 x 11 sheets of white paper. Maps and drawings can be included on 11 x 17 sheets, folded into the proposal. The original proposal should be left unbound for reproduction purposes.

Submitted applications are considered final. Any applications that do not contain all required information and documentation will be disqualified.

## Exhibit 11-2 (Tier 1 Sample Resolution)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL/BOARD OF THE CITY/COUNTY OF \_\_\_\_\_

AUTHORIZING AN APPLICATION FOR FUNDS FOR THE ENVIRONMENTAL CLEANUP, TIER 1 GRANT PROGRAM UNDER ORANGE COUNTY LOCAL TRANSPORTATION ORDINANCE NO. 3 FOR (PROJECT NAME).

WHEREAS, Orange County Local Transportation Ordinance No.3, dated July 24, 2006, and is known and cited as the Renewed Measure M Transportation Ordinance and Investment Plan makes funds available through the Environmental Cleanup Program to help protect Orange County beaches and waterways from transportation-generated pollution (urban runoff) and improve overall water quality.

WHEREAS, the Environmental Cleanup, Tier 1 Grant Program consists of funding purchases and installation to catch basins with Best Management Practices, such as screens, filters, inserts, and other "street-scale" low flow diversion projects.

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

WHEREAS, (ADMINISTERING AGENCY) possesses authority to nominate water quality improvement projects that have a transportation pollution nexus to finance and construct the proposed project; and

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

WHEREAS, the (ADMINISTERING AGENCY) will maintain and operate the equipment acquired and installed; and

WHEREAS, the (ADMINISTERING AGENCY) will give OCTA's representatives access to and the right to examine all records, books, papers or documents related to the funded Tier 1 Grant Project; and

WHEREAS, the (ADMINISTERING AGENCY) will cause work on the project to be commenced within a reasonable time after receipt of notification from OCTA and that the project will be carried to completion with reasonable diligence; and

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

WHEREAS, the (ADMINISTERING AGENCY) must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement.

WHEREAS, the (ADMINISTERING AGENCY) authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors.

WHEREAS, the City/County of \_\_\_\_\_ will provide a minimum of 20% in matching funds for the (PROJECT NAME) as required by the Orange County Comprehensive Transportation Funding Programs Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the City/County of \_\_\_\_\_ hereby authorizes (NAME OF AGENCY REPRESENTATIVE) as the official representative of the (ADMINISTERING AGENCY) to accept funds for the Environmental Cleanup, Tier 1 Grant Program for (PROJECT NAME).

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

## Eligible Expenditures

- ECP funds must be for capital improvement. Construction management and project management cannot exceed 15 percent of the total construction costs.
- ECP funds can only be used for facilities that are in public ownership for public use; however, water quality improvements on private property, which are connected to municipal separate storm sewer systems, are eligible. (For example, a homeowner association can apply for funding through an eligible agency if the proposed project is connected to a public facility.)
- Reducing volume of surface flows is an integral factor of improving water quality, therefore, projects that have water-saving features (i.e., drip systems) are eligible for funding considerations.

## Ineligible Expenditures

- Operations and maintenance costs are not eligible expenditures. Operations and maintenance costs cannot be utilized as a source of matching funds.
- ECP funds are not to be used for planning.
- Expenditures prior to the grantee executed letter agreement date cannot be considered eligible for funding or match.
- Landscaping installation and replacement are not eligible for funding consideration.
- Replacement of equipment funded with ECP funds that is still within its anticipated useful life (based on manufacturer's specifications).
- Capital equipment purchases related to regular on-going street maintenance efforts, including, but not limited to: trash receptacles, vacuum trucks and/or equipment, street sweepers, signage, etc.

## Reporting and Reimbursement

A final report must be filed within 180 days of the project being completed with information as shown in Form 10-16. See Chapter 9 for the process and requirements regarding reimbursements and reporting for the Tier 1 Grant Program.

Additionally, an exception to Precept #36: Agencies may appeal to the ECAC and the OCTA Board on any issues that the agency and OCTA cannot resolve, as such are the approving bodies for this program.

## Technical and/or Field Review

Once an agency submits a final report for a project, OCTA shall review the report for compliance with the CTFP guidelines and may conduct a field review. OCTA will use the project cost estimate forms submitted with the application and revised where appropriate, project accounting records and the final report as the primary items to conduct the review. Agencies must maintain separate records for projects (i.e., expenditures, interest)

to ensure compliance. Only CTFP eligible items listed on a project's cost estimate form will be reimbursed. See Chapter 10 for independent audit requirements beyond the technical and/or field review.

