



AGENDA

Regional Planning and Highways Committee Meeting

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, January 6, 2020 at 10:30 a.m.

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

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

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

Call to Order

Pledge of Allegiance

Director Chaffee

1. Public Comments

Special Calendar

There are no Special Calendar matters.



Consent Calendar (Items 2 through 8)

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

2. Approval of Minutes

Approval of the minutes of the Regional Planning and Highways Committee meeting of December 2, 2019.

3. Motorist Services Update for Fiscal Year 2018-19

Patrick Sampson/Jennifer L. Bergener

Overview

The Orange County Transportation Authority Motorist Services Program includes the call box system, Freeway Service Patrol, Southern California 511 travelers' information system, and the Orange County Taxi Administration Program. Collectively, the scope of these programs focuses on assisting motorists; mitigating traffic congestion; providing information on highway conditions, transit services, and other traveler information; and managing the taxicab permitting process and enforcement activities on behalf of Orange County and its 33 cities. This report provides an update on program activities for fiscal year 2018-19.

Recommendation

Receive and file as an information item.

4. Measure M2 Performance Assessment Report Update

Tamara Warren/Kia Mortazavi

Overview

Measure M2 includes a requirement for a performance assessment to be conducted every three years to evaluate the efficiency, effectiveness, economy, and program results of the Orange County Transportation Authority in delivering Measure M2. The fourth of these performance assessments, covering the period of July 1, 2015 through June 30, 2018, was completed and presented to the Board of Directors on March 11, 2019. This report is the final update on the action items from the recommendations for enhancements identified in the performance assessment.



4. (Continued)

Recommendation

Receive and file as an information item.

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

Denise Arriaga/Kia Mortazavi

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval.

Recommendations

- A. Authorize approval of amendment requests for four projects from the cities of Anaheim, Costa Mesa, Newport Beach, and the County of Orange.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

6. 2021 Federal Transportation Improvement Program and Financial Plan

Ben Ku/Kia Mortazavi

Overview

The Orange County Transportation Authority is responsible for the biennial preparation of the Federal Transportation Improvement Program for Orange County. This document is required under state and federal laws and includes the financial information for all regionally significant transportation improvement projects in Orange County, with a total value of approximately \$2.365 billion. A summary of the Federal Transportation Improvement Program and a supporting resolution are submitted for Board of Directors' approval.



6. (Continued)

Recommendations

- A. Authorize the submittal of the Federal Transportation Improvement Program for fiscal year 2020-21 through fiscal year 2025-26.
- B. Adopt Resolution No. 2020-001 of the Board of Directors of the Orange County Transportation Authority.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of projects.

7. Capital Programming Update

Ben Ku/Kia Mortazavi

Overview

The Orange County Transportation Authority uses various funding sources to implement projects. As projects are delivered, the costs can vary from the programmed amount, which may require funding revisions and Board of Directors' approval to meet the state funding requirements. Recommended adjustments are presented for approval.

Recommendations

- A. Authorize the use of up to \$46.592 million in State Route 91 Express Lane Excess Revenue funding for the following projects:
 - State Route 91 Improvement Project from State Route 57 to State Route 55 - design phase of segments 1, 2, and 3 (\$31.592 million),
 - State Route 91 between State Route 241 and Interstate 15 (Orange County portion {\$15 million}).
- B. Authorize the use of up to \$11.500 million in Surface Transportation Block Grant and \$16.096 million in Measure M2 for the design phase of the following projects:
 - Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2 {\$11.500 million in Surface Transportation Block Grant and \$2.398 million in Measure M2}),
 - State Route 55 Improvement Project from Interstate 5 to State Route 91 (\$8.921 million in Measure M2),
 - State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue (\$4.777 million in Measure M2).



7. (Continued)

- C. Authorize the use of \$2.448 million in additional Congestion Mitigation and Air Quality Improvement funds for the Interstate 5, State Route 55 to State Route 57 Project.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

8. Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services

Anup Kulkarni/Kia Mortazavi

Overview

On August 26, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for consultant to provide on-call traffic engineering and intelligent transportation system services for regional traffic signal synchronization projects. Board of Directors' approval is requested for the selection of the firms to perform the required work.

Recommendations

- A. Approve the selection of DKS Associates, Albert Grover & Associates, Inc., KOA Corporation, and Iteris, Inc., as the firms to provide on-call traffic engineering and intelligent transportation system services for regional traffic signal synchronization projects, in the aggregate amount of \$5,328,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1513 between the Orange County Transportation Authority and DKS Associates to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1810 between the Orange County Transportation Authority and Albert Grover & Associates, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.



8. (Continued)

- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1811 between the Orange County Transportation Authority and KOA Corporation to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1812 between the Orange County Transportation Authority and Iteris, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.

Regular Calendar

9. Interstate 405 Improvement Project Update
Jeff Mills/James G. Beil

Overview

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

Recommendation

Receive and file as an information item.

Discussion Items

10. Chief Executive Officer's Report

11. Committee Members' Reports

12. Closed Session

There are no Closed Session items scheduled.

13. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, February 3, 2020**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present

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

Staff Present

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

Committee Members Absent

None

Call to Order

The December 2, 2019 regular meeting of the Regional Planning and Highways (RP&H) Committee was called to order by Committee Chairman M. Murphy at 10:34 a.m.

Pledge of Allegiance

Director Chaffee led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 10)

2. Approval of Minutes

A motion was made by Director Chaffee, seconded by Director R. Murphy, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of November 4, 2019.

Directors Bartlett and Pulido were not present to vote on this item.



3. Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

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

- A. Authorize the use of an additional \$1.5 million in federal Surface Transportation Block Grant Program funds for the State Route 55 improvement project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-7-1753 between the Orange County Transportation Authority and the California Department of Transportation to update Funding Summary No. 3, in the amount of \$1.5 million, for design funding for the State Route 55 improvement project between Interstate 405 and Interstate 5. This will increase the maximum obligation of funding for the plans, specifications, and estimates to a total contract value of \$22.2 million.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above recommendation.

Directors Bartlett and Pulido were not present to vote on this item.

4. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between Pacific Coast Highway and San Juan Creek Road

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

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-3-1504 between the Orange County Transportation Authority and the California Department of Transportation to increase construction capital funding, in the amount of \$900,000, for construction of the Interstate 5 high-occupancy vehicle improvement project between Pacific Coast Highway and San Juan Creek Road. This will increase the maximum obligation of the construction phase of the agreement to a total contract value of \$63,954,500.



4. (Continued)

- B. Authorize the use of up to \$900,000 Measure M2 funds for construction capital funding for the Interstate 5 high-occupancy vehicle improvement project between Pacific Coast Highway and San Juan Creek Road.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary amendments and/or agreements to facilitate associated programming actions.

Directors Bartlett and Pulido were not present to vote on this item.

5. Amendment to Agreement for Additional Design Services for State Route 55 Improvement Project Between Interstate 405 and Interstate 5

A motion was made by Director Chaffee, seconded by Director R. Murphy, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-7-1719 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$1,219,977, for additional design services for the State Route 55 improvement project between Interstate 405 and Interstate 5. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$18,609,141.

Directors Bartlett and Pulido were not present to vote on this item.

6. 2020 Technical Steering Committee Membership

A motion was made by Director Chaffee, seconded by Director R. Murphy, and declared passed by those present, to approve proposed 2020 Technical Steering Committee membership.

Directors Bartlett and Pulido were not present to vote on this item.

7. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2019

A motion was made by Director Chaffee, seconded by Director R. Murphy, and declared passed by those present, to approve the requested adjustments to Comprehensive Transportation Funding Programs projects and Local Fair Share Program funds.

Directors Bartlett and Pulido were not present to vote on this item.



8. Measure M2 Environmental Mitigation Program Update

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

Directors Bartlett and Pulido were not present to vote on this item.

9. Fiscal Year 2019-20 Measure M2 Annual Eligibility Review

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

- A. Approve 33 currently eligible local agencies as eligible to continue to receive Measure M2 net revenues.
- B. Receive and file the Measure M2 eligibility verification documents submitted by the cities of Santa Ana and Stanton.

Directors Bartlett and Pulido were not present to vote on this item.

10. Measure M2 Quarterly Progress Report for the Period of July 2019 Through September 2019

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

Directors Bartlett and Pulido were not present to vote on this item.

Regular Calendar

11. Active Transportation Update

Charlie Larwood, Department Manager, Planning and Analysis, provided a PowerPoint presentation on this item as follows:

- Education;
- Enforcement;
- Safe Routes to School;
- Funding Planning and Implementation;
- OC Loop;
- Explore New Regional Bike Connectors;
- Recent "Meet on Beach" Event; and
- Next Steps.



11. (Continued)

A discussion ensued as follows:

- Committee Vice Chair Delgleize and Director Chaffee attended the “Meet on Beach” event that included great activities and met with some of the Orange County Transportation Authority (OCTA) staff.
- OCTA has not received feedback from the northern corridor cities about the “Meet on Beach” event; however, OCTA did hear from several people about enjoying the event.
- For the Safe Routes to School Action Plan, OCTA reached out to the Orange County Department of Education and 300 local grammar schools.
- Information on the Safe Routes to School program will be provided to the RP&H Committee Members to pass on to their local school districts.

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

12. Draft 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

Warren Whiteaker, Senior Transportation Analyst, Planning, provided a PowerPoint presentation on this item as follows:

- Background on 2020 Regional Transportation Plan/Sustainable Communities (RTP/SCS) Strategy;
- 2020 RTP/SCS Challenges;
- Draft OCTA Staff Comments; and
- Next Steps.

A motion was made by Director Muller, seconded by Committee Vice Chair Delgleize, and declared passed by those present, to direct staff to prepare and submit comments on the draft 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, and the associated program environmental impact report prior to the January 24, 2020, comment deadline.



13. Options for Future Lane Corridors in Orange County

Kurt Brotcke, Director, Strategic Planning, provided a PowerPoint presentation on this item as follows:

- Intercounty Travel Demand;
- Freeway Development;
- Federal Performance Standards;
- California Department of Transportation (Caltrans) District 12 Plans;
- Regional Perspective;
- Long-Range Transportation Plan (LRTP);
- Express Lanes Network Study Goals;
- Concept A: Caltrans District 12's 15-Year Plan;
- Concept B: Express Lanes Extensions;
- Concept C: Direct Connectors;
- Concept D: Intercounty Connections;
- Concept E: Core Facilities; and
- Next Steps.

A discussion ensued as follows:

- Director Muller requested the 2040 Orange County out-bound commuter data.
- OCTA's LRTP and Caltrans conceptual plan has a future single high-occupancy vehicle (HOV) lanes on State Route 73 (SR-73) from Bison Avenue to Interstate 405 (I-405). Long-term, the HOV lanes would be converted to high-occupancy toll (HOT) lanes.
- Director Bartlett requested any jurisdictions agreements on SR-73 between I-405 and Bison Avenue.
- Conversion to HOV 3+ occupancy lanes will take time for commuters to adjust. Also, during the commuter conversion period, it may cause an empty lanes syndrome, and the HOV lanes may be underutilized.
- Director Muller suggested testing the HOV 3+ occupancy lanes market.
- OCTA can review Director Muller's suggestion and bring forward to the RP&H Committee and Board of Directors' meeting.
- Approximately 75 percent of the federal 45+ miles per hour (mph) regulations for HOV lanes in Orange County (OC) do not meet the standard.
- At this point, OCTA does not have specific information as to how many zero emission vehicles travel in OC HOV lanes and is a statewide issue.



13. (Continued)

- The penalty for not meeting the HOV lanes 45+ mph federal standard is the withholding of federal funds.
- If zero emissions vehicles were allowed in the HOV lanes statewide, the 45+ mph federal standard issue to either review HOV 3+ occupancy lanes or HOT lanes would not exist.
- The state policy allows for electric vehicles in the HOV lanes.

A motion was made by Director Muller, seconded by Director Bartlett, and declared passed by those present, to direct staff to return in spring 2020 with draft recommendations on a preferred approach to implementation of express lanes.

Committee Vice Chair Delgleize and Director Pulido were not present to vote on this item.

Discussion Items

14. California Department of Transportation Proposed High-Occupancy Toll Lanes in North Orange County

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Lan Zhou, Deputy Director of Planning & Local Assistance, Caltrans District 12, and Ryan Chamberlain, District Director, Caltrans District 12.

Ms. Zhou provided a PowerPoint presentation on this item as follows:

- Caltrans Managed Lanes Updates;
- Orange County (OC) HOV Lane Degradation (2013);
- OC HOV Lane Degradation (2017);
- Express Lanes (2018);
- Express Lane Benefits;
- Compliance and Study;
- Express Lane Implementation Priority;
- Interstate 5 (I-5) Degradation Status North of SR-55 (2017);
- I-5 Express Lanes Project Limits;
- I-5 HOV/Express Lane Alternatives;
- Partners and Outreach; and
- I-5 Project Studies.



14. (Continued)

A discussion ensued as follows:

- Director Muller requested that the Caltrans include an analysis of HOV 3+ occupancy lanes, as part of its I-5 HOV/express lanes alternatives analysis.
- Director Chamberlain stated that HOV 3+ occupancy lanes need to provide carpooling/rideshare incentives, and Caltrans is open to reviewing the HOV 3+ occupancy.
- Caltrans' two public hearings provided feedback about the study background, user fee concept by choice, and received no major resistance. In general, the business community supports express lanes.
- If commuters use HOT lanes, the general-purpose lanes will not be as congested.
- Based on the peak periods five-year degradation definition of the I-5 north corridor HOV lanes, degradation was expected by Caltrans.
- Caltrans completed some HOV lanes counts of electric and low emission vehicles.
- Caltrans believes if electric and low emission vehicles did not use the HOV lanes, the HOV lanes would still not operate, as intended, with an appropriate incentive for people to carpool/rideshare and travel at greater speeds with reliability than the general-purpose lanes.
- Caltrans stated that HOV facilities would improve if the state policy was changed for electric and low emission vehicles to not use the HOV lanes.
- Director Chaffee requested the percentage of electric vehicles in the OC HOV lanes.
- In 2017, the legislature made a change, effective January 1, 2018, to eliminate older electric vehicles from using the HOV lanes.
- Director Bartlett requested that Caltrans work with Los Angeles Metropolitan Transportation Authority (LA Metro) in order for HOV lanes commuters to have a seamless transition between Orange and Los Angeles counties (e.g., 2+ HOV or 3+ HOV occupancy).
- Caltrans District 12 has coordinated with Caltrans District 7 about Caltrans District 12's express lanes study, and Caltrans District 7 is working in conjunction with LA Metro.
- OCTA is not in full agreement with District 12. A level of understanding about Caltrans District 12's proposed HOT lanes and Measure M2 funded projects policy issue needs consideration by OCTA's Board of Directors.



14. (Continued)

- OCTA asked Caltrans District 12 for closer engagement of the Project Approval and Environmental Document phase of the express lanes study, include an analysis of the HOV 3+ occupancy in its study, and going forward, consider the policy aspects of Measure M2.
- In 2006, Measure M2 was approved by the voters and policy implications need to be balanced along with technical aspects of the proposed Caltrans express lanes study.
- Director Chamberlain stated long-term there will be more low emissions vehicles and included in the California Air Resources Board scoping plan, which is driving many of the climate change directions and policies.

A motion was made by Director Muller, seconded by Director Delgleize, and declared passed by those present, to request the California Department of Transportation to include a high-occupancy vehicle 3+ occupancy alternative as part of its Interstate 5 (State Route 55 to the Los Angeles County line) high-occupancy vehicle/express lanes environmental document.

Director Pulido was not present to vote on this item.

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

Ross Lew, Program Manager, Capital Programs, and Chris Boucly, Section Manager III, External Affairs, co-presented a PowerPoint presentation for this item as follows:

- Project Limits and Background;
- Project Improvements;
- Project Update;
- Project Schedule;
- Next Steps; and
- Public Outreach.

No action was taken on this discussion item.



16. Chief Executive Officer's Report

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

Women Transportation Seminar – Orange County (WTS-OC) Awards Gala -

- This Thursday evening, the WTS-OC will host its annual awards and scholarships gala in Anaheim.
- Chairman Shaw, Director Delgleize, and Mr. Johnson, CEO, will be attending.
- OCTA is nominated for two awards this year:
 - Project of the Year (Orange Parking Structure)
 - Employer of the Year
- The Committee Members were invited to the event.

Stuff-A-Bus Toy Drive -

- On Friday, December 13th, OCTA, is partnering with ABC7 and Southern California firefighters for the 27th Annual Stuff-A-Bus Toy Drive. The event will take place at a new location this year - in Irvine at the Great Park.
- Staff will be in attendance, from 4:00 a.m. to 6:30 p.m.
- Committee Members were invited to stop by and drop off a toy for kids in need or to see some of the activities.

Final RP&H Committee -

- This is the final RP&H committee meeting of the year and the Committee Members were thanked for their leadership and guidance to staff throughout the year
- Everyone was wished a safe and happy holiday season.

17. Committee Members' Reports

Committee Chairman M. Murphy wished everyone the happiest of holiday seasons.

18. Closed Session

There were no Closed Session items scheduled.



MINUTES

Regional Planning and Highways Committee Meeting

19. Adjournment

The meeting adjourned at 12:01 p.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, January 6, 2020**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Mark A. Murphy
Committee Chairman

Laurena Weinert
Clerk of the Board



January 6, 2020

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer *Darrell E. Johnson for*
Subject: Motorist Services Update for Fiscal Year 2018-19

Overview

The Orange County Transportation Authority Motorist Services Program includes the call box system, Freeway Service Patrol, Southern California 511 travelers' information system, and the Orange County Taxi Administration Program. Collectively, the scope of these programs focuses on assisting motorists; mitigating traffic congestion; providing information on highway conditions, transit services, and other traveler information; and managing the taxicab permitting process and enforcement activities on behalf of Orange County and its 33 participating cities. This report provides a summary on program activities for fiscal year 2018-19.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) serves as the Service Authority for Freeway Emergencies (SAFE) and manages the Orange County Taxi Administration Program (OCTAP). SAFE and OCTAP are managed by the Motorist Services Department in the Operations Division. The SAFE operates both the call box system and the Freeway Service Patrol (FSP) program; and also participates as a partner with the California Department of Transportation, the California Highway Patrol, Los Angeles County SAFE (LA SAFE), and Ventura County Transportation Commission in the development and operation of the Southern California 511 travelers' information system (511). OCTAP permits taxicab companies, vehicles, and drivers on behalf of local jurisdictions in Orange County.

Discussion

This report provides an update of major activities that occurred in Motorist Services during fiscal year (FY) 2018-19.

The OCTA SAFE call box network and the 511 system together received more than 5,300 motorist aid calls in FY 2018-19. An average of 2.9 daily calls were received through the call box network versus 11.8 calls received through the 511 program. SAFE will be required to upgrade call box radios in FY 2020-21 and, at that time, OCTA staff will develop a plan for call box reductions which will include strategies to increase the use of the 511 program to request motorist assistance.

For traveler information, the 511 interactive voice response system received an average of 49,000 calls per month in FY 2018-19; seven percent of the calls originated in Orange County. In addition, the Go511.com website received an average of 28,203 hits each month. In FY 2016-17, LA SAFE and OCTA jointly procured a vendor to further develop the 511 system. In addition to making 511 content more relevant to users, the project includes establishing cooperative agreements with the Riverside County Transportation Commission and the San Bernardino County Transportation Authority to bring Riverside County and San Bernardino County into the 511 network and rebrand the system to "So Cal 511." LA SAFE staff hopes to have these agreements in place by the third quarter of FY 2019-20.

FSP tow truck operators provided 52,673 unique assists to motorists who had disabled vehicles during FY 2018-19. This is a three percent decrease over FY 2017-18. FSP implemented new expanded service on State Route 91 and on State Route 57 in December 2018 using Road Repair and Accountability Act of 2017 funds.

At the close of FY 2018-19, OCTAP oversaw the regulation of 15 taxicab companies, 464 taxicab vehicles, and 492 taxicab drivers. This is a decrease from FY 2017-18. Reasons for the decline likely include taxicab drivers migrating to transportation network companies and increases in commercial liability insurance costs. OCTAP staff enforced taxicab regulations by verifying eligibility prior to issuing an OCTAP permit and monitoring taxicab companies, drivers, and vehicles for continued compliance.

The current permit fees no longer provide sufficient revenue to sustain the OCTAP program. OCTA worked with participating agencies to continue to fund the program through December 31, 2020. OCTA is currently working with the

OCTAP Steering Committee to determine OCTA's potential role beyond December 31, 2020.

Additional information for each of these program areas can be found in Attachment A.

Summary

The Motorist Services Update has been prepared to highlight program activities and accomplishments in FY 2018-19.

Attachment

A. Motorist Services Update, Fiscal Year 2018-19

Prepared by:

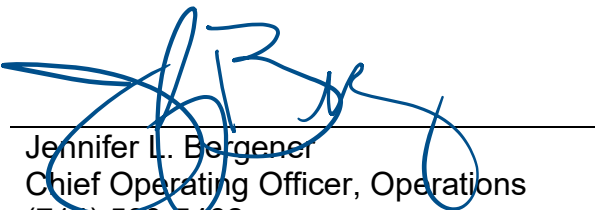


Patrick Sampson
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Approved by:



Cliff Thorne
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Services
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Chief Operating Officer, Operations
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MOTORIST SERVICES UPDATE

Fiscal Year 2018-19

Introduction

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

OCTAP permits taxicab companies, taxicab vehicles, and taxicab drivers on behalf of Orange County (County) and its 33 participating cities, ensuring that program permit requirements are met prior to issuing an operating permit. OCTAP performs permitting functions and monitors for continued permit eligibility. Local law enforcement agencies enforce OCTAP regulations in the field, through the adoption of OCTAP regulations into their local municipal codes.

This report provides a summary of activities that occurred during fiscal year (FY) 2018-19.

Service Authority for Freeway Emergencies

Call Box System

The OCTA SAFE operates a network of call boxes located on freeways, toll roads, select state highways, and select transit centers. Funding to operate the call box system comes from a \$1 registration fee on vehicles registered in the County, which generated approximately \$2,993,529 in FY 2018-19. Revenue from the \$1 registration fee pays for the cost of contracted maintenance, call-answering services, call box cellular phone service, the proportional share of the actual wage for one-half of the CHP SAFE Coordinator position, and the proportional share of the wages and benefits of Motorist Services staff. Remaining revenue support the 511 and Freeway Service Patrol (FSP) motorist aid programs.

Highway call box numbers include call boxes temporarily removed for construction. There are currently 384 call boxes located on freeways and toll roads, and 26 call boxes located on Carbon Canyon Road, Ortega Highway, and Santiago Canyon Road.

SAFE will be required to implement a radio upgrade in FY 2020-21, as cellular service providers abandon their 4G cellular networks for newer cellular technologies. To address this technology change, staff will prepare a replacement plan that may include additional call box reductions and placing more emphasis on mobile call box functionality within the 511 system.

Motorist Services Update

Fiscal Year 2018-19

Call box cellular service is provided on the AT&T Global System for Mobiles network, through an agreement available under the National Association of State Procurement Officers (NASPO). OCTA realizes significant savings under the NASPO rate structure.

Forty-one call boxes were knocked down or damaged because of vehicle collisions in FY 2018-19, resulting in repair costs of \$137,828. Staff worked with CHP accident investigators and OCTA Risk Management to recover costs associated with repairing call boxes when possible. The maintenance and service contract includes a provision for the replacement of 10 percent (or 41 callboxes) per year. Due to this provision, OCTA incurred no additional costs for repair. Repair costs recovered through loss claims are used to help offset the cost of the maintenance and service contract. During FY 2018-19, \$25,942 was recovered for call box knockdowns. This includes \$13,511 for knockdowns occurring during FY 2018-19 and \$12,431 recovered from claims made during previous FYs. An additional \$20,571 is pending investigation and subrogation.

Table 1 provides a summary of knockdown and recovery efforts for FY 2018-19. Table 2 provides a summary of funds recovered from previous year knockdowns.

Tables 1 and 2 – Call Box Knockdown Loss Recovery

FY 2018-19 Knockdowns			
34	Unrecoverable - No Accident Report Available	\$103,744	75%
4	Submitted to Risk Management for Recovery (Pending)	\$20,572	15%
3	Recovered by Risk Management During Same FY	\$13,511	10%
41	Total FY 2018 Knockdowns	\$137,828	

Risk Management Previous Year Recovery Progress	
Recovered in FY 2018-19 from Previous Fiscal Years	\$12,431
Pending from Previous Fiscal Years	\$4,993

Mobile Call Box (MCB) – 511 service was deployed as part of the 511 system on July 26, 2012. MCB service allows motorists to reach assistance using a personal cell phone, rather than using a freeway call box, by calling 511. The calls are routed to the OCTA call box call-answering center, similar to utilizing a freeway call box. During FY 2018-19, the contracted call-answering center answered 1,049 calls for assistance through the call box system, which is 16 percent lower than calls received in FY 2017-18, and 4,298 calls for motorist aid through the MCB system, which was 11 percent higher

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than FY 2017-18. Overall, Orange County calls for motorist assistance increased four percent in FY 2018-19.

Seventy-nine percent of the FY 2018-19 calls were for disabled vehicles or requests for FSP service. These calls included vehicles with flat tires, vehicles out of gas, vehicles overheated, or vehicles that were not operable due to a mechanical problem. When calls are received on roadways where and when FSP is deployed, a truck is dispatched to the caller's location to provide assistance. Calls received for road hazards, accidents, medical incidents, crimes, and fires are dispatched to the appropriate first responder. When a call is received from a call box on a roadway where and/or when FSP does not operate, such as on the toll roads, Carbon Canyon Road, Ortega Highway, and Santiago Canyon Road, the call-answering center assists the caller by offering to send a CHP rotation tow truck (at the caller's expense), by calling a road side assistance provider subscribed to by the caller, or by calling a family member or friend. Figure 1 depicts FY 2018-19 combined call box and 511 motorist aid calls by type. Figure 2 shows call box and 511 call volumes for the last ten years.

Figure 1 - FY 2018-19 Combined Call Box and 511 Motorist Aid Calls by Type

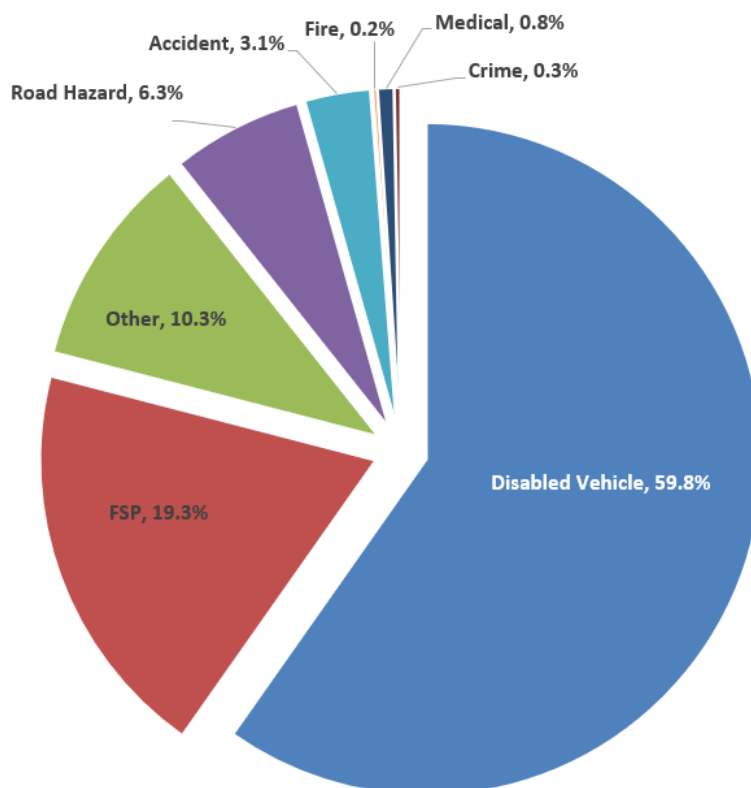
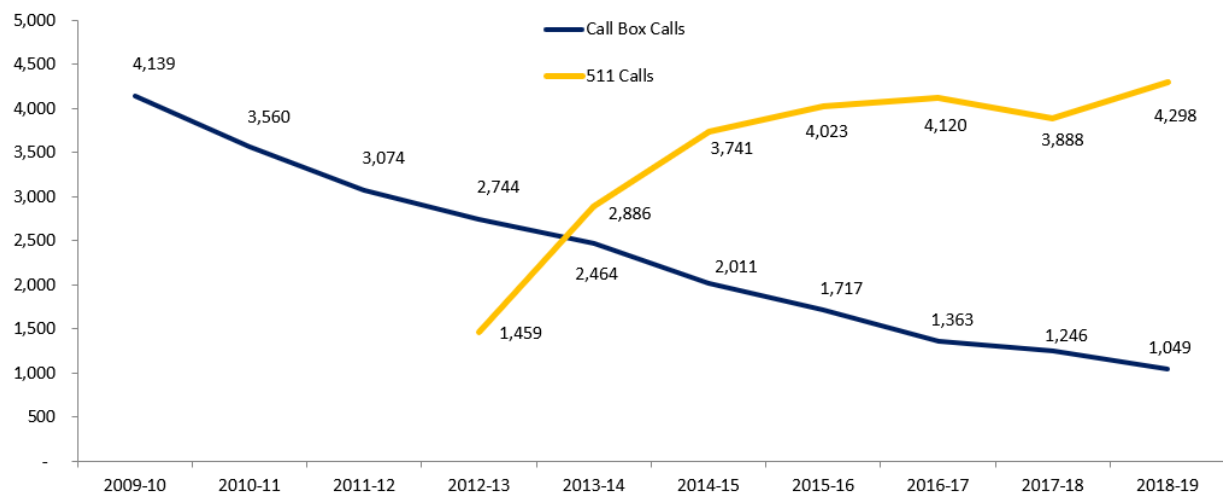


Figure 2 - Annual Call Box and 511 Call Volumes



Reasons for the decline in freeway call box calls likely include the expanded availability and use of cell phones, increased awareness of MBC functionality, increased awareness of the availability of roving FSP service during peak commute hours as well as expanded midday and weekend FSP service.

Freeway Service Patrol

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

FSP began providing peak-hour service along county freeways in November 1992. FSP service during peak hours (6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.) is divided into ten areas (excluding construction zones), called service areas. Service areas are further divided into 34 peak hour beats. Five midday beats (10:30 a.m. to 2:30 p.m.) were added in 2007 and are now funded by Measure M2 (M2). Two additional midday beats were added in 2012 using M2 funds to cover congested areas of the freeway and major interchanges. Weekend service is operated on Interstate 5 (I-5) in South County, on State Route 91 (SR-91) through Anaheim Canyon, and on State Route 22 through the I-5 and State Route 57 (SR-57) interchanges using M2 funds. FSP service is also provided during non-peak hours (10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 10:00 p.m.) in certain construction zone areas. In 2018, the Road Repair and Accountability Act, also

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known as SB1, provided additional funding for new or expanded service. Additionally, FSP was deployed on SR-91 and SR-57 using SB1 funds.

The FSP program is funded through a combination of state and local funds including funds from the State Highway Account (SHA), SB1, through a \$1 fee on vehicle registration that supports the call box program and other motorist aid services, and through Measure M2 (M2). These funds pay for contracted towing services, CHP overtime attributable to the FSP program, one CHP dispatcher position, radio maintenance and operation, computer equipment maintenance and operation, field equipment and supplies, mandatory quarterly training, and the proportional share of the wages and benefits of Motorist Services staff.

Funds from M2 became available to support the FSP program in FY 2010-11. Guidelines for the use of M2 FSP funds were approved by the OCTA Board of Directors on February 13, 2012, and outlined as Project N of the M2 guidelines.

In April 2017, the Governor of California signed SB1 into law. The SB1 legislative package includes \$25 million dollars annually for California FSP programs. Caltrans has divided SB1 funding into two specific categories, namely, for inflation relief and new or expanded service.

SHA and SB1 funding is distributed to SAFE agencies based on freeway congestion levels, urban freeway lane miles, population in each county where FSP is operated, and local agency ability to provide required matching funds.

At least every three years, Caltrans contracts with a consultant to prepare a statewide benefit cost (B/C) analysis of the FSP program. The model used for the B/C analysis was developed by the Institute of Transportation Studies at the University of California, Berkeley, following extensive field measurements before and after FSP deployment. The model estimates delay-saving benefits based on the FSP beats' geometric and traffic characteristics, as well as the frequency and type of FSP-assisted freeway incidents. The estimated benefits include reductions in incident-induced vehicular delays, fuel consumption, and air pollution emissions.

A B/C analysis for FY 2017-18 was completed in FY 2018-19. Results of the analysis for the OCTA FSP beats indicate that OCTA FSP maintains the highest B/C ratio in the state, providing an average of \$9.00 of congestion relief benefit for each dollar spent during weekday peak operating hours and \$7.00 of congestion relief benefit for each dollar spent during weekend operating hours. The combined program average is estimated to be \$9.00 of congestion relief benefit for each dollar spent on the program. Because the program provides significantly more service on weekdays than on weekends, the weekend service has little impact on the blended B/C average. While the OCTA FSP program has the one of the highest B/C ratios statewide, this represents a \$4.00 per hour decrease in B/C compared to FY 2016-17. Increased program and tow service costs, a reduction in the number of assists completed because of increased time required to complete documentation, and reductions in traffic congestion are believed to be the

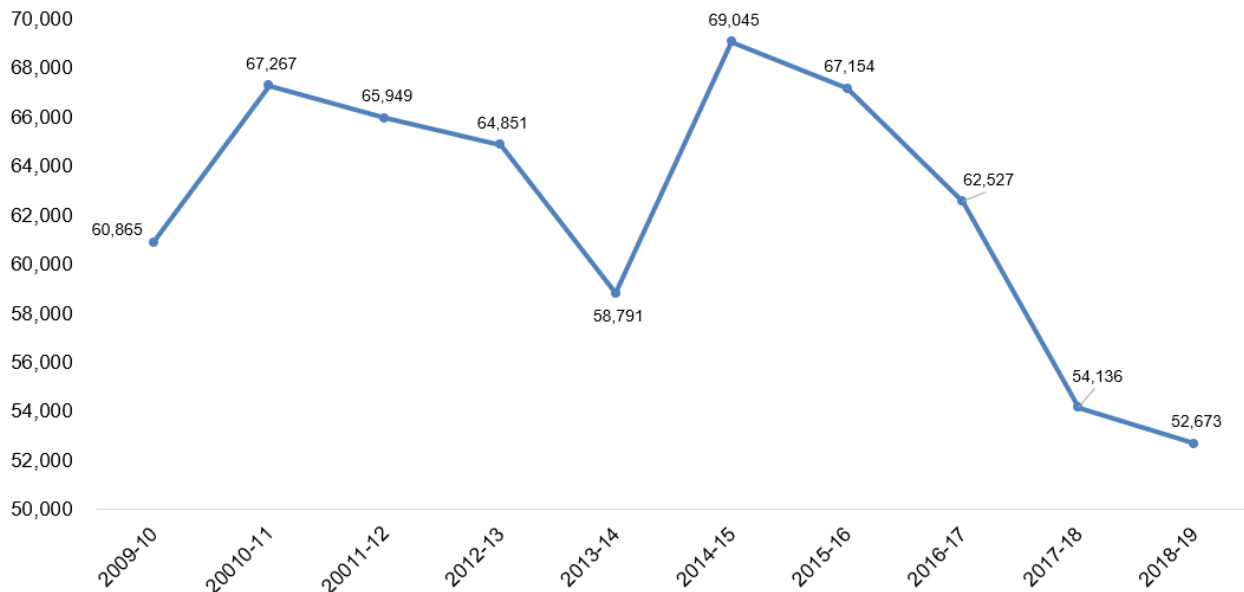
Motorist Services Update

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primary contributors to the decrease in B/C. Caltrans plans to have a FY 2018-19 B/C analysis completed by the fourth quarter of FY 2019-20.

FSP tow truck operators provided 52,673 unique assists to motorists whose vehicles had become disabled in FY 2018-19, a 3 percent decrease from FY 2017-18. Reasons for the decrease in the number of assists include changes to CHP requirements that operators complete all assist paperwork and logbooks off the freeway, and more frequent assists requiring a tow off the freeway. Program supervisors have also been required to move some FSP drop zones further from the freeway due to changes in city parking regulations, which has increased the length of time required to complete an assist when a vehicle is towed off the freeway. These changes to the program operation all result in a reduction of the time that an FSP vehicle is available for service. Figure 3 shows total services provided annually for the last ten years.

Figure 3 - Total Annual FSP Services



In January 2013, staff deployed a new vehicle tracking and data collection system that utilizes OCTA-provided in-vehicle cradle point routers for vehicle tracking and tow contractor-provided iPad tablet devices for data collection. System functionality includes geo-fencing, schedule adherence, system alerts, and advanced reporting features designed to enhance program tracking. The data collection system includes a customer survey module that allows customers to complete an online survey. Most disabled vehicles are discovered by FSP operators while patrolling their service beats; however, CHP may also dispatch calls for service through the system from requests that come in through the call box, 511 and 911 systems, or through a CHP officer request. During FY 2013-14, FSP drivers were not entering assists that were dispatched by CHP through the mobile data terminal. Staff addressed the issue of inconsistent data collection for dispatched calls with FSP contractors and implemented procedures for manual data collection should a driver be unable to enter assist data into the automated system.

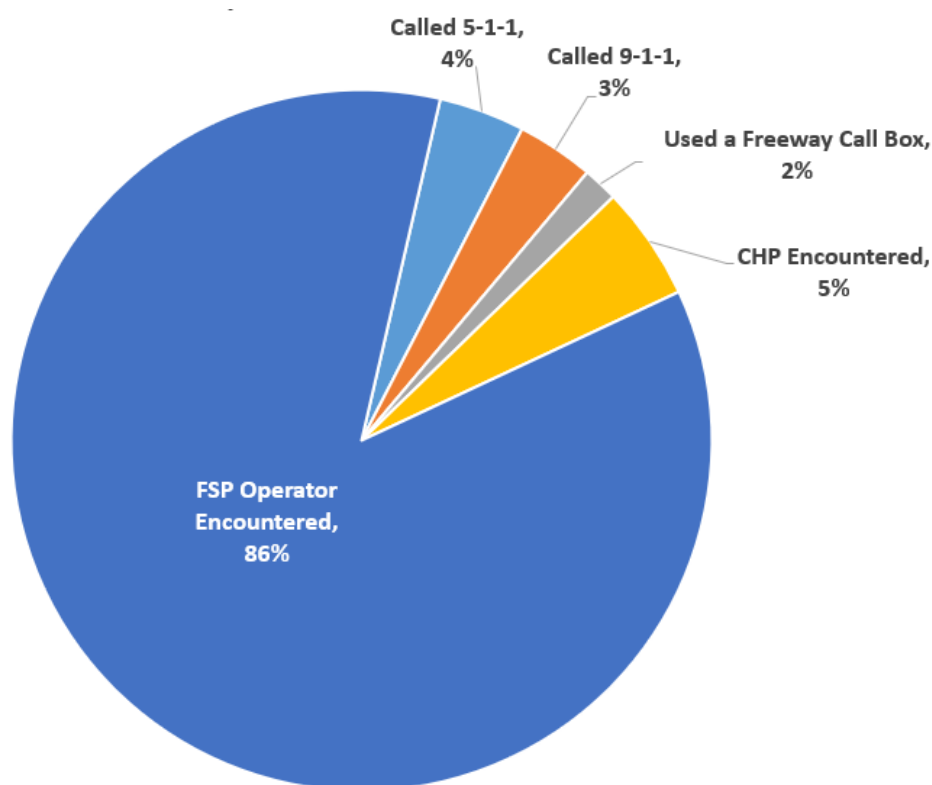
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This has led to better data collection practices, an increase in data capture, a better understanding of the assist data, and more accurate overall performance reporting. Recent trends of more vehicles requiring tows off the freeway and increased time spent on each assist associated with CHP requirements to pull off the freeway to enter assist data have led to reductions in the overall number of assists provided.

Customers receive FSP assistance through a variety of methods. Survey responses from customers who received FSP assistance indicate that 86 percent of FSP assists are initiated through FSP operator discovery of the vehicle. Figure 4 shows how survey respondents received FSP service in FY 2018-19.

Figure 4 – How FSP Customers Received Service – FY 2018-19



When an FSP operator stops to provide assistance, the operator initiates an incident using the tablet device. After completing the assist, the operator enters basic vehicle and location information, type of service provided, and closes the assist transaction. The system then returns the operator to an “On Patrol” status. The customer, at their convenience, may complete a web-based customer survey to provide feedback about their experience.

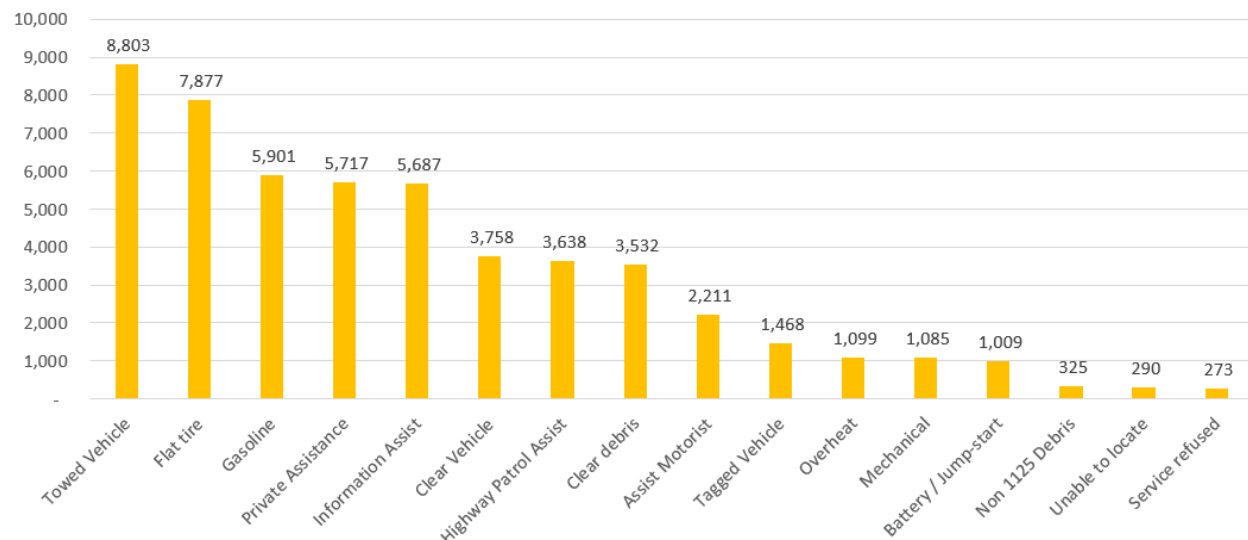
Figure 5 shows the distribution of assists by type for FY 2018-19. The highest number of recorded assists required that the vehicle be towed, followed by the changing of a flat tire and providing a gallon of gasoline. Information Assist generally refers to incidents where tow operators discover a motorist stopped on the side of the road whose vehicle is not

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disabled. Reasons motorists are stopped on the side of the freeway often include navigation, telephone calls, texting, emailing, and resting.