## Additional Information

Completed applications and questions regarding these procedures and criteria should be directed to:

By mail:

Joseph Alcock  
Orange County Transportation Authority  
P.O. Box 14184  
Orange, CA 92863-1584  
Tel: (714) 560-5673  
Fax: (714) 560-5794

In person:


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

Via email (for electronic submittal):

[jalcock@octa.net](mailto:jalcock@octa.net)



**March 4, 2019**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer   
**Subject:** Consultant Selection for the Safe Routes to School Action Plan

### **Overview**

Consultant services are required to develop the Safe Routes to School Action Plan. This plan will evaluate ongoing Safe Routes to School efforts countywide and develop an action plan for lead agencies and organizations to improve safety for youth walking and bicycling to school.

Proposals have been received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for architectural and engineering services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

### **Recommendations**

- A. Approve the selection of Toole Design, LLC, as the firm to develop the Safe Routes to School Action Plan.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1974 between the Orange County Transportation Authority and Toole Design, LLC, to develop the Safe Routes to School Action Plan.

### **Discussion**

The Safe Routes to School (SRTS) Action Plan (Action Plan) will evaluate ongoing SRTS efforts countywide and develop a list of action items with clear definition of lead agencies and organizations. The plan aims to improve safety for youth walking and bicycling to school through collaborative efforts, promotion of transportation safety education, strengthening of education and enforcement partnerships, and advancing encouragement programs that will benefit families throughout the County.

A California Department of Transportation's (Caltrans) Sustainable Transportation Planning Grant Program was secured to implement the project in collaboration with Caltrans and the Orange County Health Care Agency (OCHCA). The grant will support Walk to School Day events, walk audits, identify key stakeholders countywide, and develop an action plan for next steps. The study scope includes demonstration of Walk to School Day events at ten schools throughout the County. Additionally, walk audits will be completed at the ten selected schools. This will better support local agency efforts to implement policy and engineering changes to serve students walking and biking to school. Local efforts could include improvements to pedestrian and bicyclist facilities, as well as non-infrastructure efforts such as school events and educational programs.

This study will continue to foster collaboration between the Orange County Transportation Authority (OCTA), OCHCA, the cities, the County of Orange, law enforcement agencies, and Caltrans. The Action Plan will be developed in partnership with local agencies and include an evaluation of current countywide SRTS efforts. Based on a collaborative program, recommendations will be developed for next steps (Action Plan), with clarity about the lead agency or organization. OCTA can provide support for some efforts, but enforcement activities, for example, would be led by local police department staff.

Engagement with local agency staff will ensure that the Action Plan empowers local agencies, schools, school districts, and community organizations to effectively implement programs and efforts supportive of walking and biking to school by students, parents, and guardians.

The Citizens Advisory Committee Bicycle and Pedestrian Subcommittee will be involved in preparation of the Action Plan. Staff will provide regular updates to the Board of Directors (Board) during the plan development, which is anticipated to take 24 months.

### ***Procurement Approach***

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

On October 2, 2018, Request for Proposals (RFP) 8-1974 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on October 1 and 8, 2018. Two addenda were issued to provide responses to questions received on the RFP and make clarifications relative to the RFP.

On November 1, 2018, seven proposals were received. An evaluation committee comprised of staff from Contracts Administration and Materials Management and Transportation Planning departments, as well as external representatives from OCHCA and Caltrans met to review the submitted proposals. The proposals were evaluated using the following evaluation criteria and weights.

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

In developing these weights, several factors were considered, giving high importance to qualifications of the firm to evaluate the firm's experience in performing work of a similar scope and size, as well as staffing and project organization, as the qualifications of the project manager and other key personnel are very important to the successful and timely delivery of the project. Equally weighted was the work plan, cost, and price criteria 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 work plan and technical approach to the project is critical to the successful performance of the project, and cost and price ensures OCTA receives value for the services provided.

The evaluation committee reviewed and discussed all proposals received based on the evaluation criteria and short-listed three firms to be interviewed. The three most qualified firms are listed below in alphabetical order:

**Firm and Location**

Alta Planning + Design (Alta)  
Los Angeles, California

KOA Associates (KOA)  
Orange, California

Toole Design Group, LLC (Toole)  
Oakland, California

On December 19, 2018, the evaluation committee interviewed the three 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. Questions were asked relative to the proposed project team's experience in school walk audits, community engagement plans with



regional agencies, each firm's approach to developing final reports, as well as discussing key challenges to completing this SRTS project.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and adjusted individual scores. The rankings did not change.

Based on the evaluation of written proposals and interviews, the evaluation committee recommends Toole for consideration of the contract award. The following is a summary of the proposal evaluation results.

#### **Qualifications of the Firm**

The three short-listed firms are established firms with relevant experience and qualifications related to development of similar SRTS plans.

Toole was established in 2003 and has experience working on SRTS plans at the local, state, and national levels. The firm managed a statewide SRTS plan for the Ohio Department of Transportation and other similar action plans for the Boston Public Health Commission and the City of Seattle. The firm manages a contract for education and outreach services for the Alameda County Transportation Commission and helped develop the Federal Highway Administration guidance for the federal SRTS Program. Toole is also working with the City of Austin, Texas Public Works to develop an SRTS Infrastructure Plan.