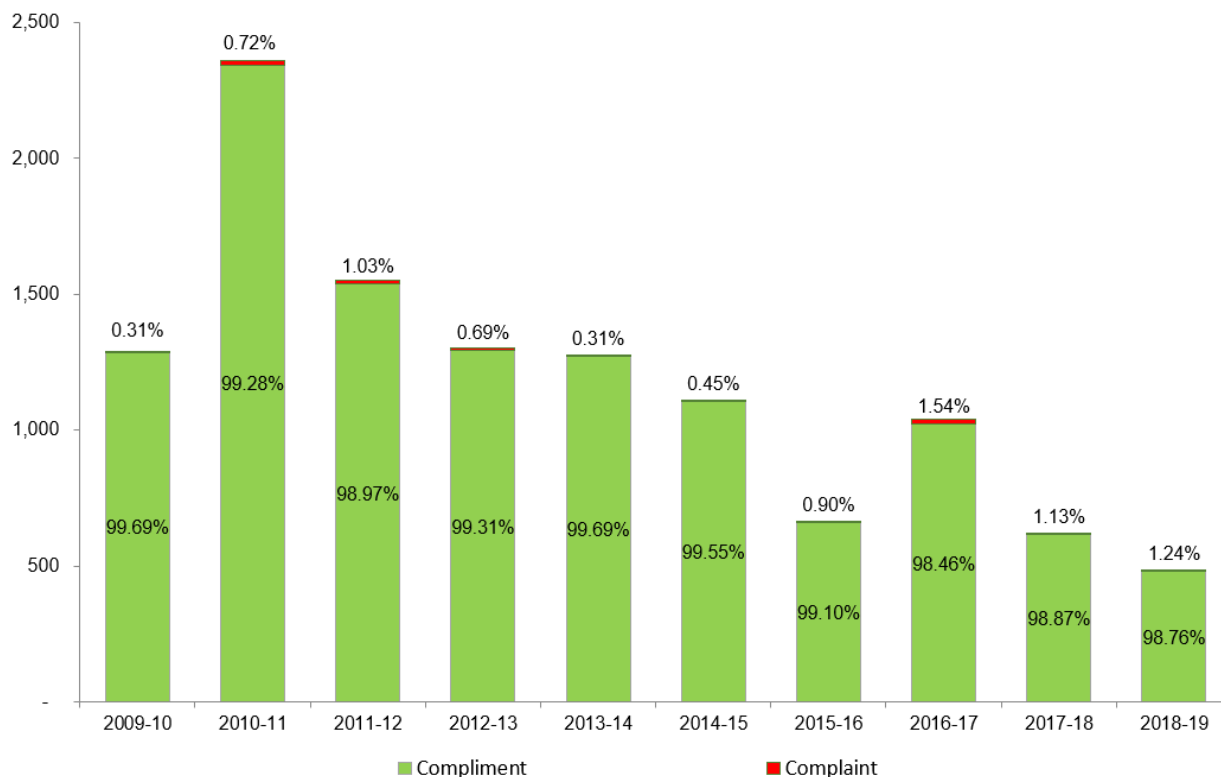
Figure 5 - FSP Assists by Type – FY 2018-19



Primary assist types include changing a flat tire, information assist, providing a gallon of gasoline, waiting for private assistance, towing a vehicle to a designated drop zone if unable to remedy the issue within program guidelines, and assisting CHP officers. Other assist types include clearing disabled vehicles or debris from the freeway traffic lanes, tagging unattended vehicles for CHP attention, or assisting motorists with overheated vehicles or with minor mechanical defects.

The FSP program recorded 485 customer comments through the Customer Relations call center and FSP online customer survey in FY 2018-19. Callers who were happy with the service comprise 99 percent of the total comments with approximately one percent not satisfied with the service. Complaints included dissatisfaction with the service provided, operator driving technique, and claims for damage. A CHP Program Supervisor investigates each customer complaint and provides a response to the complaining party. CHP Program Supervisors also follow-up with FSP contractors and tow operators as appropriate to address customer concerns and to prevent future occurrences. Claims for damage range from stripped or broken wheel studs to damage caused as the result of a collision. OCTA is shielded from claims for damage by contract language that requires FSP contractors to name OCTA as additional insured and to indemnify and hold OCTA harmless against any claims for loss or damage. Figure 6 charts compliments and complaints received for the last ten years.

Figure 6 - FSP Customer Comments



In FY 2012-13, staff implemented a new web-based survey as part of the new LATATrax system, which was later transitioned to the Survey Monkey platform. The survey allows staff to gear survey questions toward specific performance areas such as time waited before assist, FSP operator courtesy, FSP operator knowledge, overall experience, and overall satisfaction with the service. The web-based survey also helps reduce OCTA costs associated with calls received by the Customer Relations Call Center for FSP program customer comments. Tables 3, 4, and 5 show that 97 percent of the respondents reported that they agreed or strongly agreed with three key service statements, with approximately one percent indicating that they did not agree. Customers who reported dissatisfaction (disagree) with the survey area and provided contact information were contacted for follow-up.

Table 3 - Safety

The FSP Operator was concerned for my safety				
Fiscal Year	Disagree	Neutral	Agree	Strongly Agree
2014	3	4	31	237
2015	2	2	44	264
2016	2	3	14	155
2017	5	8	34	223
2018	1	6	11	128
2019	0	6	3	60
Percentage	1.20%	2.32%	10.98%	85.50%

Table 4 – Professionalism

The FSP Operator was knowledgeable and professional				
Fiscal Year	Disagree	Neutral	Agree	Strongly Agree
2014	1	2	8	265
2015	0	2	16	292
2016	2	2	10	159
2017	4	9	24	232
2018	3	2	10	131
2019	0	2	2	64
Percentage	0.96%	1.53%	5.63%	91.88%

Table 5 – Courtesy

The FSP Operator treated me with courtesy and respect				
Fiscal Year	Disagree	Neutral	Agree	Strongly Agree
2014	2	1	8	264
2015	1	1	13	298
2016	3	3	3	164
2017	9	2	22	233
2018	3	3	3	137
2019	0	0	2	66
Percentage	1.45%	0.81%	4.11%	93.63%

Southern California 511 Motorist Aid and Traffic Information System

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

In FY 2016-17, LA SAFE, with participation from OCTA staff, procured a vendor for the further development of the 511 system. Known to the project partners as the Next Gen 511, the project provides a more robust interactive voice response system for callers, a less governmental looking interface for web users, and improved mobile content for application users. The Next Gen 511 project also aims to establish cooperative agreements with the Riverside County Transportation Commission (RCTC) and the San Bernardino County Transportation Authority (SBCTA), to bring Riverside and San Bernardino into the 511 system and rebrand the system from “Go511” to “SoCal511.” LA SAFE and OCTA staff are still working with staff from RCTC and SBCTA to develop the necessary cooperative agreements to implement this part of the project and hope to have RCTC and SBCTA integrated into the SoCall511 system in the third quarter of FY 2019-20.

Southern California 511 Interactive Voice Response (IVR) system services were transitioned to a new vendor as part of 511 system next-generation development. The IVR received an average of 49,000 calls per month during FY 2018-19, with seven percent of the calls originating in Orange County. Although the total number of 511 calls are down when compared to FY 2017-18, the percentage of calls originating from Orange County increased from five percent to seven percent. Figure 7 displays the number of IVR calls received during FY 2018-19, along with the percentage of calls that originated from Orange County.

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

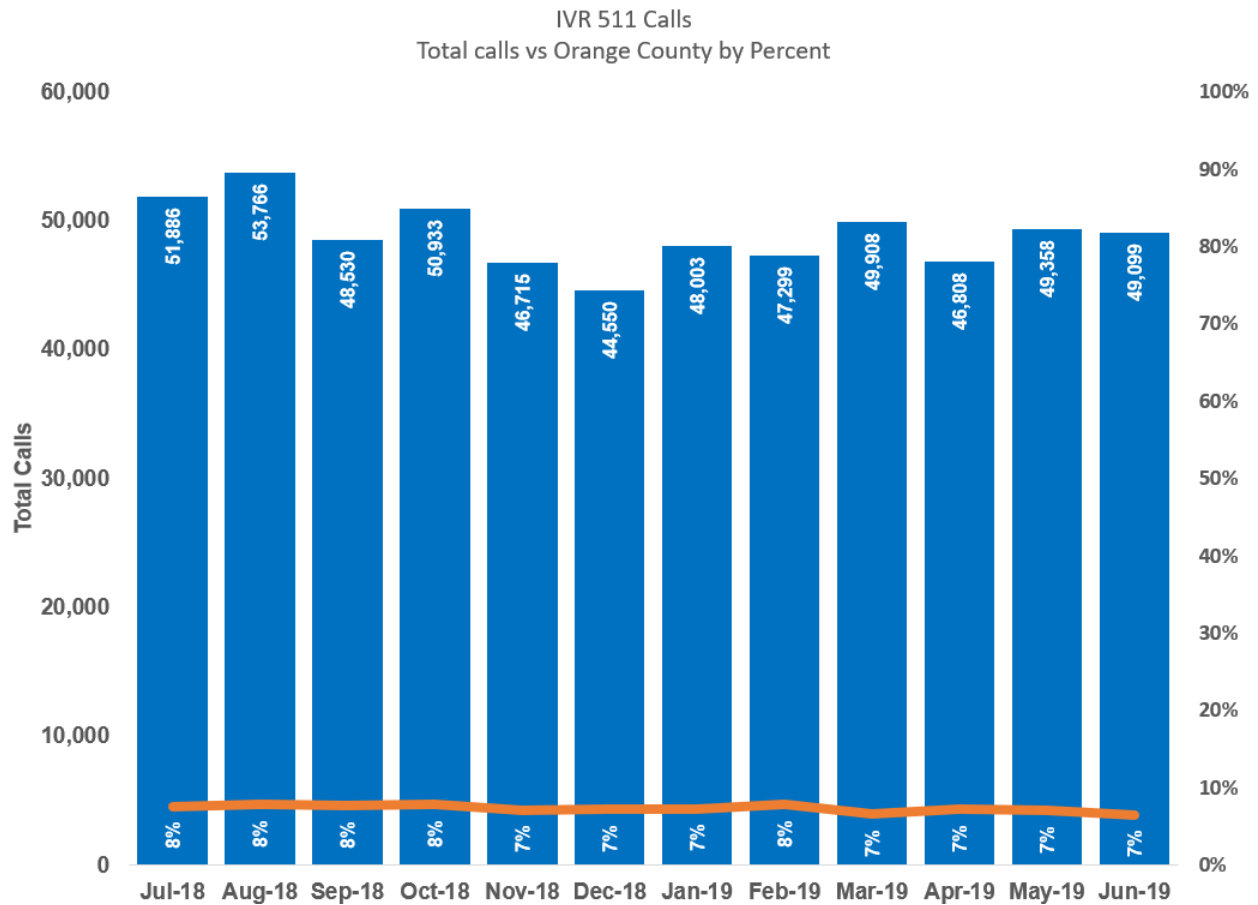


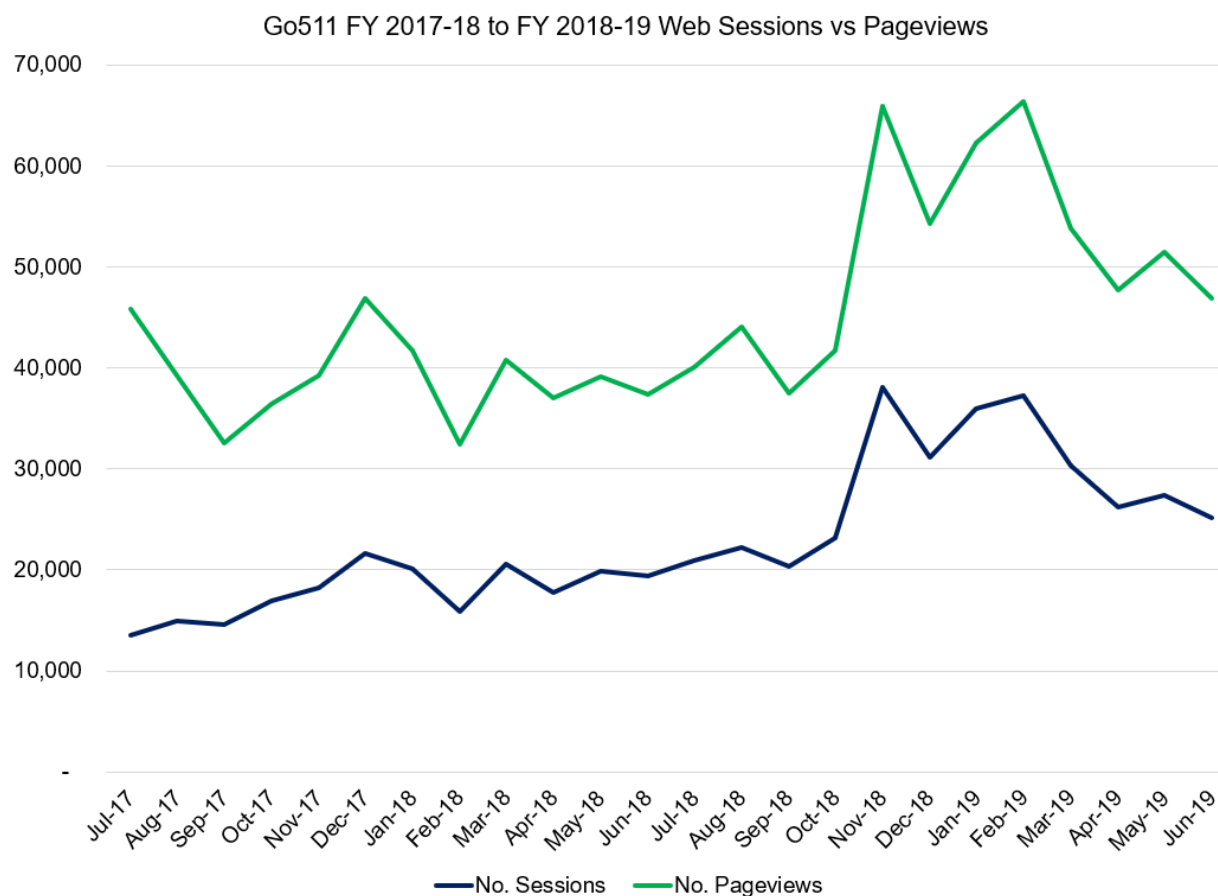
Table 6 displays the number of Go511.com website visits and page views during FY 2018-19 for Los Angeles and Orange counties. The Go511.com website received an average of 28,204 hits per month, up 7.5 percent from an average 24,489 hits per month in FY 2017-18. The decline in website visits may be due to the previous vendor reporting each page that was viewed in addition to website hits (essentially double counting). To ensure reporting consistency, LA SAFE and OCTA staff are now using data available through Google Analytics to track website sessions and page views. This data is more reliable and will be consistent, regardless of the vendor contracted to provide support and web content development for the Go511 website. Figure 8 shows the number of website visits and page views for FY 2017-18.

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

	1st Quarter Jul-Sep 2018	2nd Quarter Oct-Dec 2018	3rd Quarter Jan-Mar 2019	4th Quarter Apr-Jun 2019	Total
Number of Website Sessions	63,622	92,449	103,619	78,751	338,441
Number of Website Pageviews	121,721	162,005	182,529	146,105	612,360
IVR Calls Received					
Total IVR Calls	154,182	142,198	145,210	145,265	586,855
Orange County	11,932	10,540	10,517	10,063	43,052

Figure 8 – Go511 Web Sessions versus Pageviews



To increase motorist awareness of the 511 program in Orange County, staff initiated an awareness campaign distributing 511 logo promotional materials to the public through FSP operators assisting motorists, through the OCTA store and reception area at OCTA's 600 building, through distribution to bus patrons using OC Fair Express, at the KABC Holiday Stuff-A-Bus event, and at other events as appropriate. In FY 2017-18, staff

Motorist Services Update

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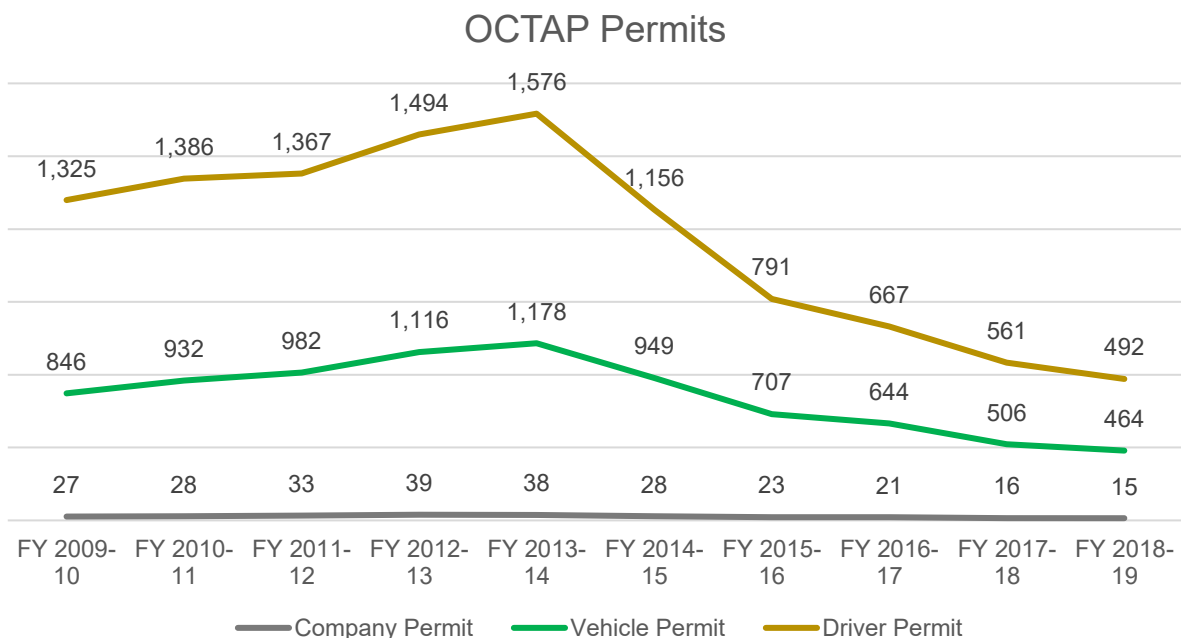
applied 511 Motorist Aid decals on all Orange County Freeway call boxes to help increase awareness of mobile call box functionality within the 511 program. Users dialing 511 and selecting Motorist Assistance from an Orange County, Ventura County, or Los Angeles County freeway will reach the call box call center and may obtain roadside assistance as if calling from a freeway call box. Staff will continue to market the 511 program to increase public awareness of the program and has initiated the marketing of the changeover to “SoCal511” which will eventually include Riverside and San Bernardino Counties.

OCTAP

The OCTAP staff manages taxi permitting processes, performs vehicle inspections, administers OCTAP regulations, and oversees compliance by taxicab companies and drivers on behalf of Orange County and its 33 participating cities. These activities are funded through annual permit fees and fines paid by permit holders, and by participating agency contributions.

At the close of FY 2018-19, OCTAP issued permits to 15 taxicab companies, 464 taxicab vehicles, and 492 taxicab drivers to operate in Orange County. A continuing decline in the number of taxi permits issued in FY 2018-19 can be attributed to the strong competition in the taxi industry from Transportation Network Companies like Uber and Lyft. Figure 9 shows the history of OCTAP permitted taxicab companies, vehicles, and drivers for the last ten years.

Figure 9 – OCTAP Operating Permits – On June 30 each year.



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Although not mandated by OCTAP regulations, more than 57 percent of permitted taxicabs are clean-fuel vehicles. Thirty-four percent of permitted taxicabs have the capacity to carry five or more passengers, with approximately 20 percent of the vehicles being wheelchair accessible.

In addition to permitting taxicab companies, drivers, and vehicles, OCTAP staff performs regulation compliance checks, issues warnings, assesses fines, suspends permits, revokes permits, and performs other administrative functions on behalf of the member agencies. Permit holders who are issued a fine, have their permit suspended or revoked, along with new applicants who are denied a permit, have the right to appeal the action. Representatives of the OCTAP member agencies hear the appeals and render a decision on the action.



January 6, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Performance Assessment Report Update

Overview

Measure M2 includes a requirement for a performance assessment to be conducted every three years to evaluate the efficiency, effectiveness, economy, and program results of the Orange County Transportation Authority in delivering Measure M2. The fourth of these performance assessments, covering the period of July 1, 2015 through June 30, 2018, was completed and presented to the Board of Directors on March 11, 2019. This report is the final update on the action items from the recommendations for enhancements identified in the performance assessment.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, the voters of Orange County approved the Measure M2 (M2) Transportation Investment Plan (Plan) with a 69.7 percent vote. The Plan provides a revenue stream, from April 1, 2011 through March 31, 2041, to fund a broad range of transportation improvements. The M2 Ordinance specifies specific safeguards and requirements that are to be followed.

Ordinance No. 3 states: "A performance assessment shall be conducted at least once every three years to evaluate the efficiency, effectiveness, economy, and program results of the Authority in satisfying the provisions and requirements of the investment summary of the Plan, the Plan, and the ordinance."

The fourth triennial performance assessment, covering the time period of July 1, 2015 through June 30, 2018, was presented to the Orange County Transportation Authority (OCTA) Board of Directors (Board) on March 11, 2019, as well as to the Taxpayers Oversight Committee (TOC) on April 9, 2019.

The performance assessment included eight recommendations for enhancements, and staff provided the Board with an action plan in response to the recommendations, with a commitment to report implementation progress to the Board in the M2 quarterly reports.

Discussion

The key objectives of the fourth assessment were as follows: to evaluate the status of findings from the prior M2 performance assessment and the effectiveness of changes implemented, assess the performance of OCTA on the efficient delivery of M2 projects and programs, and identify and evaluate any potential barriers to success, including opportunities for process improvements. In addition to reviewing the prior assessment findings and OCTA-related actions, five main areas of focus were identified for the assessment:

- Project delivery
- Program management/responsiveness
- Compliance
- Fiscal responsibility
- Transparency and accountability

Overall, the fiscal year (FY) 2015-16 through FY 2017-18 assessment commended OCTA's commitment to the effective and efficient management and delivery of the M2 Program. In general, the assessment report found that OCTA is either where it should be or has accomplished more than what would be assumed in the seven-year period across all M2 program areas.

As part of the report, there were eight recommendations for enhancements related to the execution of the elements outlined in the scope of work. There were no major recommendations that suggested there should be a change in the direction of OCTA's actions.

Below are the key areas the recommendations focused on, along with a summary of the action that staff has implemented.

- To continue to increase awareness of M2, staff has restructured the M website to highlight the balanced Plan of multi-modal transportation improvements. In addition, a section was added to the M website that provides progress updates towards the six key M2 Ordinance goals of relieving congestion, fixing potholes and resurfacing streets, reducing air and water pollution, synchronizing traffic lights, expanding Metrolink, and providing transit at reduced rates to seniors and persons with disabilities.

- To enhance quantitatively tracking data in all programs, staff collaborated to create a methodology that is currently being implemented as appropriate to capture project outputs and accomplishments against the Plan.
- The assessment also recommended that a stronger link between capital project selection and implementation be formally memorialized. The updated 2019 Next 10 Delivery Plan referenced the guiding principles when recommending advancement of select projects from the environmental phase into design and construction.
- To enhance transparency with the public, staff has incorporated more M2 information in social media to bring more awareness to the program and added short biographies for the TOC members to highlight experience and expertise of those providing oversight.

A table outlining the overall M2 Performance Assessment findings, as well as the completed action, can be found in Attachment A.

Summary

The fourth M2 Performance Assessment, as required by Ordinance No. 3, was completed and presented to the Board on March 11, 2019. Eight recommendations for enhancements were made to which staff responded and developed an action plan. Since then, all eight findings have been addressed. A summary of all findings and action items is included in Attachment A.

Attachment

- A. July 2015 – June 2018 M2 Performance Assessment, Recommendations and Action Plan

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**July 2015 - June 2018 M2 Performance Assessment
Recommendations and Action Plan**

Consultant Recommendation		OCTA Action
Chapter 1: Program Goals Have Been Met Thus Far		
1.	Consider identifying measures to capture progress towards the six key M2 Ordinance goals and report on how results achieved correlate to those goals - relieving congestion, fixing potholes and resurfacing streets, reducing air and water pollution, synchronizing traffic lights, expanding Metrolink and providing transit at reduced rates to seniors/persons with disabilities.	Complete - In addition to OCTA's regular reports on progress towards delivery of individual projects and programs, staff has incorporated the six key M2 Ordinance goals on the OC Go website and will update progress on the goals throughout the life of M2.
Chapter 2: OCTA Demonstrated Strong Program Management		
2.	Implement in-progress plans to update cyber security training policy and require annual training as well as establish a timeline for implementation.	Complete - OCTA has updated the security training policy and includes mandatory training requirements.
3.	Regularly monitor the training status of all employees to ensure cybersecurity training is complete within the required timeframe including defining specific roles and responsibilities, timelines and frequency of monitoring, verification methods, and documentation of status.	Complete - Information Systems is responsible for updating the content of the cybersecurity training annually. In coordination with Learning and Development, annual mandatory cybersecurity training is required of all staff and tied to annual performance reviews and merit increases.
Chapter 3: While Still Early in the M2 Life Cycle, Substantial Progress was Made Across All Program Areas		
4	Create a methodology to gather quantitative accomplishment data and track project accomplishments against Transportation Investment Plan (Plan) anticipated goals.	Complete - Staff created a methodology to capture project outputs and accomplishments against the Plan goals.
5.	Demonstrate a stronger link between capital project selection guiding principles and the actual implementation order for capital projects by formally memorializing discussions and decisions made.	Complete - As part of the 2019 Next 10 Delivery Plan, staff memorialized the application of the guiding principles and decisions made for advancing projects.
Chapter 4: OCTA Approaches Ensured Compliance with M2 Ordinance		
6.	Include additional links, where appropriate, to underlying support documentation to validate compliance efforts in the Program Management Office's Compliance Matrix.	Complete - Staff has incorporated additional links to supporting documentation in the annual Ordinance Compliance Matrix as appropriate.
Chapter 5: OCTA's Sound Fiscal Practices Helped Mitigate Risks Associated with Rising Costs and Decreased Sales Tax Revenue – No Recommendation		
Chapter 6: OCTA was Transparent and Accountable to The Public		
7.	Enhance awareness of the M2/OC Go Program, M2 funded projects, and related M2 accomplishments on social media through posts on currently existing OCTA social media pages or through using separate social media dedicated to M2.	Ongoing - In May 2019, OCTA ran a six-week social media campaign. Staff will incorporate more M2 related information in social media to enhance awareness as appropriate.
8.	Add a short biography on the OCTA website highlighting TOC members' experience and expertise to enhance transparency of those providing oversight.	Complete - Staff has incorporated short biographies on the OCTA website.

Acronyms

M2 – Measure M2


OCTA – Orange County Transportation Authority

TOC – Taxpayers Oversight Committee



January 6, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval.

Recommendations

- A. Authorize approval of amendment requests for four projects from the cities of Anaheim, Costa Mesa, Newport Beach, and the County of Orange.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Background

The Orange County Transportation Authority (OCTA) issues periodic state and federally-funded calls for projects (call). Examples of prior calls include the Bicycle Corridor Improvement Program (BCIP) and State-Local Partnership Program (SLPP) formula grant call, and Arterial Pavement Management (APM) Program.

Revenues for the prior calls include federal Congestion Mitigation and Air Quality Improvement Program funds, federal Surface Transportation Block Grant Program funds, former federal transportation enhancement (TE) (eliminated in the current Federal Transportation Act), Federal Transit Administration funds, state Proposition 1B SLPP funds, and Mobile Source Air Pollution Reduction Review Committee funds. To meet OCTA state and federal requirements, project-specific amendments are requested by local agencies and are presented below for review and approval.

Discussion

Since 2010, the Board of Directors (Board) has programmed \$109.54 million in state and federal funds to the cities and the County of Orange through the BCIP, TE, SLPP, and APM calls, for a total of 205 project phases of work. The progress and information for each of the active projects is listed in Attachment A. All federal TE projects are now complete; therefore, these projects will not be included in future State and Federal Grant Programs updates to the Board. A summary of the progress of phases is provided in the table below.

Project Phase Status	Environmental / Engineering	Right-of-Way	Construction	Total
Planned	9	4	17	30
Started	5	1	18	24
Completed	12	-	129	141
Cancelled	1	-	9	10
Total	27	5	173	205

NOTE:

BCIP projects may have more than one phase of work

Planned – Phase is planned

Started – Phase has started or nearly completed

Completed – Phase is complete

Program Amendments

For this review period, the Board is requested to approve program year amendments for three projects and a scope change request for one project. Details on the requests are provided in Attachment B. The attachment also provides information on one minimal administrative scope change that does not require Board approval.

The Comprehensive Funding Plan (CFP), which provides funding information for OCTA-funded capital projects, and also highlights the recommended changes included in this item, is provided in Attachment C. The CFP demonstrates the current project programming based on actions recommended in this report and prior Board actions.

Summary

Status reports from the BCIP, TE Program, SLPP, and APM Program are provided for review, including amendment requests for four projects for Board approval.

Attachments

- A. State and Federal Grant Programs Project Status
- B. State and Federal Grant Programs, Bicycle Corridor Improvement Program Requests
- C. Capital Funding Program Report

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(714) 560-5741

State and Federal Grant Programs Project Status

2012 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Costa Mesa	Bike Racks at City Facilities	C	\$ 33,974	\$ 5,076	\$ 39,050	Started
Costa Mesa	Placentia Avenue Bicycle Signal	C	\$ 212,531	\$ 31,757	\$ 244,288	Started
Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	E,C	\$ 746,460	\$ 111,540	\$ 858,000	Completed - E Started - C
2012 BCIP Phases Completed		21	\$ 5,912,195	\$ 1,234,532	\$ 7,146,727	
2012 BCIP Phases In Progress		3	\$ 899,005	\$ 134,333	\$ 1,033,338	
2012 BCIP Total Program ¹		24	\$ 6,811,200	\$ 1,368,865	\$ 8,180,065	

2014 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
County of Orange	Lambert Road Bikeway Project ²	C	\$ 40,800	\$ 312,200	\$ 353,000	Completed
Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830	Started
La Habra	La Habra Union Pacific Rail Line Bikeway ²	R	\$ 91,760	\$ 708,240	\$ 800,000	Started
2014 BCIP Phases Completed		4	\$ 418,476	\$ 3,940,884	\$ 4,359,360	
2014 BCIP Phases In Progress		2	\$ 774,020	\$ 878,810	\$ 1,652,830	
2014 BCIP Total Program ¹		6	\$ 1,192,496	\$ 4,819,694	\$ 6,012,190	

2016 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	E,R	\$ 650,400	\$ 162,600	\$ 813,000	Started - E Planned - R
County of Orange	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000	Planned
County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	E,R	\$ 1,551,440	\$ 211,560	\$ 1,763,000	Started - E Planned - R
County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	E,C	\$ 2,107,054	\$ 287,326	\$ 2,394,380	Started - E Planned - C
Fullerton	Citywide Bicycle and Pedestrian Improvement Project	C	\$ 578,886	\$ 78,939	\$ 657,825	Started

Notes:

1. Total does not include cancelled projects.
2. Mobile Air Pollution Reduction Committee County Transportation Commission funds.

State and Federal Grant Programs Project Status

2016 BCIP (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Fullerton	Wilshire Avenue Bicycle Boulevard	C	\$ 2,220,267	\$ 302,764	\$ 2,523,031	Started
Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E,C	\$ 1,094,357	\$ 149,230	\$ 1,243,587	Started - E Planned - C
Irvine	Jeffrey Road Open Space Trail and Interstate 5 Bicycle and Pedestrian Bridge Project	E	\$ 1,056,000	\$ 144,000	\$ 1,200,000	Started
Newport Beach	Newport Beach Bicycle and Pedestrian Bridge Project	C	\$ 2,349,600	\$ 587,400	\$ 2,937,000	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes	E,C	\$ 2,271,006	\$ 309,681	\$ 2,580,687	Completed - E Started - C
Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	E,C	\$ 735,703	\$ 100,326	\$ 836,029	Completed - E Started - C
Santa Ana	Hazard Avenue Protected Bike Lanes	E,C	\$ 1,035,242	\$ 141,173	\$ 1,176,415	Completed - E Started - C
Santa Ana	Citywide Bike Racks	E,C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Completed - E Started - C
Tustin	Main Street/El Camino Real Improvements	C	\$ 2,213,613	\$ 301,856	\$ 2,515,469	Started
2016 BCIP Phases Completed		4	\$ 531,023	\$ 72,419	\$ 603,442	
2016 BCIP Phases In Progress		18	\$ 19,316,065	\$ 2,974,916	\$ 22,290,981	
2016 BCIP Total Program ¹		22	\$ 19,847,088	\$ 3,047,335	\$ 22,894,423	

2019 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Brea	OC Loop Brea Gap Closure	E, R , C	\$ 6,047,538	\$ 2,967,750	\$ 9,015,288	Planned - E Planned - R Planned - C
Buena Park	Valley View Street and the Southern California Edison SCE Trail Crossing Bicycle/ Pedestrian Traffic Signal	C	\$ 508,279	\$ 90,886	\$ 599,165	Planned
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	E, C	\$ 620,336	\$ 316,659	\$ 936,995	Planned - E Planned - C
County of Orange	Santa Ana Gardens Channel Bikeway Extension Project	C	\$ 1,308,572	\$ 823,992	\$ 2,132,564	Planned
County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	C	\$ 4,000,000	\$ 1,685,383	\$ 5,685,383	Planned
Irvine	JOST Interstate 5 Bicycle Pedestrian Bridge	C	\$ 4,000,000	\$ 8,426,028	\$ 12,426,028	Planned

State and Federal Grant Programs Project Status

2019 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
La Habra	La Habra Union Pacific Rail Line Bikeway	R	\$ 1,948,800	\$ 487,200	\$ 2,436,000	Planned
Mission Viejo	District 5 Regional Bikeways - Mission Viejo N/S Corridor & Jeronimo/ Chrisanta Trail	E	\$ 220,000	\$ 30,000	\$ 250,000	Planned
Orange	Santiago Creek Multipurpose Extension Project	E	\$ 345,794	\$ 97,532	\$ 443,326	Planned
Placentia	Atwood Multipurpose Trail	E	\$ 280,000	\$ 70,000	\$ 350,000	Planned
San Clemente	S. El Camino Real Lane Reconfiguration and Buffered Bike Lane Project ³	C	\$ 1,075,115	\$ 400,650	\$ 1,475,765	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner Avenue to St. Andrew Place ³	C	\$ 1,508,045	\$ 347,393	\$ 1,855,438	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase III St. Andrew Place to Edinger Avenue ³	E, C	\$ 743,274	\$ 598,356	\$ 1,341,630	Planned - E Planned - C
Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington Avenue ³	C	\$ 793,760	\$ 229,490	\$ 1,023,250	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive ³	E, C	\$ 1,320,320	\$ 598,273	\$ 1,918,593	Planned - E Planned - C
Santa Ana	Warner Avenue Protected Bike Lanes	E, C	\$ 1,116,126	\$ 326,079	\$ 1,442,205	Planned - E Planned - C
2019 BCIP Phases Completed		0	\$ -	\$ -	\$ -	
2019 BCIP Phases In Progress		22	\$ 25,835,959	\$ 17,495,671	\$ 43,331,630	
2019 BCIP Total Program		22	\$ 25,835,959	\$ 17,495,671	\$ 43,331,630	

Notes:

3. Project was conditionally awarded. Fiscal year will be determined once the project has met the conditions of award.

2014 APM Program						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Lincoln Avenue - Brookhurst Street to Euclid Street	C	\$ 835,347	\$ 1,215,550	\$ 2,050,897	Completed
Brea	Kraemer Boulevard - Lambert Road to Golden Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Completed
Brea	Lambert Road - Delta Avenue to West City Limit and Lambert Road - Wildcat Way to East City Limit	C	\$ 500,000	\$ 758,527	\$ 1,258,527	Completed
Costa Mesa	Bristol Street - I-405 to Randolph Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
Costa Mesa	Bear Street - Wakeham Place to I-405	C	\$ 300,000	\$ 300,000	\$ 600,000	Started

State and Federal Grant Programs Project Status

2014 APM Program (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
County of Orange	Foothill Boulevard - Newport Avenue to Hewes Street	C	\$ 500,000	\$ 513,730	\$ 1,013,730	Completed
County of Orange	Crown Valley Parkway and Oso Parkway	C	\$ 500,000	\$ 563,950	\$ 1,063,950	Started
Fullerton	Chapman Avenue - Berkeley Avenue to Raymond Avenue	C	\$ 402,234	\$ 402,234	\$ 804,468	Completed
Lake Forest	Portola Parkway - Alton Parkway to El Toro Road	C	\$ 500,000	\$ 568,698	\$ 1,068,698	Completed
Mission Viejo	Trabuco Road and Marguerite Parkway	C	\$ 500,000	\$ 1,273,780	\$ 1,773,780	Completed
Placentia	Placentia Avenue - Chapman Avenue to Ruby Drive	C	\$ 500,000	\$ 1,003,318	\$ 1,503,318	Started
Rancho Santa Margarita	Santa Margarita Parkway - Buena Suerte to Plano Trabuco Road and Antonio Parkway - Tijeras Creek to Via Ladera	C	\$ 500,000	\$ 759,377	\$ 1,259,377	Completed
Santa Ana	Warner Avenue - West City Limit to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Santa Ana	First Street - Harbor Boulevard to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Seal Beach	Westminster Boulevard - West City Limit to Seal Beach Boulevard	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Completed
Villa Park	Taft Avenue - Santiago Boulevard to Lemon Street	C	\$ 385,997	\$ 385,997	\$ 771,994	Started
Yorba Linda	La Palma Avenue - West City Limit to Camino de Bryant	C	\$ 500,000	\$ 2,171,143	\$ 2,671,143	Completed
2014 APM Phases Completed		33	\$ 15,678,981	\$ 23,176,543	\$ 38,855,524	
2014 APM Phases In Progress		9	\$ 4,185,997	\$ 7,781,793	\$ 11,967,790	
2014 APM Phase Sub-totals			\$ 19,864,978	\$ 30,958,336	\$ 50,823,314	
APM Available from Savings⁴			\$ -	\$ -	\$ 2,134,000	
2014 APM Total Program		42	\$ 19,864,978	\$ 30,958,336	\$ 52,957,314	

Notes:

4. Includes savings from deobligations of completed projects.

State and Federal Grant Programs Project Status

2010 TE Program - 28 Completed Projects			
	Allocation	Match	Total Project Cost
2010 TE Phases Completed	\$ 11,464,709	\$ 9,736,895	\$ 21,201,604
2010 TE Total Program	\$ 11,464,709	\$ 9,736,895	\$ 21,201,604

SLPP - 51 Completed Projects			
	Allocation	Match	Total Project Cost
SLPP Phases Completed	\$ 24,528,000	\$ 28,219,918	\$ 52,747,918
SLPP Total Program	\$ 24,528,000	\$ 28,219,918	\$ 52,747,918

C - Construction
 E - Engineering
 R - Right-of-Way
 I-405 - Interstate 405
 BCIP - Bicycle Corridor Improvement Program
 APM - Arterial Pavement Management
 TE - Transportation Enhancement

Completed - Completed indicates that the project work is complete.
 Planned - Planned indicates that the funds have not been obligated and/or pending contract award.
 Started - Started indicates that the project is underway and funds are obligated.

**State and Federal Grant Programs
Bicycle Corridor Improvement Program Requests**

Program Year Amendment Requests					
Agency	Project Title	Delayed Phase	Approved Fiscal Year (FY)	Proposed FY	Delay Reason
Anaheim	Nohl Ranch Open Space Trail	Right-of-Way	2019-20	2021-22	The design funds for this project were obligated in June 2019, and the City has been working on procurement for design services since that time. The City is requesting additional time to start and complete the design work prior to requesting obligation of the right of way funds. This action is recommended.
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection	Construction	2019-20	2020-21	Currently the project is completing the required environmental documentation and will be requesting obligation of the design funds in FY 2019-20 as scheduled. The construction phase is requested to be amended to allow time for the project to complete prior phases of work. This action is recommended.
Newport Beach	Newport Beach Bicycle and Pedestrian Bridge	Construction	2019-20	2021-2022	The project was previously placed on the 2016 BCIP standby list, and remained unfunded. The project was approved for funding in 2018. Environmental and design activities initiated in December 2018, when the cooperative agreement between the City and OCTA was executed. Currently, the City anticipates the environmental phase to be completed in February 2020, and design completion prior to requesting obligation of the construction funds in FY 2021-22. This action is recommended.

Scope Amendment Requests					
Agency	Project Title	Phase	Approved Fiscal Year (FY)	Change Type	Supplemental Information
County of Orange	Peters Canyon Bikeway Extension	Final Design	2020-21	Scope Modification	OCTA processed and is recommending approval of a scope change. The County of Orange (County) requested a scope modification that would modify the alignment of the bikeway along Jamboree Road (south of Pioneer Road) by upgrading a parallel facility along Pioneer Road. One mile of the original alignment along Jamboree Road (north of Pioneer Road) will remain as originally approved. After completing preliminary engineering, the County conducted additional public outreach to receive input from the local community on the alternatives. The community concerns included high-speeds and steep grades along the alignments that were presented along Jamboree Road. The County then compiled the comments and input provided and prepared an additional alternative to present to the community. Additional public outreach was held within the project vicinity, and the project webpage provided opportunity for other members of the community to take a project survey or reach out to the project contact with questions. The County determined that the community was supportive of the newly proposed alignment which was then submitted to OCTA for consideration. Staff completed an analysis of the proposed changes and they were determined to have no significant impact to project scoring, so the scope change is recommended.

Other Program Updates - Information Only					
Agency	Project Title	Phase	Approved Fiscal Year (FY)	Change Type	Supplemental Information
County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	Construction	2019-20	Scope Modification	OCTA processed and approved a minor scope change. The County requested a scope modification that would replace the previously proposed on-road bikeway along 700 feet of Esperanza Boulevard (between the Yorba Linda city limits to the Fairmont Connector) to an off-road facility along the same limits. Staff completed an analysis of the proposed changes and they were determined to provide a similar or improved quality facility and retain the safety benefits of the project as originally approved.