Alta was established in 1996 and has over 18 years of SRTS-related experience assisting schools, school districts, and other jurisdictions. The firm developed Santa Ana's "Travel Safe, Share the Space Bicycle" safety campaign, Los Angeles Metropolitan Transportation Authority's SRTS Pilot Program, as well as the City of Los Angeles' "Walk to School Day." The firm also provided related services for the cities of Claremont, Lawndale, and Rialto in California.

KOA Corporation was established in 1987 and provides traffic engineering, transportation planning, and construction management services for public agencies and private sector clients. The firm recently developed a number of SRTS programs for the Town of Apple Valley, and the cities of Barstow, Burbank, Garden Grove, Irvine, San Jacinto, and South Gate in California.

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### Staffing and Project Organization

The firms proposed qualified project managers and key personnel with relevant SRTS experience.

Toole presented a staffing plan that proposed a multidisciplinary team, including the proposed subconsultants who worked on many projects together. Toole's project manager is a transportation planner who served as Washington Metropolitan Area Transit Authority's SRTS Coordinator for 11 years, and most recently managed the State of Virginia's SRTS Program. The deputy project manager recently served as the principal project coordinator at the Los Angeles Department of Transportation where he oversaw the SRTS program and currently works on the Caltrans Active Transportation Plan in the City of Los Angeles. The principal-in-charge has managed over 40 projects and has experience in active transportation policy, planning, and engineering projects. Other previous projects include the City of Alameda SRTS program, SRTS Launch Program in Orange County, SRTS assessments/trainings in Orange County, and the cities of Montclair and Portland SRTS programs. The interview demonstrated the team's expertise and understanding in the development of SRTS programs.

Alta proposed a qualified team that includes a principal-in-charge with 20 years of experience as a transportation planner and manager. The principal-in-charge is currently involved with the Culver City La Ballona Elementary Protected Bike Lane and SRTS Project. His relevant background includes SRTS projects for the cities of Chula Vista, National City, and Santa Ana. The project manager has worked on various SRTS projects as well, including the City of Santa Ana SRTS Plan, Santa Ana Travel Safe, Share the Space Bicycle Safety Campaign, and the City of Claremont SRTS Project. The overall staff availability was lower than other proposals. The firm provided responses to all questions during the interview.

KOA proposed qualified key personnel. The proposed project manager has 13 years of experience in the transportation planning field and has managed and worked on various SRTS or similar projects throughout Southern California, such as the City of Garden Grove SRTS, San Bernardino County Transportation Authority SRTS, and OCTA's Bikeway Strategy and feasibility studies. The principal-in-charge has 25 years of experience and has worked with City of Indio SRTS and Town of Apple Valley SRTS.

### Work Plan

The firms' proposed work plans met the requirements of the RFP and effectively discussed the approach to completing the SRTS.

Toole presented a comprehensive work plan that detailed its project understanding and approach with emphasis on outreach. The proposal discussed both short-term and long-term strategies, such as championing constituent participation, walk-to-school-day events, and provided additional recommendations not considered in the scope. During the interview, the firm elaborated on its approach regarding community engagement with local agencies like Caltrans and the Southern California Association of Governments, schools, law enforcement agencies, other stakeholders, and provided examples of where its approach was used in the past with much success. The proposed effort was more in alignment with OCTA's scope of work than other proposals.

Alta's work plan demonstrated an understanding of the project objectives, and the firm presented a detailed approach to completing the work as outlined in its project sequence flow chart. The work plan addressed all aspects of the scope of work in detail with examples of final work products created from previous projects.

KOA's proposal demonstrated knowledge of Orange County's political and socioeconomic landscape that would determine what areas would benefit most with SRTS plans. The firm provided plans for stakeholder targets, but was missing details regarding data analysis and tiered school analysis required by the scope of work. The firm answered all interview questions.

#### **Cost and Price**

Pricing scores were based on a formula, which assigned the highest score to the lowest firm-fixed price for the three-year term and scored the other proposals' firm-fixed price based on their relation to the lowest firm-fixed price. Toole's proposed firm-fixed price is deemed fair and reasonable as it is competitive among the prices proposed by the other firms and is within the OCTA project manager's independent cost estimate.

#### **Procurement Summary**

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of Toole as the top-ranked firm to develop the SRTS Action Plan. Toole submitted a comprehensive proposal that was responsive to all requirements of the RFP and, in the interview, the firm further highlighted Toole's experience, staffing experience, and technical approach to the work plan.

**Fiscal Impact**

The project is included in the approved fiscal year 2018-19 budget for the Planning Division (Account 1531-7519-A4530-18Y). The Caltrans Sustainable Transportation Planning Grant Program is funding 88 percent and the remaining 12 percent is funded through State Transportation Improvement Program funds previously approved by the Board.

**Summary**

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Agreement No. C-8-1974 with Toole as the firm to develop the SRTS Action Plan.

**Attachments**

- A. Review of Proposals, RFP 8-1974 Safe Routes to School Action Plan
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 8-1974 Safe Routes to School Action Plan
- C. Contract History for the Past Two Years, RFP 8-1974 Safe Routes to School Action Plan

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**Review of Proposals**  
**RFP 8-1974 Safe Routes to School Action Plan**

Presented to the Regional Planning and Highways Committee on March 4, 2019  
 Seven proposals were received, three firms were interviewed, one firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Firm-Fixed Rate
1	91	Toole Design Group, LLC Oakland, California	Steer Group SRTS National Partnership Leslie Scott Consulting	Highest-ranked firm overall. Experience with SRTS programs. Established in 2003. Managed SRTS programs for ten different state Departments of Transportation, Ohio DOT. Discussed approach for performing the services. Firm has performed SRTS services for Boston Public Health Commission, Schools. Currently working with City of Austin Public Works to develop SRTS Infrastructure Plan. Presented approach and responded to interview questions. Proposed competitive price.	\$300,000.00
2	88	Alta Planning + Design Los Angeles, California	SRTS National Partnership	Second-ranked firm overall. Firm has over 18 years SRTS experience. Discussed approach for performing the services. Project manager has performed the same services for over 22 years. Provided Anaheim SRTS hand tallies and surveys. Proposed competitive price (second lowest). Responded to interview questions.	\$299,988.00
3	85	KOA Associates Orange, California	KWS Consulting SRTS National Partnership	Third-ranked firm overall. Firm was established in 1987. Discussed approach for performing the services. Developed SRTS programs, including the Town of Apple Valley and the cities of Barstow, Garden Grove, and Irvine. Project manager has over 13 years experience performing similar work. Responded to interview questions.	\$296,560.00

**Evaluation Panel**

Internal:

Contracts Administration and Materials Management (1)  
 Transportation Planning (2)

External:

Caltrans (1)  
 Orange County Health Care Agency (1)

Acronyms

DOT - Department of Transportation

RFP - Request for Proposal

SRTS - Safe Routes to School

Caltrans - California Department of Transportation

**Proposed Criteria**

Qualifications of the Firm

Staff and Project Organization

Work Plan

Cost and Price

**Weight Factors**

30 percent

30 percent

20 percent

20 percent

**Proposal Evaluation Criteria Matrix (Short-Listed Firms)**  
**RFP 8-1974 Safe Routes to School Action Plan**

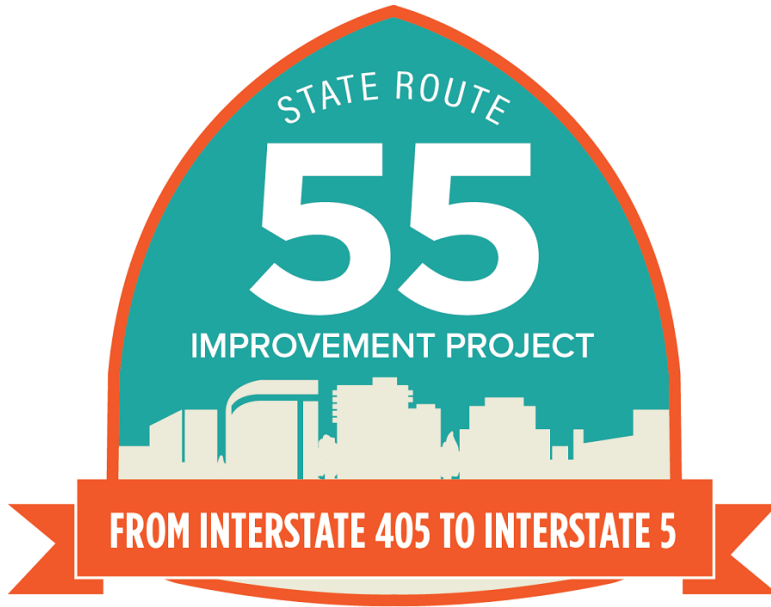
Toole Design Group, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.50	4.50	5.00	5.00	6	28
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.00	6	26
Work Plan	4.00	4.50	5.00	4.50	4.00	4	18
Cost and Price	4.79	4.79	4.79	4.79	4.79	4	19
Overall Score	89.16	91.16	93.16	94.16	89.16		91
Alta Planning + Design						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.50	4.50	4.00	4.50	6	26
Staffing/Project Organization	4.00	4.00	4.00	4.50	4.50	6	25
Work Plan	4.50	4.00	4.50	4.00	4.00	4	17
Cost and Price	4.79	4.79	4.79	4.79	4.79	4	19
Overall Score	88.16	86.16	88.16	86.16	89.16		88
KOA Associates						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.00	4.50	4.00	4.50	6	26
Staffing/Project Organization	4.00	3.50	4.00	4.00	4.00	6	23
Work Plan	4.00	3.50	4.50	3.50	4.50	4	16
Cost and Price	4.84	4.84	4.84	4.84	4.84	4	19
Overall Score	86.36	78.36	88.36	81.36	88.36		85

Range of scores for the non-short-listed firm was 42 to 78.