BCIP - Bicycle corridor Improvement Program
OCTA - Orange County Transportation Authority



Capital Funding Program Report

Board of Directors (Board) Approved - June 10, 2019

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$274,838						\$22,979		\$251,859	
Raymond Avenue grade separation	O	\$126,317						\$95,351		\$23,250	\$7,716
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$87,807				\$6,845				\$80,962	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$50,413								\$50,413	
Active Transportation Program - regional call		\$45,484	\$311		\$39,744	\$92					\$5,337
Active Transportation projects		\$17,784				\$15,650					\$2,134
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,888	\$19,930								\$30,958
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Bicycle Corridor Improvement Program		\$75,259	\$52,525								\$22,734
Bristol Street widening		\$44,750									\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
SCAG Sustainability Planning Grants		\$720			\$671						\$49
Traffic Signal Improvements		\$15,000				\$12,000					\$3,000
Transportation Enhancement Activities		\$22,172			\$15,628						\$6,544
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
Local Road Project Totals		\$1,432,779	\$78,784		\$100,180	\$109,292		\$143,275	\$35,780	\$814,608	\$150,860
Federal Funding Total		\$178,964									
State Funding Total		\$252,567									
Local Funding Total		\$1,001,248									
Total Funding (000's)		\$1,432,779									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,462	\$22,044			\$1,460		\$15,513		\$22,613	\$1,832
Lakeview Avenue grade separation	O	\$107,998	\$35,411		\$9,709			\$27,520		\$24,783	\$10,575
Orangethorpe Avenue grade separation	O	\$104,404	\$38,240		\$18,600			\$30,324		\$14,543	\$2,697
Placentia grade separation	O	\$64,444				\$6,040		\$27,346		\$27,356	\$3,702
State College grade separation	O	\$97,712	\$27,376		\$13,290			\$34,785		\$11,243	\$11,018
Tustin Avenue/Rose Drive grade separation	O	\$95,743	\$53,376					\$22,962		\$17,642	\$1,763



Capital Funding Program Report

Board of Directors (Board) Approved - June 10, 2019

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals		\$607,195	\$203,513		\$41,599	\$7,500		\$166,166	\$5,992	\$121,696	\$60,729
Federal Funding Total		\$245,112									
State Funding Total		\$173,666									
Local Funding Total		\$188,417									
Total Funding (000's)		\$607,195									

STBG/CMAQ - State Transportation Block Grant/Congestion Mitigation Air Quality
 FTA - Federal Transit Administration
 STIP - State Transportation Improvement Program
 SB 1 - Chapter 5, Statutes 2017
 M1 - Measure M1
 M2 - Measure M2
 SR-57 - State Route 57
 FY - Fiscal Year
 Call - Call for Projects
 SCAG - Southern California Association of Governments
 I-5 - Interstate 5



January 6, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2021 Federal Transportation Improvement Program and Financial Plan

Overview

The Orange County Transportation Authority is responsible for the biennial preparation of the Federal Transportation Improvement Program for Orange County. This document is required under state and federal laws and includes the financial information for all regionally significant transportation improvement projects in Orange County, with a total value of approximately \$2.365 billion. A summary of the Federal Transportation Improvement Program and a supporting resolution are submitted for Board of Directors' approval.

Recommendations

- A. Authorize the submittal of the Federal Transportation Improvement Program for fiscal year 2020-21 through fiscal year 2025-26.
- B. Adopt Resolution No. 2020-001 of the Board of Directors of the Orange County Transportation Authority.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of projects.

Background

The Federal Transportation Improvement Program (FTIP) is the programming document that implements the Regional Transportation Plan. The FTIP is comprised of projects of regional significance and projects which are approved to receive state or federal funding. Regionally significant projects are those that would have significant impacts on regional travel and air quality.

Federal and state laws require that the FTIP is updated at least every two years and is financially constrained to reasonably anticipated revenues. Federal law also requires that the FTIP include a financial plan that demonstrates how the proposed improvements will be funded and implemented. The financial plan must include a list of all public and private funding sources reasonably expected during the life of the program.

The Southern California Association of Governments (SCAG) conducts a region-wide air quality assessment for the FTIP. Any project that is likely to receive federal funding for implementation must be included in the FTIP or added through an amendment process to demonstrate that it has been evaluated and/or exempted for air quality purposes.

Discussion

The 2021 FTIP contains \$2.365 billion in reasonably anticipated federal, state, and local funding sources for projects throughout Orange County, which are scheduled to begin some phase of work between fiscal year (FY) 2020-21 and FY 2025-26. The Orange County Transportation Authority (OCTA) is required to certify that the project phases programmed in the first four years of the FTIP (FY 2020-21 through FY 2023-24) are of high-priority and will be implemented in accordance with each project's respective schedule. FTIP Guidelines further require that all the project phases programmed in the first four years of the plan must be fully funded, with an emphasis on projects programmed in the first two years for implementation. All local agencies with projects programmed in the FTIP provide a resolution from their governing board confirming that the projects or project components are fully funded in accordance with FTIP Guidelines. With respect to OCTA, the FTIP includes projects that have previously been approved for funding through prior Board of Directors (Board) actions.

The finalized 2021 FTIP Guidelines include updates that will now incorporate safety information and performance measures. Projects that are entered into the 2021 FTIP will now be required to address new performance measures as it relates to safety, pavement/bridge conditions, system performance, transit safety, and the Transit Asset Management Plan. Each of the performance measures will be graded based on various factors which include, but are not limited to, the following: highway and transit safety, national highway system pavement condition, air quality, highway reliability, and congestion.

On September 27, 2019, the National Highway Traffic Safety Administration and the United States Environmental Protection Agency issued Part One of the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule. This final rulemaking revoked California's Clean Air Act pre-emption waiver and became effective November 26, 2019.

Absent a resolution, this rule may impact regional transportation conformity determinations for SCAG's Connect SoCal, otherwise known as the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the 2021 FTIP. If the transportation conformity determination for Connect SoCal is not approved by the Federal Highway Administration/Federal Transit Administration by June 1, 2020, a 12-month transportation conformity lapse grace period would be triggered. During the conformity lapse grace period, only limited non-capital and exempt projects may be added and only minor scope changes may be made to the projects in the transportation plan or program.

California's Attorney General, along with the Attorneys General from 22 other states, have filed a lawsuit challenging Part One of the SAFE Vehicles Rule. Additionally, Part Two of the SAFE Vehicles Rule, which are proposed revisions to Corporate Average Fuel Economy standards and greenhouse gas vehicle emissions standards, is expected to be released, although it was not yet made public as of the writing of this staff report. As a result, many uncertainties remain. SCAG is continuing development of Connect SoCal, including the associated transportation conformity analysis, and has directed OCTA to proceed with submittal of the 2021 FTIP until additional information is made available.

It should be noted that in light of the concerns around the SAFE Vehicle Rule, the California Department of Transportation (Caltrans) had requested that OCTA include the project approval and environmental document phase for the Interstate 5 Managed Lanes Project from Redhill Avenue to Los Angeles County line in the 2019 FTIP. This project would convert an existing high-occupancy vehicle (HOV) lane and the second HOV lane (Project A) into a tolled express lane. A letter was sent to Caltrans on November 7, 2019, detailing several concerns including the unresolved policy around converting lanes that were part of the Measure M2 program. The project may be amended into the 2021 FTIP when the concerns have been resolved.

With Board approval, a financial plan (Attachment A) and resolution certifying OCTA's FTIP project submittals, referenced as Orange County Transportation Improvement Program (Attachment B), will be submitted to SCAG for review. Once SCAG has completed its review, SCAG will model the program and determine air quality benefits. Pending further direction regarding the SAFE Vehicle Rule, SCAG is anticipated to present the 2021 FTIP to the public, regional transportation commissions, transportation committees, and regional council for review and comment by July 2020.

Following the public comment period, SCAG's Board will consider the 2021 FTIP, which, if approved, will be forwarded to Caltrans and the Federal Highway Administration for final review and approval. The 2021 FTIP is anticipated to be fully approved in December 2020. A list of draft FTIP projects is included in Attachment C.

In order to meet SCAG's review deadline of March 2, 2020, minor changes or amendments to the FTIP project list may be necessary after the preparation of this report. Therefore, it is requested that the Board authorize staff to submit the FTIP project list to SCAG, as well as submit any project changes provided by local agencies, or validated changes requested by SCAG. This strategy will allow the most up-to-date project information to be included in the 2021 FTIP.

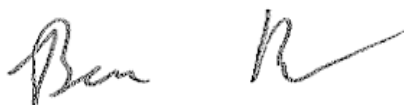
Summary

OCTA developed the 2021 FTIP and associated financial plan, including approximately \$2.365 billion of projects. Staff has worked with local agencies and consulted Board-approved plans and previous funding actions to develop the 2021 FTIP. With Board approval, the 2021 FTIP and associated funding plan will be submitted to SCAG.

Attachments

- A. Federal Transportation Improvement Program and Financial Plan Summary, Fiscal Year 2020-21 Through Fiscal Year 2025-26
- B. Resolution No. 2020-001 of the Board of Directors of the Orange County Transportation Authority, Fiscal Year 2020-21 to Fiscal Year 2025-26, Federal Transportation Improvement Program
- C. 2021 Federal Transportation Improvement Program Project List (dollars in \$1,000s)

Prepared by:



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Approved by:



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

Federal Transportation Improvement Program and Financial Plan Summary

Fiscal Year 2020-21 Through Fiscal Year 2025-26¹

PROGRAMMED REVENUE

(dollars in \$1,000s)

PROGRAM DESCRIPTION	TOTAL
FEDERAL	\$ 568,708
Federal Transit Administration - 5307 Urbanized Area Formula	\$ 241,120
Congestion Mitigation and Air Quality	\$ 117,780
Federal Transit Administration - 5337 State of Good Repair	\$ 82,952
Surface Transportation Block Grant	\$ 55,611
Highway Bridge Replacement and Rehabilitation - Local	\$ 35,387
Federal Transit Administration - 5339 Bus and Facilities	\$ 26,956
Federal Transit Administration - 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	\$ 8,902
STATE	\$ 435,810
State Highway Operations and Protection Program	\$ 352,497
High-Speed Passenger Train Bond Program	\$ 46,000
Active Transportation Program	\$ 24,437
State Transportation Improvement Program	\$ 11,267
State Transit Assistance ²	\$ 1,609
LOCAL	\$ 1,360,793
Agency ³	\$ 468,523
Private Funds	\$ 437,606
Transportation Development Act	\$ 344,896
Orange County Transportation Authority Measure M1/Measure M2	\$ 75,853
City Funds	\$ 26,240
Local Transportation Funds ²	\$ 6,402
Fare Revenues	\$ 1,273
TOTAL REVENUE	\$ 2,365,311

¹ Revenue is only the amount programmed for projects in the Federal Transportation Improvement Program (FTIP) from fiscal year 2020-21 through fiscal year 2025-26, and may not reflect all revenue programmed in the FTIP.

² Laguna Beach transit operating assistance funding.

³ Agency funds may represent local, state, or federal funds that are pending formal approval.

**RESOLUTION NO. 2020-001 OF THE BOARD OF DIRECTORS OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY**

FISCAL YEAR 2020-21 TO FISCAL YEAR 2025-26

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY,
WHICH CERTIFIES THAT OCTA HAS THE RESOURCES TO FUND THE
PROJECTS IN THE FEDERAL FISCAL YEAR 2020-21 – 2025-26 FEDERAL
TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS
COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a federal transportation improvement program for the metropolitan planning area; and

WHEREAS, the FAST Act also requires that the Federal Transportation Improvement Program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (OCTA) is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, OCTA is responsible for the development of the Orange County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, OCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, OCTA has adopted the federal fiscal year (FFY) 2020-21 through FFY 2025-26 Orange County TIP with funding for FFY 2020-21 and FFY 2021-22 available and committed, and reasonably committed for FFY 2022-23 through FFY 2023-24.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2020-21 through FFY 2025-26 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2020-21 through FFY 2025-26 Orange County TIP Financial Plan identifies the resources that are available, and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2020-21 through FFY 2025-26 Orange County TIP are consistent with the proposed 2020 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission (CTC) in March 2020; and
2. All of the project phases in the Orange County TIP have complete funding identified in the program, except those which will require additional funding in the 2020 STIP cycle or pending SB 1 (Chapter 5, Statutes of 2017) competitive program funds. The STIP is the County's number one priority for funding. The Orange County 2020 STIP Regional Transportation Improvement Program, as identified in the financial plan, will include sufficient transportation funds to complete the project. Therefore, as required by the FAST Act, the CTC finds that full funding can reasonably be anticipated to be available for the STIP within the time period contemplated for completion.
3. Orange County has the funding capacity in its County Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program appropriation to fund all of the projects in the FFY 2020-21 through FFY 2025-26 Orange County TIP; and
4. The local match for projects funded with federal STBG and CMAQ Program funds is identified in the Orange County TIP, including the use of toll credit or transportation development credits.
5. All the Federal Transit Administration-funded projects are programmed within the FAST Act Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this ____ day of _____, _____.

AYES:

NOES:

ABSENT:

ATTEST:

Laurena Weinert
Clerk of the Board

Tim Shaw, Chairman
OCTA

2021 Federal Transportation Improvement Program Project List (dollars in \$1,000s)

Project #	Project ID	Project Title	Lead Agency	FY ¹						Total
				FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	FY 2025/2026	
1	ORA190902	Citywide SRTS Sidewalk Gap Closure	City of Anaheim	\$974	\$100	\$3,021	\$0	\$0	\$0	\$4,095
2	ORA190906	OC Loop Brea Gap Closure	City of Brea	\$0	\$0	\$0	\$3,543	\$5,473	\$0	\$9,016
3	ORA190907	Valley View Street and SCE Trail Crossing Bicycle/Pedestrian Traffic Signal	City of Buena Park	\$599	\$0	\$0	\$0	\$0	\$0	\$599
4	ORA001102	Collision Reduction Projects in Various Locations	Caltrans	\$16,823	\$39,674	\$0	\$0	\$0	\$0	\$56,497
5	ORA001108	Mandate Projects in Various Locations	Caltrans	\$20,208	\$10,384	\$0	\$0	\$0	\$0	\$30,592
6	ORA001103	Roadway Preservation Projects in Various Locations	Caltrans	\$48,484	\$117,954	\$0	\$0	\$0	\$0	\$166,438
7	ORA001109	Bridge Preservation Projects in Various Locations	Caltrans	\$24,175	\$29,732	\$0	\$0	\$0	\$0	\$53,907
8	ORA001104	Roadside Preservation Projects in Various Locations	Caltrans	\$1,260	\$0	\$0	\$0	\$0	\$0	\$1,260
9	ORA084402	Facilities Projects in Various Locations	Caltrans	\$580	\$0	\$0	\$0	\$0	\$0	\$580
10	ORA001105	Mobility Projects in Various Locations	Caltrans	\$24,877	\$25,102	\$0	\$0	\$0	\$0	\$49,979
11	ORA082603	Emergency projects in various locations	Caltrans	\$2,813	\$0	\$0	\$0	\$0	\$0	\$2,813
12	ORA000820	SR-57 Truck Climbing Lane	Caltrans	\$0	\$4,300	\$0	\$0	\$0	\$0	\$4,300
13	ORA190910	Adams Avenue and Pinecreek Drive Intersection Project	City of Costa Mesa	\$817	\$0	\$0	\$0	\$0	\$0	\$817
14	ORA170202	City of Garden Grove, Bicycle Corridor Improvements	City of Garden Grove	\$1,159	\$0	\$0	\$0	\$0	\$0	\$1,159
15	ORA131708	Utica Avenue Bicycle Boulevard	City of Huntington Beach	\$853	\$0	\$0	\$0	\$0	\$0	\$853
16	ORA170801	Jeffrey Open Space Trail and I-5 Freeway Bicycle and Pedestrian Bridge Project	City of Irvine	\$0	\$12,426	\$0	\$0	\$0	\$0	\$12,426
17	ORA190920	La Habra Union Pacific Rail Line Bikeway (Cypress Street to Palm Street)	City of La Habra	\$2,436	\$0	\$0	\$0	\$0	\$0	\$2,436
18	ORA990933	Transit Operating Assistance (Laguna Beach)	City of Laguna Beach	\$4,452	\$4,566	\$6,408	\$5,242	\$0	\$0	\$20,668
19	ORA152209	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	Orange County	\$5,685	\$0	\$0	\$0	\$0	\$0	\$5,685
20	ORA170204	Peters Canyon Bikeway Extension	Orange County	\$1,004	\$0	\$0	\$0	\$0	\$0	\$1,004
21	ORA190908	Santa Ana Gardens Channel Bikeway Extension Project	Orange County	\$2,133	\$0	\$0	\$0	\$0	\$0	\$2,133
22	ORA131303	SR-57 Orangewood Avenue to Katella Avenue	OCTA	\$0	\$100	\$0	\$0	\$0	\$0	\$100
23	ORA021203	OC Bus Preventive Maintenance (Mission Viejo UZA)	OCTA	\$7,950	\$7,950	\$7,950	\$7,950	\$0	\$0	\$31,800
24	ORA020106	OC Bus Preventive Maintenance (LA-Long Beach-Anaheim UZA)	OCTA	\$16,633	\$13,533	\$13,533	\$13,533	\$0	\$0	\$57,232
25	ORA172201	Transit Security and Operations Center	OCTA	\$50	\$0	\$0	\$0	\$0	\$0	\$50
26	ORA190302	Purchase Paratransit Replacement Vehicles (77) (LA-Long Beach-Anaheim UZA)	OCTA	\$851	\$5,807	\$5,807	\$5,807	\$0	\$0	\$18,272
27	ORA190303	Purchase Paratransit Replacement Vehicles (39) (Mission Viejo UZA)	OCTA	\$932	\$932	\$932	\$932	\$0	\$0	\$3,728
28	ORA191501	OC Streetcar Operations	OCTA	\$19,500	\$0	\$0	\$0	\$0	\$0	\$19,500
29	ORA040607	Orange County - Countywide activities: Planning, Programming and Monitoring	OCTA	\$0	\$1,848	\$1,848	\$515	\$1,056	\$0	\$5,267
30	ORA080803	OC Bus Capital Cost of Contracting	OCTA	\$62,013	\$57,363	\$57,363	\$57,363	\$0	\$0	\$234,102

2021 Federal Transportation Improvement Program Project List (dollars in \$1,000s)

Project #	Project ID	Project Title	Lead Agency	FY ¹						Total
				FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	FY 2025/2026	
31	ORA021202	OC Bus Operating Assistance for Paratransit (Mission Viejo UZA)	OCTA	\$10,571	\$10,571	\$10,571	\$10,571	\$0	\$0	\$42,284
32	ORA131304	I-405 (I-5 to SR-55)	OCTA	\$0	\$0	\$50	\$0	\$0	\$0	\$50
33	ORA170005	I-605/Katella Avenue Interchange	OCTA	\$0	\$3,050	\$0	\$0	\$0	\$0	\$3,050
34	ORA112702	Rideshare Vanpool Program - Capital Lease Cost	OCTA	\$4,500	\$4,500	\$0	\$0	\$0	\$0	\$9,000
35	ORA131105	I-5/Los Aliso Boulevard/El Toro Road Interchange	OCTA	\$0	\$100	\$0	\$0	\$0	\$0	\$100
36	ORA174	OC Bus Operating Assistance for Paratransit (LA-Long Beach-Anaheim UZA)	OCTA	\$53,929	\$53,929	\$53,929	\$53,929	\$0	\$0	\$215,716
37	ORA150110	SR-91 (SR-57 to SR-55)	OCTA	\$0	\$0	\$0	\$50	\$0	\$0	\$50
38	ORA020824	Orangethorpe Avenue Grade Separation	OCTA	\$3,477	\$0	\$0	\$0	\$0	\$0	\$3,477
39	ORA130303	State College Boulevard Grade Separation (LOSSAN)	OCTA	\$92,000	\$0	\$0	\$0	\$0	\$0	\$92,000
40	ORA131301	SR-55 (I-5 to SR-91)	OCTA	\$0	\$100	\$0	\$0	\$0	\$0	\$100
41	ORA190301	Purchase 40-foot Alternative Fuel Replacement Vehicles (201)	OCTA	\$16,750	\$0	\$44,890	\$0	\$0	\$0	\$61,640
42	ORA190905	Standard Avenue Protected Bike Lane and Protected Intersection Project	City of Santa Ana	\$5,444	\$0	\$0	\$0	\$0	\$0	\$5,444
43	ORA170007	Fairview Street Rehabilitation and Widening	City of Santa Ana	\$0	\$0	\$0	\$0	\$13,645	\$0	\$13,645
44	ORA190901	Fremont Elementary and Spurgeon Intermediate SRTS	City of Santa Ana	\$4,849	\$0	\$0	\$0	\$0	\$0	\$4,849
45	ORA190919	Warner Avenue Protected Bike Lanes	City of Santa Ana	\$0	\$0	\$1,335	\$0	\$0	\$0	\$1,335
46	ORA190904	McFadden Avenue Protected Bike Lane and Bicycle Boulevard Project	City of Santa Ana	\$5,875	\$0	\$0	\$0	\$0	\$0	\$5,875
47	ORA159801	San Juan Creek Bridge Replacement	SCRRA	\$1,689	\$0	\$0	\$0	\$0	\$0	\$1,689
48	ORA170805	Preventive Maintenance (SCRRA - Metrolink)	SCRRA	\$8,500	\$8,500	\$8,500	\$8,500	\$0	\$0	\$34,000
49	ORA051	Foothill Transportation Corridor North Oso Parkway to Eastern Transportation Corridor (12.7 miles)	TCA	\$0	\$6,000	\$0	\$0	\$0	\$0	\$6,000
50	ORA052	Foothill Transportation Corridor South Oso Parkway to San Diego County Line (10.3 miles) (PAED Phase)	TCA	\$14,000	\$18,000	\$107,986	\$75,386	\$36,386	\$36,386	\$288,144
51	10254	San Joaquin Hills Transportation Corridor - 1-5 to SR-73 (15 miles)	TCA	\$56,300	\$45,000	\$0	\$0	\$0	\$0	\$101,300
52	ORA130302	I-5 Improvement (I-405 to Yale Avenue)	Various Agencies	\$14,791	\$4,459	\$29,729	\$166,451	\$0	\$0	\$215,430
53	ORA111209	Laguna Niguel to San Juan Capistrano Passing Siding	Various Agencies	\$0	\$2,300	\$0	\$0	\$0	\$0	\$2,300
54	ORA150107	Statewide Active Transportation Program - Various Bicycle/Pedestrian Projects	Various Agencies	\$1,291	\$0	\$0	\$0	\$0	\$0	\$1,291
55	ORA150104	Regional Active Transportation Program - Various Bicycle/Pedestrian Projects	Various Agencies	\$1,100	\$0	\$0	\$0	\$0	\$0	\$1,100
56	ORA190914-ORA190918	BCIP Contingent Projects	Various Agencies	\$0	\$5,838	\$1,776	\$0	\$0	\$0	\$7,614
57	ORA120535	Widen Route 74 (Ortega Highway) from two to four Lanes - City Segment	Various Agencies	\$0	\$0	\$0	\$0	\$8,590	\$0	\$8,590
58	ORA111207	241/91 Express Lane Connector NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241	Various Agencies	\$3,530	\$2,050	\$109,888	\$18,632	\$18,000	\$0	\$152,100

2021 Federal Transportation Improvement Program Project List (dollars in \$1,000s)

Project #	Project ID	Project Title	Lead Agency	FY ¹						Total
				FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	FY 2025/2026	
59	ORA171904	I-5 Improvements from SR-73 to El Toro Road (Replacement Planting/Landscaping)	Various Agencies	\$0	\$0	\$700	\$0	\$11,545	\$0	\$12,245
60	ORA020501	Highway Bridge Program - Various Bridge Projects	Various Agencies	\$3,264	\$688	\$20,065	\$0	\$0	\$0	\$24,017
61	ORA37111	Capital Maintenance on Metrolink System	Various Agencies	\$15,234	\$16,923	\$16,923	\$16,923	\$0	\$0	\$66,003
62	ORA100511	SR-55 widening between I-405 and I-5	Various Agencies	\$104,255	\$75,000	\$0	\$0	\$0	\$0	\$179,255
63	ORA151401	I-5 Managed Lanes from Avenida Pico to San Diego County Line	Various Agencies	\$0	\$0	\$0	\$5,500	\$0	\$0	\$5,500
64	ORA151507	Garden Grove Boulevard Complete Street Project	City of Westminster	\$2,810	\$0	\$0	\$0	\$0	\$0	\$2,810
Total (FY 2020-2021 through FY 2023-2024)				\$691,420	\$588,779	\$503,204	\$450,827	\$94,695	\$36,386	\$2,365,311

FY - Fiscal year

SR-57 - State Route 57

Caltrans - California Department of Transportation

I-5 - Interstate 5

OCTA - Orange County Transportation Authority

SR-55 - State Route 55

I-405 - Interstate 405

I-5 - Interstate 5

SR-91 - State Route 91

I-605 - Interstate 605

OC - Orange County

SCE - Southern California Edison

BCIP - Bicycle Corridor Improvement Program

SCRRA - Southern California Regional Rail Authority

SR-73 - State Route 73

SR-241 - State Route 241

NB - Northbound

SB - Southbound

EB - Eastbound

WB - Westbound

FTIP - Federal Transportation Improvement Program

SRTS - Safe Routes to School

UZA - Urbanized Area

LA - Los Angeles

LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency

¹Congestion Mitigation Air Quality and Surface Transportation Block Grant funds may be programmed in a future FY in the FTIP but can be advanced via the Expedited Project Selection Procedure.