**CONTRACT HISTORY FOR THE PAST TWO YEARS  
RFP 8-1974 Safe Routes to School Action Plan**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Toole Design Group, LLC</b>	N/A	N/A	N/A	N/A	N/A	N/A
Contract Type: None						
Subconsultants: None						
<b>Sub Total</b>						<b>\$0</b>
<b>Alta Planning + Design</b>						
Contract Type: Time and Expense	C61418	Active Transportation Consultant	March 1, 2017	January 31, 2019		\$ 150,000
Subconsultants: Safe Routes to School National Partnership						
Contract Type: Time and Expense	C81433	Consultant for Bicycle and Pedestrian Safety	April 14, 2018	November 30, 2018		\$ 75,000
Subconsultants: None						
Contract Type: Time and Expense	C81759	Active Transportation Consultant	December 17, 2018	August 31, 2021		\$ 225,000
Subconsultants: Fehr & Peers						
<b>Sub Total</b>						<b>\$450,000</b>
<b>KOA Corporation</b>						
Contract Type: Contract Task Order	C31521	On-Call Transportation Planning	September 3, 2013	June 30, 2018		\$ 600,000
Subconsultants:						
CH2M Hill						
KTU-A						
Ave Solutions, LLC						
<b>Sub Total</b>						<b>\$600,000</b>

Acronym  
RFP - Request for Proposal



# **Update on State Route 55 Improvement Project from Interstate 405 to Interstate 5**



# Project Limits and Background

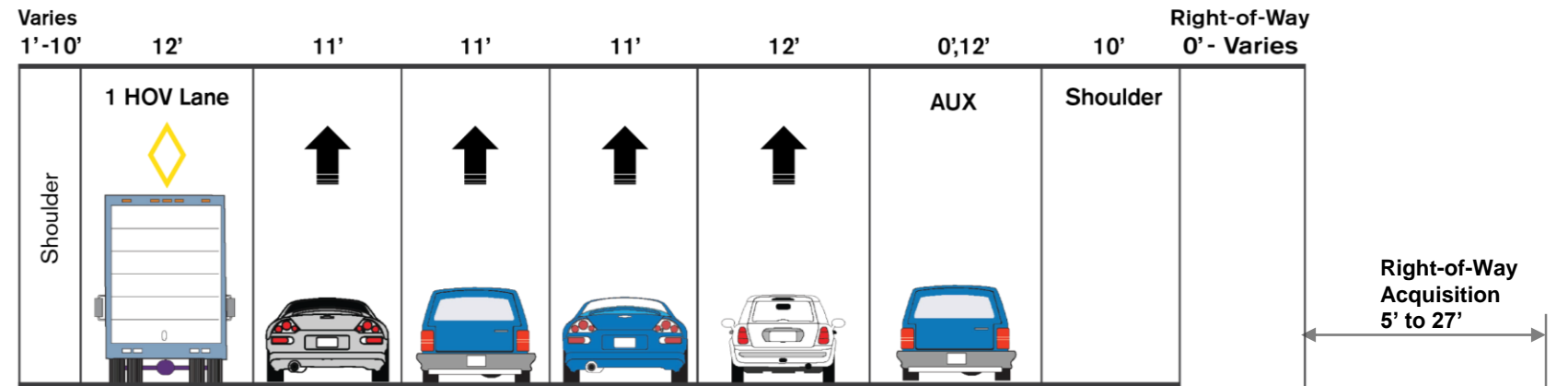


- Borders cities of Irvine, Santa Ana, and Tustin (Cities)
- Partnership with California Department of Transportation (Caltrans) and Cities
- Project F in Measure M2
- Average daily traffic is expected to grow five percent from 261,700 to 274,800 by 2040

# Project Improvements

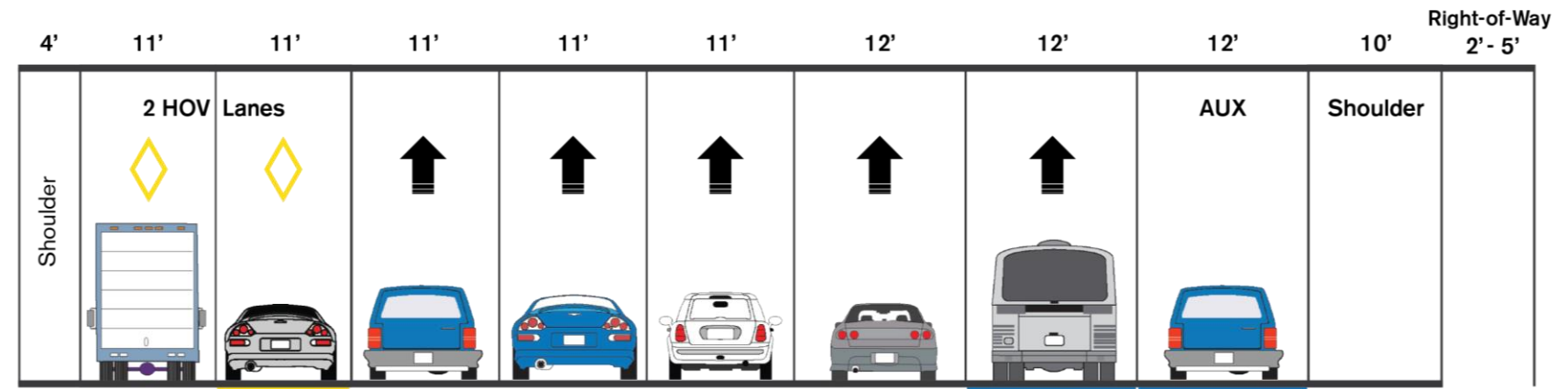
## No Build (Existing)

No capital or operational improvements

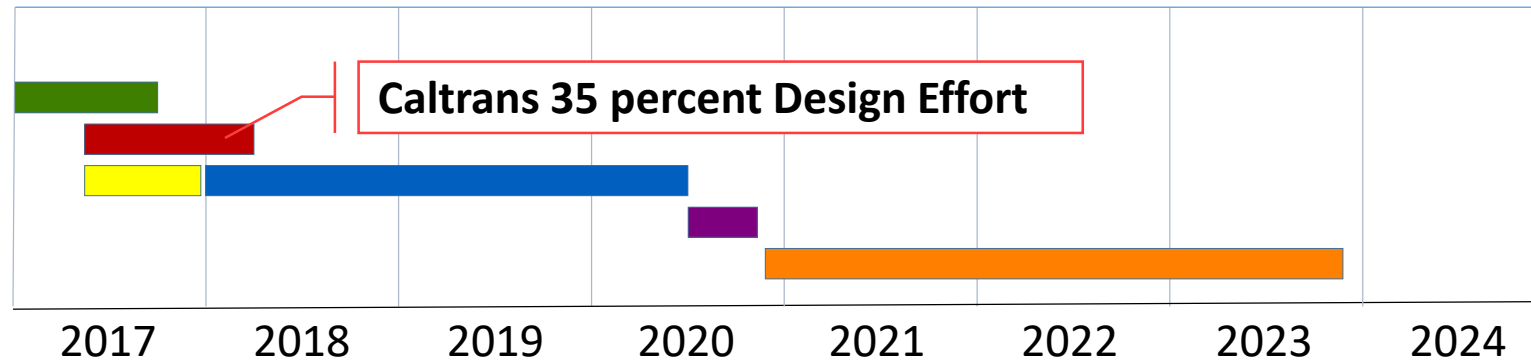


## Build Improvements

- Add one high-occupancy vehicle lane in each direction
- Add one general purpose lane in each direction
- Add auxiliary lanes at certain locations



# Current Accelerated Schedule



- Environmental
- Design Procurement for Orange County Transportation Authority Consultant
- Design/Right-of-Way (ROW)
- Advertise/Award
- Construction

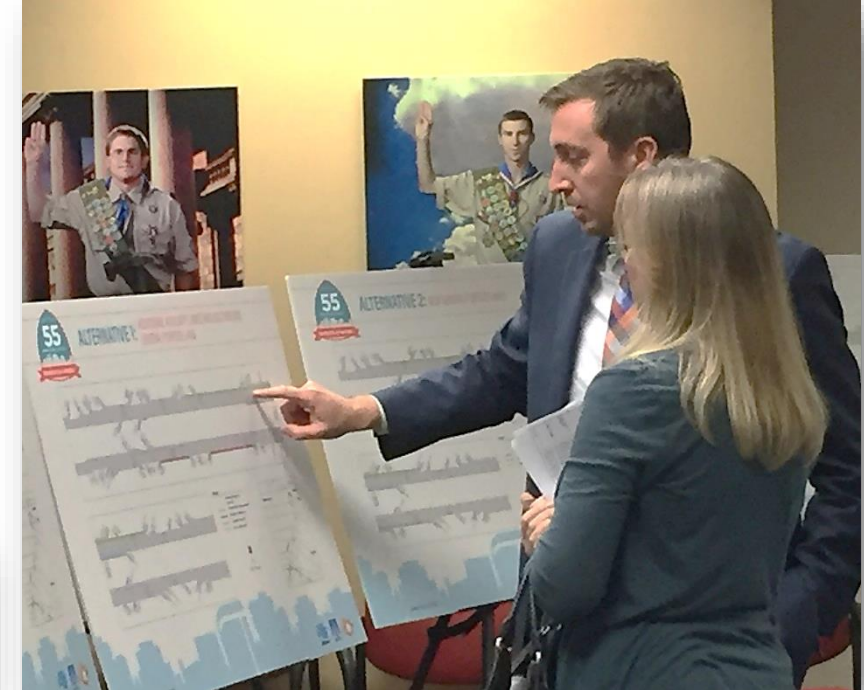
- Design partnership with Caltrans
- Complete design and ROW efforts by mid-2020
- Begin construction end of 2020