January 6, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Capital Programming Update

Overview

The Orange County Transportation Authority uses various funding sources to implement projects. As projects are delivered, the costs can vary from the programmed amount, which may require funding revisions and Board of Directors' approval to meet the state funding requirements. Recommended adjustments are presented for approval.

Recommendations

- A. Authorize the use of up to \$46.592 million in State Route 91 Express Lane Excess Revenue funding for the following projects:
 - State Route 91 Improvement Project from State Route 57 to State Route 55 - design phase of segments 1, 2, and 3 (\$31.592 million),
 - State Route 91 between State Route 241 and Interstate 15 (Orange County portion {\$15 million}).
- B. Authorize the use of up to \$11.500 million in Surface Transportation Block Grant and \$16.096 million in Measure M2 for the design phase of the following projects:
 - Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2 {\$11.500 million in Surface Transportation Block Grant and \$2.398 million in Measure M2}),
 - State Route 55 Improvement Project from Interstate 5 to State Route 91 (\$8.921 million in Measure M2),
 - State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue (\$4.777 million in Measure M2).
- C. Authorize the use of \$2.448 million in additional Congestion Mitigation and Air Quality Improvement funds for the Interstate 5, State Route 55 to State Route 57 Project.

- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Background

The Orange County Transportation Authority (OCTA) programs federal, state, and local funds based on the Board of Directors (Board)-approved Capital Programming Policies (CPP {Attachment A}).

As projects progress through development, project costs change, external agency requirements may limit the anticipated use of funds, savings may result, or additional funding may be required. OCTA regularly reports on specific project costs through the quarterly Capital Action Plan (CAP), which highlights project costs, schedules, and status. Programming and revenue changes are updated periodically to match these costs and are included in the Capital Funding Program (CFP {Attachment B}). The attachment includes all proposed changes in this staff report, along with a summary of funding for all of OCTA's capital projects.

The Measure M2 (M2) Next 10 Delivery Plan was approved by the OCTA Board on November 14, 2016, and incorporated the 2016 revenue forecast with a plan for continued acceleration of the delivery of M2 freeway, streets and roads, transit, and environmental projects through the year 2026. Included in the M2 Next 10 Delivery Plan was Board approval to allocate net excess 91 Express Lanes revenue to the M2 Freeway Program, in an amount not to exceed the project costs of the State Route 91 (SR-91), Project I and Project J. On October 23, 2017, the Board approved the establishment of a 91 Express Lanes Capital Reserve that will fund future SR-91, Project I and Project J expenditures, estimated to total \$748.73 million. On November 11, 2019, an update to the M2 sales tax revenue forecasts and Next 10 Delivery Plan was presented and approved by the OCTA Board. The plan designated Project M and Project G, both segments of B, and Project F for advancement through construction.

OCTA and the Riverside County Transportation Commission (RCTC) annually prepare an implementation plan for potential improvements along the SR-91 corridor between State Route 57 (SR-57) in Orange County and Interstate 15 (I-15) in Riverside County. The implementation plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

Discussion

The CAP lists highway, grade separation, rail and facility projects, and includes the funding at completion estimate and the schedule for key milestones. In coordination with project managers, programming staff refer to the CAP and quarterly reports for the Operations Division to make funding adjustments for projects that have met key milestones, such as the completion of final environmental approval, 65 percent design, 95 percent design, contract award, and close out. Recommendations may also be suggested to ensure the funds are being utilized efficiently for projects and that OCTA is able to maximize the use of any funding programs, which may have limitations or deadlines that put the funds at risk.

Based on updates from the Next 10 Delivery Plan, the SR-91 Implementation Plan, and the CAP, staff is recommending the following changes.

SR-91 Implementation Plan Projects

SR-91 Improvement Project between SR-57 and State Route 55 (SR-55) is currently funded through the environmental phase, which is expected to be approved mid-2020. Consistent with the SR-91 Implementation Plan and advancement of projects approved through the Next 10 Delivery Plan, staff is seeking approval for the next phase of work, the design or plans, specifications, and estimates (PS&E) phase. Additionally, \$31.592 million in 91 Express Lane (EL) excess revenue funds for the project will be divided into the following three segments:

- Project I – SR-91 from SR-55 to Lakeview Avenue (Segment 1) in fiscal year (FY) 2019-20 for \$8.053 million,
- Project I – SR-91 from La Palma Avenue to SR-55 (Segment 2) in FY 2019-20 for \$14.648 million,
- Project I – SR-91 from Acacia Avenue to La Palma Avenue (Segment 3) in FY 2020-21 for \$8.891 million.

Staff is also recommending the use of up to \$15 million in 91 EL excess revenue funds in FY 2020-21 for the westbound Orange County portion of Project J, SR-91 between State Route 241 (SR-241) and I-15. The Orange County portion is on the SR-91 between Green River Road and the SR-241 toll road. This request is consistent with the SR-91 Implementation Plan and advancement of projects approved through the Next 10 Delivery Plan. The funding is OCTA's contribution towards the RCTC's \$41.8 million-dollar project, and a cooperative agreement detailing additional information will be presented to the OCTA Board at a future meeting.

The 91 EL excess revenue funds for Project I and Project J will come from the Board-approved 91 Express Lanes Capital Reserve fund. Project I and Project J are consistent with the SR-91 Implementation Plan to reinvest net revenues on the SR-91 corridor to improve regional mobility. The CPP currently does not have a policy regarding 91 EL Excess Revenue funds and an update to reflect the usage of these funds will be presented to the Board at a later date. Meanwhile, these projects will be added into the CFP, which is provided as Attachment B.

Next 10 Delivery Plan Updates

On November 11, 2019 the OCTA Board adopted the 2019 M2 Next 10 Delivery Plan. The plan identifies five projects recommended for advancement through construction. Two of those projects, Interstate 605 Katella Avenue Interchange (Project M) and Interstate 5 (I-5) between Interstate 405 and Yale Avenue (Project B) have been proposed for State Transportation Improvement Program funding, which was approved for submittal on September 23, 2019, by the Board. The remaining three projects are proposed for the planning, specifications, and engineering (PS&E) phase funding for the following amounts:

- Project B - I-5 Improvement Project between Yale Avenue and SR-55 (Segment 2) in FY 2020-21 for \$11.500 million in Surface Transportation Block Grant funds (STBG) and \$2.398 million in M2 funds,
- Project F - SR-55 Improvement Project between I-5 and SR-91 in FY 2021-22 for \$8.921 million in M2 funds,
- Project G - SR-57 Improvement Project between Orangewood Avenue to Katella Avenue in FY 2021-22 for \$4.777 million in M2 funds.

The federal STBG funding program provides flexible funding that may be used by states and local agencies for projects to preserve and improve the conditions and performance on any federal-aid highway, public road, bridge, and improve pedestrian and bicycle infrastructure, support transit capital, and under certain conditions, transit operations. The use of federal STBG funds and local M2 funds for the PS&E phase on these projects is consistent with the Board-approved CPP regarding the use of local M2 and STBG funds for M2 Freeway Program projects.

CAP Update

According to the first quarter FY 2019-20 CAP Performance Metrics Report, the forecast for the I-5 (SR-55 to SR-57) varies from the existing funding programmed as noted in the latest approved CFP. Staff is proposing \$2.448 million in CMAQ funds to meet the forecasted need for the project as noted in the CAP. The I-5 (SR-55 to SR-57) programming is being updated to adjust contingency funding based on the contract award. These contingency funds are allocated for risks that may be encountered during the construction phase. The project will add a high-occupancy vehicle (HOV) lane and is currently funded with CMAQ.

The CMAQ Program supports surface transportation projects and other related efforts that contribute air quality improvements and congestion relief consistent with the Clean Air Act. This is consistent with the CPP to program CMAQ funds because it is for an M2 HOV lane improvement.

Project descriptions and additional information for each of the projects listed in the staff report is included in Attachment C. A list of Board actions, which directed capital funds towards OCTA capital projects over the last six months, is provided in Attachment D.

Summary

With the objective of ensuring that OCTA projects are fully funded and consistent with the Board-approved CAP, OCTA is seeking Board approval to utilize various 91 EL excess revenue funds, CMAQ, STBG, and M2 funds for highway projects.

Attachments

- A. Existing Capital Programming Policies by Fund Source, February 2019
- B. Capital Funding Program Report
- C. Capital Programming Update Project Descriptions
- D. List of Board of Directors Reports with Programming Actions, June 2019 – December 2019

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

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

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

Funding Source	Measure M2 (M2) Programming Policies
Project X (Environmental Cleanup)	<p>Use Project X M2 funding consistent with the M2 Transportation Investment Plan and consistent with CTFP Guidelines. Program funds to projects through the CTFP call.</p> <p>The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.</p>
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources	<p>First priority of all funding sources is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects and to maintain existing the Orange County Transportation Authority's (OCTA) assets in a state of good repair. Consideration will also be given to use state and federal funds for projects that are complementary to M2 projects and that share the program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.</p>
State	
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.
Cap-and-Trade (Competitive) – Affordable Housing and Sustainable Communities Program (AHSC)/Strategic Growth Council	<p>Use AHSC for fixed-guideway and transit corridor projects that serve disadvantaged communities and reduce greenhouse gas (GHG) emissions.</p> <p>*Note – In the guidelines, a transit project must be paired with an affordable housing project for Transit Oriented Development Program funds.</p>
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	<p>Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce GHG emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.</p>
Cap-and-Trade (Competitive) – Transit and Intercity Rail Capital Program (TIRCP)/California State Transportation Agency	<p>Use TIRCP for capital projects that expand bus and rail service to increase ridership and for projects that improve the integration between bus and rail systems. Projects must also reduce GHG emissions.</p>

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

Funding Source/Agency	State and Federal Programming Policies
Proposition 1A/CTC	All funds are programmed.
Proposition 1B – Competitive Programs Funding/CTC	Maximize the Orange County allocations consistent with each program and ensure the receipt of allocated funds.
Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)/Caltrans	Use PTMISEA funds for commuter rail improvements and to fund existing State Transportation Improvement Program (STIP) - Public Transit Administration projects (approximately \$60 million) currently programmed in the 2010 STIP and for eligible OC Bridges projects.
Proposition 1B – Transit System Safety, Security and Disaster Response Account (TSSSDRA)/California Governor's Office of Emergency Services	Use TSSSDRA to support capital projects that enhance the safety, security, and emergency response capabilities of transit.
Proposition 116 (CTC)	Use cost savings for commuter or intercity rail capital improvement projects along the Metrolink corridor (between the cities of Buena Park and San Clemente) that are funded with Measure M1 and M2 funds on a first-come, first-served basis.
SB 1 - Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver M2 projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR)/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets.
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP first for eligible M2 Program projects that meet the requirements and goals of the program, then fund other eligible Orange County projects.
STIP/CTC	Use of STIP funds for M2 freeway, commuter rail, fixed-guideway projects, planning/programming and complementary activities, which seek an equitable balance between freeways and transit capital and are consistent with state goals.

Existing Capital Programming Policies by Fund Source February 2019

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • M2 fixed-guideway and/or M2 high-occupancy vehicle or high-occupancy toll operational improvements, • as match to leverage funding for OC Bridges grade separation projects, • vanpool program and rideshare services, • other rail and bus transit capital projects, • traffic light synchronization projects, and • new or expanded bus transit operations (three years of CMAQ funding may be used for the first five years). <p>Set-asides: Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> • preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • other priority capital projects that are consistent with the comprehensive business plan. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>
FTA Section 5309 Fixed-Guideway Capital Investment Grants ("New Starts")/FTA	<p>Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the "New Starts" and/or "Small Starts" process.</p>
FTA Section 5310 Formula Funds/FTA	<p>Use funds for eligible enhancements to paratransit capital and operations.</p>
FTA Section 5337 Formula Funds/FTA	<p>Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by bus transit for bus transit capital maintenance.</p>

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

Funding Source/Agency	State and Federal Programming Policies
FTA Section 5339 Formula Funds/FTA	<p>Use funds for:</p> <ul style="list-style-type: none"> • capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the transit asset management plan.
Highway Infrastructure Program/Caltrans for Federal Highway Administration (FHWA)	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	Currently these funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant (STBG) Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and local streets and roads. Funds may also be used for countywide planning activities up to five percent annually.
Transportation Alternatives Program (TAP) – CTC/SCAG through ATP	Use 100 percent of annual TAP apportionment for bicycle and pedestrian projects through a competitive call to local agencies. Currently these funds are administered by the state through the ATP. See ATP above.



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 13, 2020

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction ³	A	\$41,500	\$36,191							\$5,309	
I-5 widening, I-405 to SR-55 (Env. Phase)	B	\$8,000	\$8,000								
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$215,430	\$47,884			\$95,338	\$44,791			\$27,417	
I-5 widening, Yale Avenue to SR-55 (Segment 2) ²	B	\$13,898	\$11,500							\$2,398	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$205,695	\$47,676		\$7,921					\$150,098	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,245				\$6,000				\$6,245	
I-5 at Los Alisos / El Toro: add ramps	D	\$4,400	\$4,400								
SR-55 (I-5 to SR-91) ²	F	\$13,921	\$5,000							\$8,921	
SR-55 OC Central Corridor improvements from I-405 to I-5 ⁴	F	\$410,932	\$103,805		\$46,800	\$80,000	\$70,000			\$110,327	
SR-57 Orangewood Avenue to Katella Avenue ²	G	\$7,277	\$2,500							\$4,777	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) ¹	I	\$10,691	\$1,770							\$30	\$8,891
SR-91, La Palma Avenue to SR-55 (Segment 2) ¹	I	\$18,148	\$3,460							\$40	\$14,648
SR-91, SR-55 to Lakeview Avenue (Segment 1) ¹	I	\$9,853	\$1,770							\$30	\$8,053
SR-91, SR-241 to I-15 ^{1,5}	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$1,900,000	\$35,000		\$10,648	\$82,000		\$7,771		\$1,135,651	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328				\$2,328					
I-605/ Katella Avenue interchange	M	\$4,824				\$3,000				\$1,824	
241/91 Express Lanes (HOT) connector		\$33,728									\$33,728
SR-74 widening, Calle Entradero-City/County line		\$16,653				\$14,303				\$1,950	\$400
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
State Highway Project Totals		\$3,414,822	\$400,305		\$76,530	\$384,946	\$124,179	\$37,603		\$1,629,189	\$762,070
Federal Funding Total		\$476,835									
State Funding Total		\$546,728									
Local Funding Total		\$2,391,259									
Total Funding (000's)		\$3,414,822									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$71,558	\$11,796					\$20,789		\$38,973	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$71,100	\$13,472			\$46,779				\$10,849	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$90,441	\$31,741		\$1,600	\$43,735				\$13,365	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 13, 2020

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b Routes 91/55 - e/o Weir replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	M1/G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	M1/G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	M1/G	\$52,871						\$41,250		\$11,621	
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$999,455	\$140,771		\$97,888	\$180,786		\$380,452	\$20,578	\$162,378	\$16,602
Federal Funding Total		\$238,659									
State Funding Total		\$561,238									
Local Funding Total		\$199,558									
Total Funding (000's)		\$999,455									



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 13, 2020

Board Actions:

1. Authorize the use of up to \$46.592 million in State Route 91 Express Lane Excess Revenue funding for the following projects:
 - State Route 91 Improvement Project from State Route 5 to State Route 55 - design phase of segments 1, 2, and 3 (\$31.592 million),
 - State Route 91 between State Route 241 and Interstate 15 (Orange County portion {\$15 million}).
2. Authorize the use of up to \$11.500 million in Surface Transportation Block Grant and \$169 million in Measure M2 for the design phase of the following projects:
 - Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2 {\$11.500 million in Surface Transportation Block Grant and \$2.398 million in Measure M2}),
 - State Route 55 Improvement Project from Interstate 5 to State Route 91 (\$8.921 million in Measure M2),
 - State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue (\$4.777 million in Measure M2).
3. Authorize the use of \$2.448 million in additional Congestion Mitigation and Air Quality improvement funds for the Interstate 5, State Route 55 to State Route 57 Project.

Project Notes:

4. Project has unfunded need of \$70 million. Staff will return to the Board with a funding plan at a later date.
5. This project includes Riverside County Transportation Commission funding.

Acronyms:

Aux - Auxilliary
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
Hwy - Highway
I-405 - Interstate 405
I-5 - Interstate 5
I-605 - Interstate 605
LA - Los Angeles
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OC - Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
RSTP - Regional Surface Transportation Program
S/B - Southbound
S/O - South of
SR-133 - State Route 133
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-90 - State Route 90
SR-91 - State Route 91
SS - Southside
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound

Capital Programming Update Project Descriptions

State Route 91 (SR-91) Improvement Project between State Route 57 (SR-57) and State Route 55 (SR-55)

Known as Project I in the OC Go Next 10 Delivery Plan, this project will improve traffic flow and operations along the SR-91 corridor within the cities of Fullerton and Anaheim and will look to add one general purpose lane eastbound between SR-57 and SR-55 and one general purpose lane westbound from the Northbound SR-57 connector to State College Boulevard. Additional features of this project include improvements to various interchanges, and auxiliary lanes will be added in some segments and reestablished in others within the project limits. The project area currently experiences traffic demands that exceed capacity within the project limits in addition to congestion due to merging and weaving from successive ramps at several interchanges.

The environmental phase of this project is funded with \$9.000 million of federal Surface Transportation Block Grant (STBG) funds (\$7.000 million) and Measure M2 (M2) funds (\$2.000 million). The Orange County Transportation Authority (OCTA) is requesting approval for the use of \$31.592 million in 91 Express Lane (EL) excess revenue funds for the design phase of Segments 1, 2, and 3, for a total project cost of \$40.592 million.

SR-91 between State Route 241 (SR-241) and Interstate 15 (I-15) (Orange County Portion)

This project will add one general purpose lane on SR-91 between SR-241 and I-15. The portion of the project between SR-241 and the Orange County/Riverside County line is part of OCTA's OC Go Project J, while the matching segment between the county line and State Route 71 is part of Riverside County Transportation Commission's (RCTC) Measure A. This is a joint OCTA/RCTC project.

Proposed funding levels are depicted below.

Proposed Funding (\$000s)	RCTC Funds	91 EL Excess Revenue	TOTAL
Environmental	\$ 5,500		\$ 5,500
Design			
Right-of-Way	\$ 300		\$ 300
Construction	\$ 21,000	\$ 15,000	\$ 36,000
Total	\$ 26,800	\$ 15,000	\$ 41,800

Interstate 5 (I-5) from Yale Avenue to SR-55

This project will add one mixed flow lane in both the northbound and southbound directions from the truck bypass on-ramp from SR-55 to Yale Avenue in the City of Irvine. The additional lanes will reduce corridor traffic congestion, reduce hours of travel, improve traffic operations and improve access to high occupancy vehicle lanes.

Capital Programming Update Project Descriptions

This is Segment 2 of Project B in the M2 Ordinance. Segment 1, the I-5 improvements from Interstate 405 to Yale Avenue, was submitted for State Transportation Improvement Program (STIP) funding in December 2019.

The environmental phase for both segments of Project B is funded with \$8.000 million in federal STBG. OCTA is proposing \$11.500 million in STBG funds and \$2.398 million in M2 funds for the design phase of Segment 2, resulting in a total of \$13.898 million of programmed funding.

SR-55 from I-5 to SR-91

This is OCTA's OC Go Project F, which will add one general purpose lane in each direction between State Route 22 (SR-22) and I-5 and provide operational improvement between SR-22 and SR-91. The objective of the proposed project is to reduce traffic congestion, improve mobility, and improve traffic operations in the study area.