# Project Schedule

	2017	2018	2019	2020	2021	2022	2023
Complete Environmental Phase	✓	September 2017					
Initiate 35 percent Design, ROW Need and Utility Conflicts	✓	September 2017					
Complete 35 percent Design		✓ April 2018					
Initiate ROW Appraisal Maps		✓ June 2018					
Complete 65 percent Plans, Specifications, and Estimates (PS&E)			✓ January 2019				
Initiate ROW Appraisals			✓ January 2019				
Submit 95 percent PS&E			★ July 2019				
First Offers to Property Owners			★ Summer 2019				
Submit 100 percent PS&E				★ January 2020			
ROW Certification				★ May 2020			
Ready To List				★ June 2020			
Construction			Early 2021 to End 2023				

# Public Outreach

- Stakeholder ascertainment/briefings
- City Council presentations
- Civic organization briefings
- Business/school outreach
- Community events
- Collateral development
- Construction alerts
- Social media
- Closures/detours map



# Next Steps

Activity/Milestone	Date
<b>ROW</b>	
Complete ROW Appraisals and Provide First Offers to Property Owners	Summer 2019
Complete Utility Agreements	Early 2020
Obtain ROW Certification	May 2020
<b>Design and Construction</b>	
Complete Design	Early 2020
Obtain Ready to List	June 2020
Advertise for Construction	Late 2021
Start Construction	Early 2021