The environmental phase of this project is funded with \$5.000 million in federal STBG funds. OCTA is proposing \$8.921 million in M2 funds for the design phase, which results in a total project cost of \$13.921 million.

SR-57 Northbound from Orangewood Avenue to Katella Avenue

This is Project G in the M2 Ordinance, which will widen the SR-57 freeway between Orangewood Avenue and Katella Avenue. The purpose of the project is to improve mainline mobility and throughput, improve lane continuity, and facilitate regional circulation and flow of goods and services by increasing freeway speeds and improving merge/diverge operations. The project area currently experiences congestion and operational deficiencies due to increased traffic volumes and limited capacity.

The project currently has \$2.500 million in STBG funds programmed for the environmental phase. The proposed funding of \$4.777 million in M2 for the design phase will increase the total project funding to \$7.277 million.

I-5 (SR-55 to SR-57)

This is OCTA's OC Go Project A, and will increase high-occupancy vehicle (HOV) lane capacity by adding a second HOV lane in both directions along the I-5 between SR-55 and SR-57 in the City of Santa Ana. Construction began on February 20, 2019, and is expected to be completed in early 2021.

Capital Programming Update Project Descriptions

Existing and proposed funding levels are depicted below.

Existing Funding (\$000s)	CMAQ	M2	STBG	TOTAL
Environmental		\$ 1,685		\$ 1,685
Design	\$ 2,800	\$ 1,492		\$ 4,292
Right-of-Way		\$ 232		\$ 232
Construction	\$ 29,603	\$ 1,900	\$ 1,340	\$ 32,843
Total	\$ 32,403	\$ 5,309	\$ 1,340	\$ 39,052

Proposed Funding (\$000s)	CMAQ	M2	STBG	TOTAL
Environmental		\$ 1,685		\$ 1,685
Design	\$ 2,800	\$ 1,492		\$ 4,292
Right-of-Way		\$ 232		\$ 232
Construction	\$ 32,051	\$ 1,900	\$ 1,340	
Total	\$ 34,851	\$ 5,309	\$ 1,340	\$ 41,500
Change	\$ 2,448	-	-	\$ 2,448

CMAQ – Congestion Mitigation and Air Quality

**List of Board of Directors Reports with Programming Actions
June 2019 – December 2019**

Date	Report Title	Fund Source(s) Affected
6/10/19	Funding Recommendations for the 2019 Bicycle Corridor Improvement Program	CMAQ
6/10/19	Capital Programming Update	Prop 1B TSSSDRA and Prop 1B PTMISEA
6/10/19	Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations	CMAQ
8/12/19	SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2019-20 Funds	SB 1 SGR
9/23/19	2020 State Transportation Improvement Program	STBG, M2, and LPP
10/14/19	Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Program of Projects for Federal Fiscal Year 2019-20	FTA 5307, 5310, 5337, 5339, and CMAQ
10/28/19	Contract Change Order for Additional Railroad Flagging Allowance for the Laguna Niguel to San Juan Capistrano Passing Siding Project	CMAQ
11/11/19	Cooperative Agreement with California Department of Transportation for the Interstate 5 Widening from Alicia Parkway to El Toro Road	HIP
12/9/19	Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 High-Occupancy Vehicle Improvement Project Between Pacific Coast Highway and San Juan Creek Road	M2
12/9/19	Comprehensive Transportation Funding Programs Semi-Annual Review – September 2019	M2, Projects X and O

Acronyms:

CMAQ – Congestion Mitigation and Air Quality Improvement Program

FTA – Federal Transit Administration

HIP – Highway Improvement Program

LPP – Local Partnership Program

M2 – Measure M2

Prop 1B – Proposition 1B

SB 1 SGR – Senate Bill 1 State of Good Repair

STBG – Surface Transportation Block Grant

TSSSDRA – Transit System Safety, Security & Disaster Response Account

PTMISEA – Public Transportation Modernization, Improvement and Service Enhancement Account



January 6, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services

Overview

On August 26, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for consultant to provide on-call traffic engineering and intelligent transportation system services for regional traffic signal synchronization projects. Board of Directors' approval is requested for the selection of the firms to perform the required work.

Recommendations

- A. Approve the selection of DKS Associates, Albert Grover & Associates, Inc., KOA Corporation, and Iteris, Inc., as the firms to provide on-call traffic engineering and intelligent transportation system services for regional traffic signal synchronization projects, in the aggregate amount of \$5,328,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1513 between the Orange County Transportation Authority and DKS Associates to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1810 between the Orange County Transportation Authority and Albert Grover & Associates, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1811 between the Orange County Transportation Authority and KOA Corporation to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.

- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1812 between the Orange County Transportation Authority and Iteris, Inc., to provide on-call traffic engineering and intelligent transportation system services for five years with two, one-year option terms for regional traffic signal synchronization projects.

Discussion

This on-call consultant bench of contracts will support the traffic engineering and intelligent transportation system services for the Orange County Transportation Authority (OCTA) as part of the Measure M2 (M2) Project P and implement multiple Regional Traffic Signal Synchronization Program (RTSSP) projects over a five-year period. Projects are determined through the competitive call for projects (call) process.

As part of the application to request funding for RTSSP projects through the call, an applicant agency (cities and the County of Orange) can designate OCTA as the lead agency. OCTA then administers the project using consultants from the on-call bench. Historically, OCTA has led 36 out of 88 of the RTSSP projects that were awarded from the last eight calls. The table below shows the three corridors where OCTA will act as lead agency as part of the call, approved by the OCTA Board of Directors (Board) on June 10, 2019.

Table 1 – Project P Corridors – Fiscal Year 2019

Arterials	Project Intersections	Project Miles	Participating Agencies	Applicant Lead Agency
Aliso Creek Road	21	5.0	3	City of Aliso Viejo
Lake Forest Drive	24	7.5	4	City of Lake Forest
Red Hill Boulevard	28	6.7	4	City of Irvine

These three signal synchronization projects will optimize 73 signalized intersections along three regionally significant corridors, spanning a total of 19.2 miles throughout Orange County.

It is anticipated that local agencies will continue to request OCTA to lead additional traffic signal synchronization projects as part of upcoming calls. The selected traffic engineering consultants, as part of this procurement, will allow OCTA to manage these three projects, as well as projects from future calls.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted on the basis of overall qualifications to develop a competitive range of offerors. The recommended firms are requested to submit cost proposals, and the final agreements are negotiated. The awarded contracts will have a five-year initial term with two, one-year extension options. Specific work assignments will be awarded by contract task orders (CTOs) on a rotational basis.

The Board authorized the release of Request for Proposal (RFP) 9-1513 on September 9, 2019, which was electronically issued on CAMM NET. The project was advertised on September 9 and 16, 2019, in a newspaper of general circulation. A pre-proposal conference was held on September 17, 2019, with 13 attendees representing ten firms. Two addenda were issued to provide pre-proposal conference information, responses to questions received, and handle administrative issues related to the RFP.

On October 10, 2019, seven proposals were received. An evaluation committee consisting of members from Strategic Planning departments, and external representatives from the cities of Irvine, Laguna Niguel, and Orange met to review all submitted proposals.

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

- Qualifications of the Firm 40 percent
- Staffing and Project Organization 40 percent
- Work Plan 20 percent

In developing these weightings, several factors were considered, giving equal importance to qualifications of the firm, and staffing and project organization. Qualifications of the firm was weighted 40 percent because a firm's experience in traffic engineering and signal synchronization is vital to effective performance of services on the project. Similarly, equal importance was given to staffing and project organization as the qualifications of the project manager and other key personnel, and experience in performing work of similar scope, size, and availability of staff resources are critical to the timely delivery of the project.

The work plan criterion emphasizes the importance of the team's understanding of Project P, its challenges, and the team's approach to implementing the various elements of the scope of work. The work plan criterion is weighted lower as the CTOs issued will define a specific project's required scope of work.

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

Firm and Location

Albert Grover & Associates, Inc. (AGA)
Fullerton, California

DKS Associates (DKS)
Orange, California

Iteris, Inc. (Iteris)
Santa Ana, California

KOA Corporation (KOA)
Orange, California

On November 14, 2019, the evaluation committee interviewed the short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm was asked some general questions related to their qualifications, relevant experience, project organization, and approach to the work plan. Firms also highlighted their staffing plans, availability of resources, work plans, and perceived project issues. Each team was asked general questions regarding its approach to the requirements of the scope of work, management of the projects, coordination with various agencies, experience with similar projects, and the team's solutions in achieving the project's goals.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends AGA, DKS, Iteris, and KOA as the firms to provide on-call traffic engineering and intelligent transportation systems (ITS) services. The firms ranked highest amongst the proposing firms based on the teams' relevant experience in traffic engineering and ITS. The proposed teams are comprised of highly-qualified key personnel with relevant and recent experience in RTSSP and ITS projects.

Each firm demonstrated an understanding of the project requirements and presented a comprehensive work plan addressing key issues that are critical to the success of the project. The following is a summary of the proposal evaluation results.

Qualifications of Firm

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

AGA was founded in 1993 and has relevant experience with traffic engineering, traffic signal synchronization, transportation planning, and ITS-related services. The firm has an office in the City of Fullerton with 21 employees. AGA has provided services to local agencies in Southern California for traffic engineering and ITS projects. Recent and relevant projects include: Orange County Traffic Signal Coordination Program; Euclid Street Demonstration Project, Orange County; Chapman Avenue Proposition 1B (Prop 1B)/Traffic Light Signal Project (TLSP), Orange County; Tustin Avenue/Rose Drive RTSSP projects, City of Placentia; Adams Avenue, La Paz Road, and Antonio Parkway RTSSP projects. AGA was instrumental in the design and consensus building between the City of Rancho Santa Margarita, County of Orange, and the California Department of Transportation, providing new and future ITS communications infrastructure.

DKS has provided transportation planning and engineering services to public agencies across the country since 1979. The firm has 143 professionals in seven offices nationally, and ten staff locally in Anaheim. DKS has experience and expertise in traffic operational analysis, traffic signal synchronization, traffic signal design, systems engineering, and integration services in ITS and transportation communications networks. The majority of DKS' signal timing projects involve multiple jurisdictions and require consensus building amongst multiple agencies. DKS' recent and relevant projects in Orange County include: OCTA State College Boulevard RTSSP, Westminster Avenue/17th Street RTSSP, Anaheim Boulevard RTSSP, Olympiad Road – Felipe Road RTSSP, Los Alisos Boulevard Corridor RTSSP in the City of Mission Viejo, and the Magnolia Street corridor RTSSP, Orange County.

Iteris specializes in transportation planning, engineering, and technology services since 1987. The firm has 433 employees and 13 offices, including an office in the City of Santa Ana. Iteris has demonstrated experience in traffic engineering, ITS, transportation planning, initial impact studies, transportation modeling, planning systems engineering, and other transportation technologies

both nationally and internationally. The firm is experienced in performing services of similar scope and magnitude. Recent projects successfully completed include: various OCTA RTSSP Project P corridors, Southern California Association of Governments Transportation Control Measure on Harbor Boulevard, City of Anaheim, Westminster Avenue/17th Street/State College Boulevard RTSSP projects, Orange County, Beach Boulevard TLSP Program (Prop 1B/TLSP), City of Anaheim, Edinger Avenue/Irvine Center Drive/Moulton Parkway/Golden Lantern TLSP, Orange County, and Katella Avenue TLSP, Orange County.

KOA was founded in 1987 and provides traffic engineering, civil engineering, and transportation planning services. KOA has a project office in Orange County and various other locations in California, with more than 120 skilled staff members. KOA specializes in traffic engineering projects, and recent and similar projects in signal timing optimization and related services include: Harbor Boulevard, MacArthur Boulevard/Talbert Road, and Santa Margarita Parkway. KOA has successfully completed five RTSSP projects for the Los Angeles County Department of Public Works, which include Bellflower Boulevard, Artesia Boulevard, Fair Oaks Avenue, Garvey Avenue, Foothill Boulevard, and Beverly Boulevard.

Staffing and Project Organization

The short-listed firms proposed qualified project managers, key personnel, and subconsultants with extensive knowledge in traffic engineering and intelligent transportation system services.

AGA's proposed team is experienced in traffic engineering operational contracts for traffic signal timing and coordination utilizing the firm's in-house traffic management systems. The proposed project manager has over 25 years of experience in traffic and transportation, and has managed over 11 different traffic engineering, traffic signal synchronization, and ITS projects for OCTA since 1998. AGA proposed an experienced quality assurance/quality control manager as an integral part of the project management process. These two individuals founded AGA in 1993 and collectively have vast experience in the traffic engineering and ITS profession. AGA's key personnel and support staff have proven experience in the areas deemed critical to this project.

DKS' proposed team is skilled in signal timing and synchronization projects, and has experience in traffic operations and transportation engineering, including traffic signal timing, operational analysis, and systems engineering for ITS. DKS' proposed project manager has over thirty years of experience managing corridor studies, arterial signal systems projects, ITS planning, and development projects. The principal-in-charge for DKS has 25 years of experience and has been involved with several hundred traffic signal design and coordination

projects, 150 of which involved light rail, streetcar, or bus transit signal priority. DKS' key personnel and support staff successfully worked on recent relevant projects and have experience in traffic operations and transportation engineering including traffic signal timing, operational analysis, traffic signal, and communication design and systems engineering for ITS.

Iteris proposed an experienced project team with demonstrated relevance in transportation planning, RTSSP, ITS, traffic engineering and design, and traffic operations and analysis. The project team consists of specialists in transportation planning, civil and traffic engineering, and signal synchronization. Iteris' project manager has 29 years of experience in the field of transportation and ITS planning, traffic systems engineering, transportation planning, transportation systems and analysis, and development and integration of real-time traffic systems. Iteris' proposed principal-in-charge has 31 years of experience in transportation systems and traffic engineering, and experience managing and designing traffic engineering and ITS projects. Iteris' other key personnel include task leaders experienced in ITS, traffic engineering, operations, maintenance and monitoring, systems communications, traffic collection, traffic management centers, and signal Improvement.

KOA's proposed project team has experienced and qualified personnel. The proposed project manager and task leaders have over 30 years of experience working together on signal timing optimization, traffic signal master plans, and various signal and ITS projects. KOA's principal-in-charge has more than 28 years of experience in transportation and planning, roadway design, traffic design, and transportation modeling and studies. Members of the proposed team have worked together on similar projects, have been involved on projects with OCTA and other local agencies, and are experienced in signal system design and implementation, and ITS.

Work Plan

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

The work plan for AGA demonstrated a thorough understanding of each project's requirements and project issues. AGA discussed their project approach performing operations and timing analysis to develop a good coordination of signal timing. AGA made recommendations to new or modified traffic signal equipment to improve synchronization and traffic enhancement solutions. AGA's work plan addressed high-traffic volumes at certain intersections, split phase operations and heavy traffic volumes, and pedestrian traffic challenges. AGA provided solutions for traffic signal optimization and signal timing analysis implementation.

The work plan for DKS demonstrated a clear understanding of each project's key requirements, project challenges, and practical recommendations and solutions. The work plan addressed traffic volumes and synchronization performance, and proposed recommendations and solutions. DKS addressed how timing would be performed and presented traffic enhancement solutions. Main project goals presented were operation and timing analysis to develop and implement timing plans at signalized intersections, and determination and recommendations to improve synchronization. The interview demonstrated understanding of project issues and identified proposed solutions.

Iteris' project approach conveyed a clear project understanding, project management approach, quality assurance and quality control methods, adherence to schedule and budget, and discussed traffic signal equipment upgrades to enhance operations. The firm demonstrated a thorough understanding of traffic conditions and signal synchronization timing and delays. The firm proposed enhancements, such as reviewing existing transportation infrastructures along the corridor, using data sources to determine origin/destination patterns and seasonality, and conducting case studies at certain locations along the corridors to assess the effects of proposed improvements on actual operations of the streets. The interview demonstrated an understanding of possible corridor issues and proposed solutions.

KOA's proposed work plan demonstrated their understanding of the project requirements. The firm discussed specifics on the tasks to be performed and completed a detailed work plan of the corridor and addressed identified issues. KOA's work plan proposed examples of signal equipment upgrades, modification of signal phasing, vehicle detection improvements, and compliant curb ramps. During the interview, the project team demonstrated its knowledge related to RTSSP and specifics of various project corridors.

Procurement Summary

Based on the evaluation of the written proposals, the teams' qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of Albert Grover & Associates, Inc., DKS Associates, Iteris, Inc. and KOA Corporation as the firms to provide on-call traffic engineering and ITS services for RTSSP. All firms have relevant experience, submitted a comprehensive and responsive proposal, proposed highly-skilled staff and presented a thorough interview highlighting the firm's relevant experience and understanding of the Project.

Fiscal Impact

The funding for this project is included in OCTA's Fiscal Year 2019 – 20 Budget, Planning Division Account No. 0017-7519-SPF27/28/29-P57. The program is funded through the Orange County Local Transportation Authority, M2.

Summary

Staff recommends Board approval for the Chief Executive Officer to negotiate and execute agreements with Albert Grover & Associates, Inc., DKS Associates, Iteris, Inc., and KOA Corporation as the firms to provide on-call traffic engineering and intelligent transportation systems services for regional traffic signal synchronization projects, in the aggregate amount of \$5,328,000.

Attachments

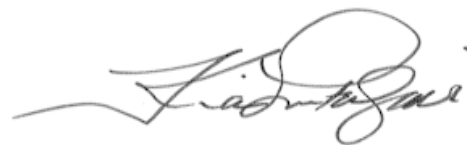
- A. Review of Proposals, RFP 9-1513, Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services for Regional Traffic Signal Synchronization Projects
- B. Proposal Evaluation Criteria Matrix - Short-Listed Firms, RFP 9-1513 Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services
- C. Contract History for the Past Two Years, RFP 9-1513, Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services

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Review of Proposals
RFP 9-1513 Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services for Regional Traffic Signal Synchronization Projects

Presented to Regional Planning and Highways Committee - January 6, 2020
 Four firms proposed. Four firms were interviewed. Four firms are being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	86	DKS Associates Anaheim, California	Crosstown Electrical and Data, Inc. National Data & Survey Services	Experienced firm in traffic operational analysis, traffic synchronization, traffic signal design, and intelligent transportation systems. Proposed project team has experience in transportation engineering, transportation planning, and traffic engineering. Proposed project manager has 30 years of experience with transportation corridor and traffic engineering projects. Proposed team has successfully worked on relevant signal timing and synchronization projects. Work plan demonstrated a clear understanding of each project's key requirements, project challenges, and practical recommendations and solutions. Interview demonstrates understanding of project issues and proposed solutions.
2	84	Albert Grover & Associates, Inc. Fullerton, California	National Data & Survey Services Crosstown Electrical and Data, Inc. Siemens Industry, Inc.	Experienced firm in traffic engineering and transportation planning. Proposed project team has traffic signal synchronization experience and knowledge. Project manager has over 25 years of experience in traffic and transportation. Proposed project manager and team have experience in working together on numerous signal and traffic synchronization projects. Demonstrated understanding of the project requirements and proposed solutions. Presented approach and answered questions in detail during the interview.
3	80	KOA Corporation Fullerton, California	Kinley-Horn and Associates, Inc. Aim Traffic Data LLC Crosstown Electrical and Data, Inc. National Data & Survey Services	Experienced firm in traffic engineering and transportation planning. Good qualifications with traffic signal synchronization experience and knowledge. Project manager has over 25 years of experience in traffic and transportation. Proposed project manager and team have experience in working together on numerous signal and traffic synchronization projects. Demonstrated understanding of the project requirements and proposed solutions. Demonstrated knowledge during the interview with specific project solutions.
4	78	Iteris, Inc. Santa Ana, California	Crosstown Electrical and Data, Inc. Michael Baker International IDAX Data Solutions LLC	Experienced firm specializing in transportation planning, engineering, and technology services. Qualified firm with experience in traffic engineering, intelligent transportation services, transportation planning, impact studies, and transportation modeling. Proposed project manager has over 27 years of experience in intelligent transportation systems and traffic engineering projects. Proposed team demonstrated successful experience working on projects of similar size and scope. Demonstrated thorough understanding of the project constraints, solutions, and enhancements. The interview demonstrated understanding of possible corridor issues and proposed solutions.