# PROJECT UPDATE



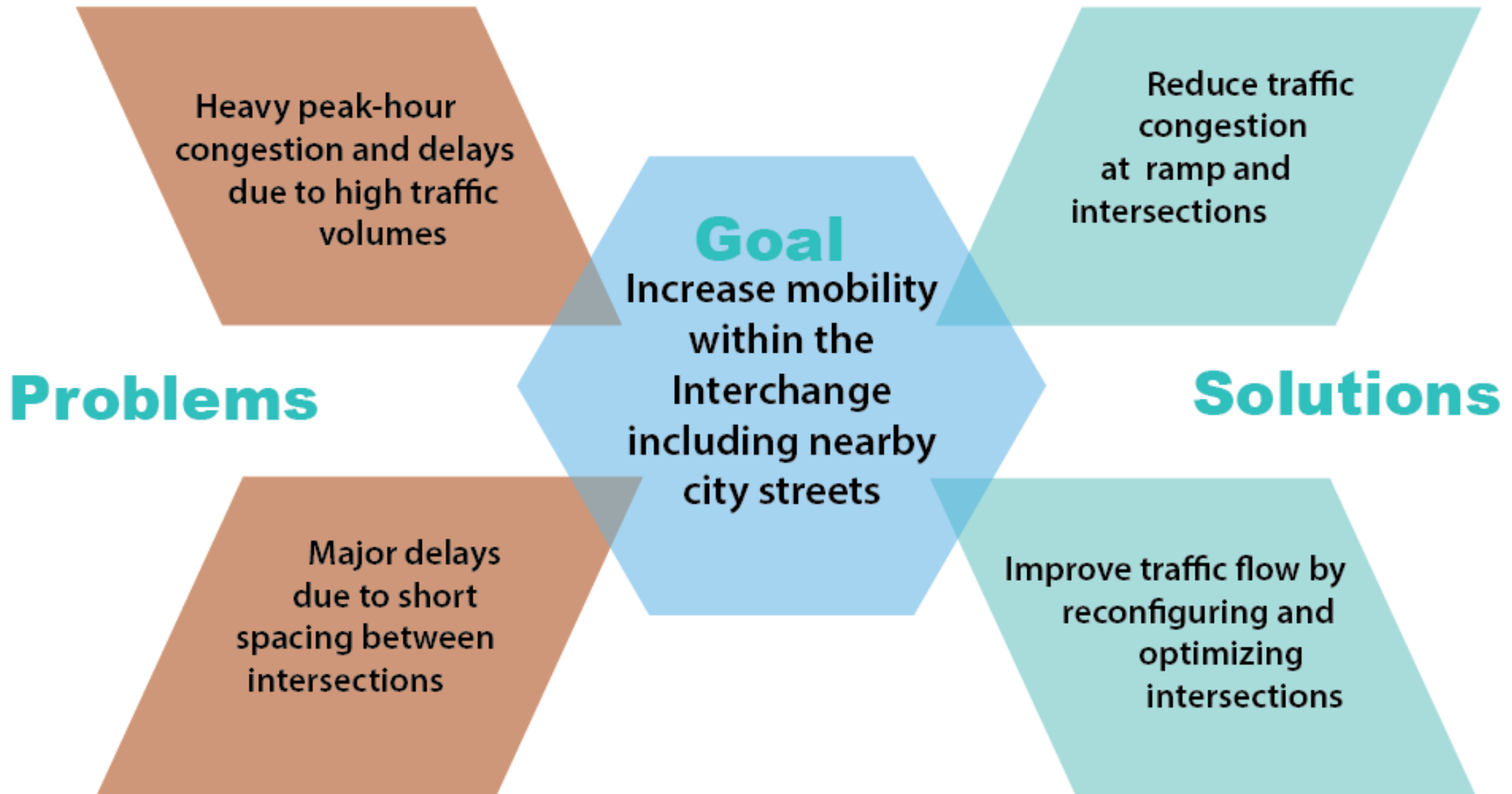


# PROJECT LOCATION





# PROBLEMS/SOLUTIONS





# ALTERNATIVE 1: INTERSECTION MODIFICATION





# ALTERNATIVE 2: FLYOVER





# ALTERNATIVE 3: DIVERGING DIAMOND INTERCHANGE





# ALTERNATIVE 4 & OPTION B: COLLECTOR DISTRIBUTER ROAD AND HOOK RAMPS





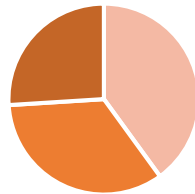
# TRAFFIC BENEFITS

Local Intersection Location	Alt 1	Alt 2	Alt 3	Alt 4
Avenida De La Carlota / Paseo De Valencia SB Off-Ramp	N/A	↑	↑	↑
Avenida De La Carlota / El Toro Rd		↑		↑
Bridger Rd / NB On & Off-Ramps / El Toro Rd	↑	↑		↑
Rockfield Blvd / El Toro Rd				↑
Paseo De Valencia / El Toro Rd	↓			

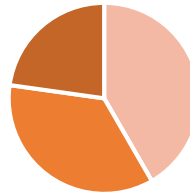
Freeway Mainline Segment	Alt 1	Alt 2	Alt 3	Alt 4
NB I-5 (El Toro Loop On-Ramp to El Toro Tangent On-Ramp)			↑	
NB I-5 (El Toro Tangent On-Ramp to Lake Forest On-Ramp)	↑	↑		↑
SB I-5 (Carlota / Valencia Off-Ramp & Carlota / Valencia On-Ramp)		↓		↑
SB I-5 (Carlota / Valencia On-Ramp to El Toro Tangent On-Ramp)			↑	↑
SB I-5 (El Toro Tangent On-Ramp to Alicia Parkway Off-Ramp)				↑

# COST BENEFIT COMPARISON

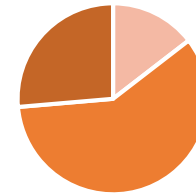
	Alt 1	Alt 2	Alt 3	Alt 4
Name	Intersection Modification	Flyover	Diverging Diamond Interchange	Collector Distributer Road and Hook Ramps
Cost*	\$100 million	\$180 million	\$110 million	\$265 million
Traffic Benefit	Minimal	High	Minimal	High



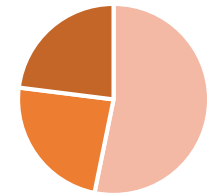
- Right of Way
- Roadway/Structures
- Support



- Right of Way
- Roadway/Structures
- Support



- Right of Way
- Roadway/Structures
- Support



- Right of Way
- Roadway/Structures
- Support

\*Total Project Costs are in 2019 dollars and include right of way, roadway/structures construction, support, and contingencies. 9

# BUILDABLE ALTERNATIVES CONSIDERED FOR FURTHER REVIEW IN THE DPR & DED

## ALTERNATIVE 2: FLYOVER



## ALTERNATIVE 4: COLLECTOR DISTRIBUTER ROAD AND HOOK RAMP





# NEXT STEPS

May 2017	Begin Environmental
June 2017	Purpose & Need
May – December 2017	Alternatives Development
Nov 2017 – Feb 2018	Value Analysis Study
Jan 2018 – March 2019	Alternatives Analysis
July 2018	Public Information Meeting
<b>April 2019 – May 2019</b>	<b>Public Circulation</b>
<b>April 18, 2019</b>	<b>Public Hearing</b>
<b>May 2019 – July 2019</b>	<b>Respond to Public Comments</b>
<b>July 2019 – August 2019</b>	<b>Project Development Team Members Recommend Preferred Alternative</b>
<b>November 2019</b>	<b>Final Project Approval/Environmental Documents</b>