Evaluation Panel:

Internal:
 Strategic Planning (2)
 External:
 City of Irvine (1)
 City of Laguna Niguel (1)
 City of Orange (1)

Proposal Criteria

Qualifications of the Firm
 Staffing and Project Organization
 Work Plan

Weight Factors

40%
 40%
 20%

RFP - Request for Proposals

Proposal Evaluation Criteria Matrix - Short-Listed Firms
RFP 9-1513 Consultant Services for On-Call Traffic Engineering and
Intelligent Transportation Systems Services

Firm: DKS Associates						Weights	Criteria Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.5	4.5	4.5	4.5	8.00	35.2
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.0	8.00	35.2
Work Plan	4.0	4.0	4.0	4.0	4.0	4.00	16.0
Overall Score	84.0	88.0	88.0	88.0	84.0		86

Firm: Albert Grover & Associates, Inc.						Weights	Criteria Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.5	4.0	4.5	4.0	8.00	33.6
Staffing/Project Organization	4.0	4.5	4.0	4.5	4.0	8.00	33.6
Work Plan	4.5	4.5	4.0	4.0	3.5	4.00	16.4
Overall Score	82.0	90.0	80.0	88.0	78.0		84

Firm: KOA Corporation						Weights	Criteria Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	4.0	3.5	4.0	4.0	8.00	30.4
Staffing/Project Organization	4.0	4.5	4.0	4.0	4.5	8.00	33.6
Work Plan	4.0	4.0	3.5	4.0	4.0	4.00	15.6
Overall Score	76.0	84.0	74.0	80.0	84.0		80

Firm: Iteris, Inc.						Weights	Criteria Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	8.00	32.0
Staffing/Project Organization	4.0	4.0	4.0	3.5	3.5	8.00	30.4
Work Plan	4.0	4.0	4.0	4.0	4.0	4.00	16.0
Overall Score	80.0	80.0	80.0	76.0	76.0		78

The range of scores for non short-listed firms is 62 to 71

CONTRACT HISTORY FOR THE PAST TWO YEARS**RFP 9-15/13 Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
DKS Associates						
Contract Type: Contract Task Order	C-2-1421	Goldenwest Street Project P Traffic Engineering	June 15, 2012	December 31, 2018		\$ 432,338
Subconsultants:						
National Data & Surveying Services						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-2-1421	Traffic Engineering Services Los Alisos Boulevard	May 20, 2013	December 31, 2018		\$ 371,409
Subconsultants:						
None						
Contract Type: Contract Task Order	C-4-1320	Traffic Engineering Services State College Boulevard Regional Traffic Signal Synchronization Project	May 23, 2014	June 30, 2019		\$ 940,870
Subconsultants:						
National Data & Surveying Services						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-4-1805	Westminster Avenue/17th Street Regional Traffic Signal Synchronization Project	June 29, 2016	May 31, 2020		\$ 3,405,611
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Sub Total						\$4,717,890
Albert Grover and Associates, Inc.						
Contract Type: Contract Task Order	C-2-1416	Adams Avenue Regional Traffic Signal Synchronization Project	May 15, 2014	May 31, 2019		\$ 1,144,786
Subconsultants:						
National Data & Surveying Services						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-1-2634	Antonio Parkway Regional Traffic Signal Synchronization Project	June 23, 2014	June 30, 2019		\$ 1,317,499
Subconsultants:						
National Data & Surveying Services						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-4-1804	Alicia Parkway Regional Traffic Signal Synchronization Project	June 15, 2016	June 30, 2019		\$ 2,135,540
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-4-1804	La Paz Avenue Regional Traffic Signal Synchronization Project	June 29, 2015	June 30, 2018		\$ 380,550
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Sub Total						\$4,978,375
KOA Corporation						
Contract Type: Contract Task Order	C-3-1521	On-Call Transportation Planning and Support Services	September 2, 2013	June 30, 2018		\$ 600,000
Subconsultants:						
CH2M Hill						
KTU+A						
Ave Solutions LLC						
Sub Total						\$600,000

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 9-1513 Consultant Selection for On-Call Traffic Engineering and Intelligent Transportation Systems Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Iteris, Inc.						\$ 3,610,264
Contract Type: Firm Fixed Price	C-9-1066	Main Street Regional Traffic Signal Synchronization Project	December 30, 2019	June 30, 2023		
Subconsultants:						
Innovative Data Acquisitions LLC					\$ 49,368	
Michael Baker International					\$ 19,912	
Crosstown Electric & Data, Inc.					\$ 1,049,686	
Contract Type: Firm Fixed Price	C-8-2038	Katella Avenue Regional Traffic Signal Synchronization Project	January 30, 2020	June 30, 2023		\$ 4,703,465
Subconsultants:						
National Data & Surveying Services					\$ 37,649	
Michael Baker International					\$ 88,077	
Crosstown Electric & Data, Inc.					\$ 1,037,506	
Contract Type: Contract Task Order	C-1-3057	Traffic Engineering Services Trabuco Road	April 8, 2014	April 30, 2019		\$ 319,861
Subconsultants:						
National Data & Surveying Services						
Crosstown Electric & Data, Inc.						
Contract Type: Contract Task Order	C-1-3057	Newport Boulevard South Regional Traffic Signal Synchronization Project	June 26, 2014	June 30, 2019		\$ 1,406,267
Subconsultants:						
National Data & Surveying Services						
Crosstown Electric & Data, Inc.						
Contract Type: Contract Task Order	C-4-1316	Bristol Street Regional Traffic Signal Synchronization Project	June 29, 2015	March 31, 2020		\$ 2,252,469
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-4-1316	Pacific Coast Highway Regional Traffic Signal Synchronization Project	June 23, 2016	June 30, 2019		\$ 2,122,346
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Contract Type: Contract Task Order	C-4-1316	Brookhurst Street Regional Traffic Signal Synchronization Project	June 26, 2018	May 31, 2020		\$ 3,534,110
Subconsultants:						
Crosstown Electrical and Data, Inc.						
Contract Type:	C-6-1553	Beach Boulevard Transit Signal Implementation	April 10, 2017	February 28, 2019		\$ 99,877
Subconsultants: Firm Fixed Price						
Eiger Techsystems Inc.						
Sub Total						\$18,648,659
RFP - Request for Proposals						



January 6, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Interstate 405 Improvement Project Update

Overview

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

Recommendation

Receive and file as an information item.

Background

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

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

Discussion

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

Financing and TIFIA Loan

On July 26, 2017, OCTA executed a TIFIA loan agreement with the USDOT for up to \$628.93 million. Pursuant to the terms identified in the loan agreement, OCTA staff submits periodic reimbursement requisitions to the USDOT Build America Bureau and Federal Highway Administration. OCTA has received two TIFIA loan disbursements to date and anticipates receiving the third disbursement in September 2020.

Tolling Contracts

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

Staff has initiated the development of a request for proposals for the back office support and customer service center contract for the 405 Express Lanes, and plans to seek Board approval for its release in the spring of 2020.

Design

The final design is approximately 95 percent complete overall. The roadway and bridge design is substantially complete at this time. The design of retaining walls, which is the last component of the Project design, is anticipated to be complete in the summer of 2020.

ROW Acquisition

Construction of the Project impacts 288 properties, including 179 residential properties, 71 commercial/industrial properties, 37 public properties, and one railroad property. There are 287 properties identified as partial acquisitions and one property identified as a full acquisition at the owner's request. The real property requirements for the partial acquisitions are comprised of a combination of fee acquisitions, permanent easements, temporary construction

easements (TCE), permanent and temporary ground lease reductions, and access control rights needed to construct the proposed highway and express lane improvements for the Project. The full-fee acquisition, partial-fee acquisitions, permanent easements, and TCEs are required for roadway and bridge construction, soundwalls and retaining walls, drainage systems, and for the installation of above-ground and underground facilities, including electrical, telecommunication, water, sewer, gas, and storm drain systems.

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

- 288 offers presented,
- 281 parcels in OCTA's possession for construction,
- 60 resolutions of necessity (RONs) approved.

No additional RONs are anticipated at this time.

Utility Relocations

There are currently 107 utilities that require relocation to accommodate the Project. OCTA is coordinating with 22 impacted utility companies to identify and resolve conflicts and relocation issues. To date, OCTA has executed utility agreements for 75 percent of the utilities requiring relocation, and is in the process of finalizing the remaining utility agreements. There are several utility relocation risks, including Frontier Communication, Southern California Gas, Chevron oil lines, and Southern California Edison facilities for which staff continues to develop and implement mitigation plans, as utilities are a shared risk between OCTA and OC405.

Construction

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

Significant roadway construction activities, including installation of drainage systems, retaining and soundwalls, and paving operations began in earnest in 2019 and will continue through 2020. Construction at Oceanview Channel and East Valley Channel, two major drainage facilities that cross under the freeway is well underway. Additionally, over 40 walls are under construction at this time as well.

After the opening of the Slater Avenue overcrossing bridge in late August 2019, demolition and construction activities commenced on the Talbert Avenue and Bushard Street overcrossing bridges. The Talbert Avenue and Bushard Street overcrossing bridges are anticipated to be open to traffic in early 2021. Construction on the McFadden Avenue overcrossing bridge also continues, and the bridge is anticipated to be open to traffic in late summer of 2020. Talbert Avenue, Bushard Street, and McFadden Avenue are all one-stage bridges, which means the bridges are closed to traffic on both sides of I-405 during demolition and reconstruction.

Also in late 2019, the widening of three existing freeway bridges began over Beach Boulevard, Bolsa Chica Road overhead railroad crossing, and an old Navy railroad crossing.

Significant bridge construction also continued at Fairview Road, Magnolia Street, Goldenwest Street, Westminster Boulevard, and Bolsa Chica Road overcrossings. These are two-stage bridges, which means traffic will be maintained on the remaining portion of the bridge while the first half of the new bridge is constructed. The opening of the first half of the new bridges at all of these locations is anticipated in 2020.

Construction continues to progress on the Santa Ana River bridge and the Harbor Boulevard undercrossing bridge. Construction at Santa Ana River and Harbor Boulevard consists of widening the existing freeway bridge over both of those facilities.

Looking ahead, the remainder of 2020 will remain busy related to bridge, wall, and pavement construction.

Project Challenges

As would be expected on a project of this magnitude, certain challenges have been encountered, including the following:

- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Dispute resolution and change management
- Minimizing impacts and disruptions to the public
- Project schedule impacts and mitigations

OCTA has worked closely with its partners and OC405 to mitigate schedule delays when identified. Schedule mitigations implemented to date include building the Slater Avenue and Edwards Street overcrossing bridges in

one stage instead of two stages, improvements to the construction staging at Oceanview Channel, and the long-term closure of one of the two off-ramps from northbound I-405 to Westminster Boulevard. More recent schedule mitigations that have been incorporated include longer ramp closure durations and extended nightly lane closure durations in order to increase the productivity of the contractor. The objectives of the schedule mitigations are to maintain the original Project completion date while balancing the minimization of traffic impacts.

Additionally, in September 2019, there was a discovery of archeological resources within the Project site. OCTA is following established state procedures for this type of discovery and is working with the appropriate parties to ensure appropriate and respectful procedures are followed. This discovery has impacted construction at a specific location; however, mitigations are being explored to minimize the impacts to the overall Project schedule.

Project Cost/Contingency

The overall Project cost remains \$1.9 billion, and the Project contingencies have been approximately 31 percent expended to date. This is in line with the percent complete for the Project from both a time and earned value standpoint.

Public Outreach

In the next 12 months, the Outreach team anticipates conducting more than a dozen neighborhood meetings to prepare the community for major activities throughout the Project corridor. These Saturday morning meetings have been a highly effective method of communicating about construction while sharing the benefits of the Project with residents and business owners.

With work ongoing or expected to begin on more than 50 retaining walls and soundwalls, the Outreach team will also continue to coordinate with affected residents with backyard walls being rebuilt as part of the Project. This coordination, frequently conducted in multiple languages, requires face-to-face communication with hundreds of residents to ensure safety during the initial stages of work, and ongoing communication for construction updates. In addition, the team expects to facilitate several hundred pre- and post-construction surveys of properties adjacent to these walls, as well as properties near bridges.

Completion of the first phase of several bridges is projected to be in 2020, and the Outreach team anticipates coordinating events to mark some of these milestones. The events are an opportunity to thank the community for its continued patience with the Project and to highlight OCTA's partnerships with the corridor cities and the California Department of Transportation.

Multiple briefings with key stakeholders are planned, as well as participation in more than a dozen community events throughout the Project corridor. The Outreach team will also be engaging with diverse communities, in part by tailoring collateral to reflect cultural relevance, hosting exclusive insider tours for key stakeholders and social media influencers in ethnic communities, and meeting with faith leaders throughout the Project area.

Meanwhile, the Outreach team will continue to respond to constituents' comments and questions, which average about 140 per month, and utilize cost-effective methods to get the word out about Project activities, closures, and detours. In 2019, on average each month, that meant canvassing approximately 16,000 flyers in English, Vietnamese, and Spanish; reaching more than 150,000 people on social media; and emailing about ten construction updates to 10,600 recipients. OCTA also continues to direct motorists to the Project's interactive map of closures and detours that is integrated with Waze, and to the Project mobile app, which has seen a surge in users.

Next Steps

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

Summary

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

Attachment

None.

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Approved by:



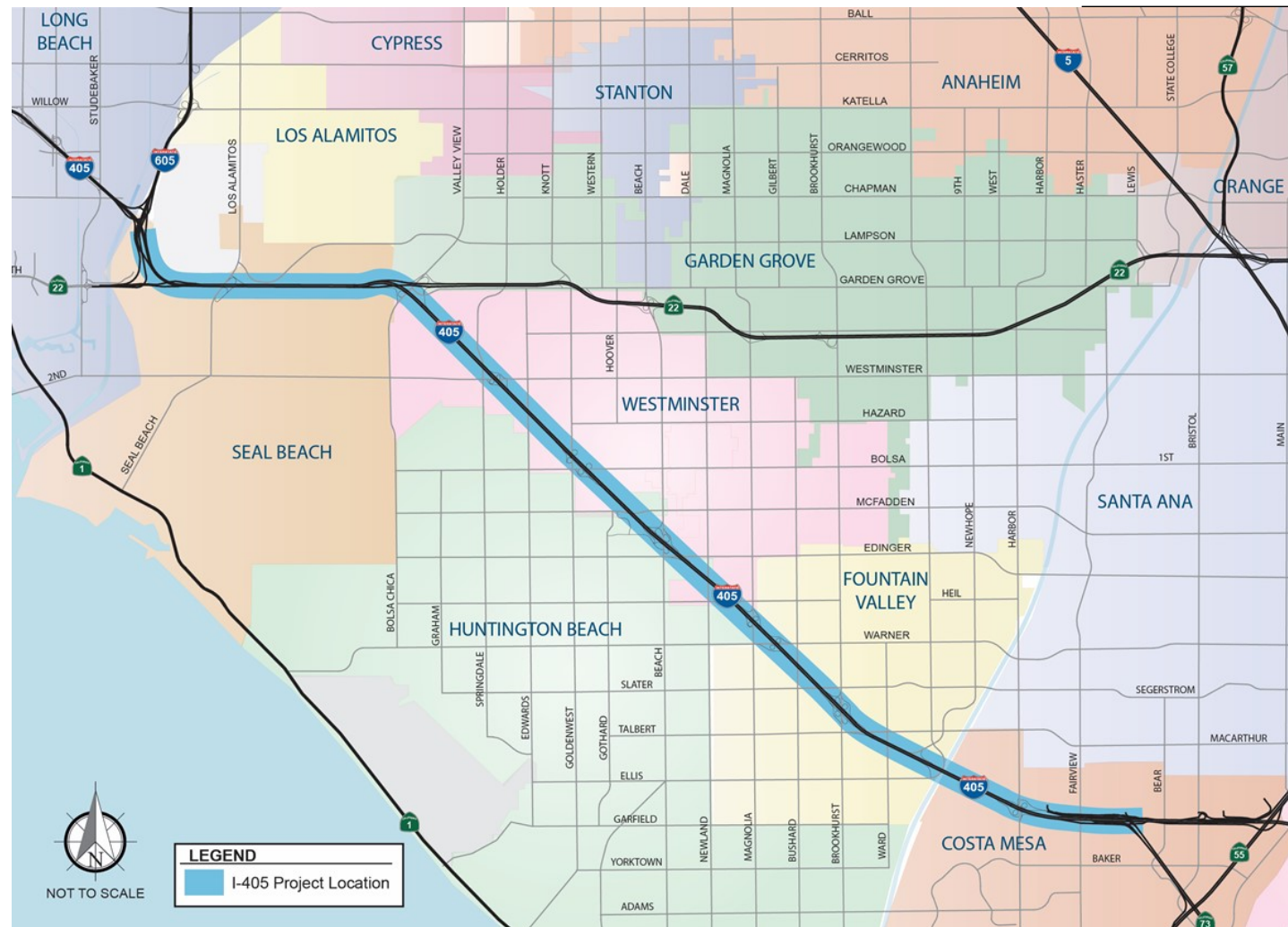
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Interstate 405 Improvement Project Update



Project Location and Key Features



Background



Milestone	Completion Date
Environmental clearance	May 2015
Orange County Transportation Authority Board of Directors (Board) awards design-build contract to OC 405 Partners	November 2016
Notice to Proceed (NTP) No. 1 issued	January 2017
TIFIA* loan executed	July 2017
NTP No. 2 issued	July 2017
Construction began	March 2018

* Transportation Infrastructure Finance and Innovation Act

Project Update



Design

- Project design approximately 95 percent complete
- Roadway and bridge design complete
- Wall design to be complete in 2020

Right-of-Way

- 288 parcels impacted – on schedule overall
- 288 offers presented
- 281 parcels in possession (98 percent of total parcels needed)
- 60 resolutions of necessity adopted by the Board

Construction

- Construction approximately 25 percent complete
- Design-builder has approximately 700 workers involved in Project

Construction Update



Concrete paving operations

Construction Update



Retaining wall and soundwall construction

Construction Update



Fairview Road bridge and ramp construction

Construction Update



Santa Ana River bridge construction

Construction Update



Bushard Street bridge demolition and construction

Construction Update



Nov 1, 2019 at 4:25:33 AM
Magnolia St
Huntington Beach CA 92708
United States

Magnolia Street bridge construction

Construction Update



Westminster Boulevard bridge construction

Construction Update



Bolsa Chica Road bridge construction

Look Ahead for Bridge Construction



January – June 2020

- Bolsa Chica Road bridge (first half) opens to traffic
- Magnolia Street bridge (first half) opens to traffic

July – December 2020

- McFadden Avenue bridge fully opens to traffic
- Start Heil Avenue pedestrian overcrossing
- Westminster Boulevard bridge (first half) opens to traffic
- Goldenwest Street bridge (first half) opens to traffic
- Fairview Road bridge (first half) opens to traffic
- Freeway bridge widening over Harbor Boulevard complete

Bridge Construction Map



Bridge Map as of 08/12/2019

Project Challenges



- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Change management
- Minimizing impacts and disruptions to the public
- Schedule impacts and mitigations

Schedule Mitigations Implemented



Previously Implemented		Recently Implemented
Slater Avenue bridge from two-stage to one-stage construction	Edwards Street bridge from two-stage to one-stage construction	Longer ramp closure durations
Improvements to staging of Oceanview Channel construction	Long-term closure of one of two northbound off-ramps to Westminster Boulevard	Extended and/or multiple night closures

- Mitigations for archeological discovery within Project site being explored
- Mitigations intended to maintain Project completion date
- To be balanced with minimizing traffic impacts

Community Engagement



Category	Average per month
Public comments and questions	140 constituents
Flyers	16,000 addresses
Social media reach	150,000 users
Construction emails	8 (10,600 recipients)
Interactive map	1,965 users
Mobile app	1,636 users
Website closures list	504 downloads

Upcoming Outreach



- Phase 2 bridge neighborhood meetings

- Bolsa Chica Road
- Magnolia Street

- Milestone events

- Bolsa Chica Road bridge
- McFadden Avenue bridge

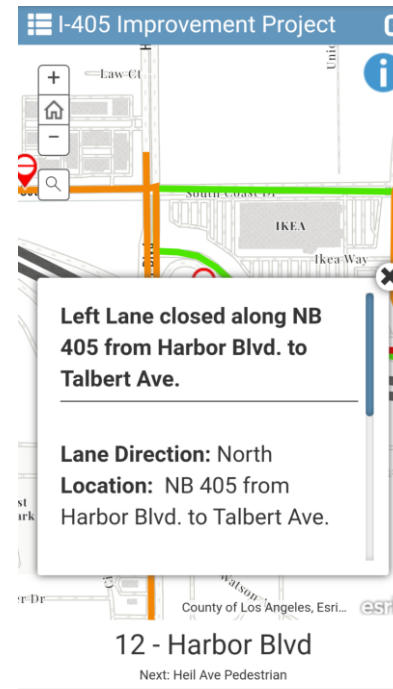
- City council updates

- Key stakeholder briefings

- Exclusive insider tours

- Culturally relevant outreach

- Community event participation



WHAT
Pile driving for the foundation of a new sound wall along SB I-405. Approximately 300 piles will be installed.

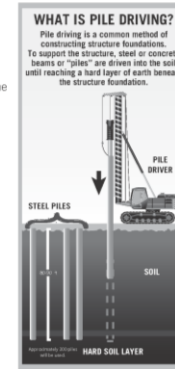
WHERE
Along SB I-405, between Talbert and Ward, adjacent to the Tiburon community.

WHEN
Beginning as early as Monday, Oct. 14, 7 a.m. to 4 p.m. weekdays for approximately two months. Crews may also conduct pile installation activities at night.

Dates and times are subject to change due to unforeseen operational factors or inclement weather.

WHY
To construct the foundation of the new sound wall.

Please be advised that this work may be loud.



NOTICE / THÔNG BÁO XÂY CÁT

Để xây dựng nền móng cho bức tường âm thanh, cần phải lắp đặt 300 cọc.

Việc này sẽ diễn ra dọc theo hướng Nam Xa lộ 405. Khoảng 300 cọc sẽ được lắp đặt trong khoảng hai tháng. Đội ngũ xây dựng cũng có thể tiến hành các hoạt động lắp đặt cọc vào ban đêm.

Ngày và giờ có thể thay đổi do các yếu tố hoạt động không lường trước hoặc do thời tiết khác thường.

FOR MORE INFORMATION

PROJECT HELP LINE: 888-400-8894
PROJECT EMAIL: 405@dot.ca.gov
PROJECT WEBSITE: 405.ca.gov/Improvement
PROJECT PHONE: 916/445-4000
PROJECT FAX: 916/445-4001
PROJECT TOLL FREE: 888-400-8894
PROJECT HOTLINE: 888-400-8894

Si prefiere recibir información en español, por favor llame este número 888-400-8894.
Nếu quý vị muốn nhận được thông tin này bằng tiếng Việt, xin vui lòng liên lạc với cơ sở địa phương của chúng tôi.



THỜI GIẠN:

Bắt đầu sớm nhất là vào thứ Hai, ngày 14 tháng 10, từ 7 giờ sáng đến 4 giờ chiều vào các ngày trong tuần trong khoảng hai tháng. Đội ngũ xây dựng cũng có thể tiến hành các hoạt động lắp đặt cọc vào ban đêm.

Ngày và giờ có thể thay đổi do các yếu tố hoạt động không lường trước hoặc do thời tiết khác thường.

LÝ DO:

Để xây dựng nền móng cho bức tường âm thanh.
Xin thông báo công việc này có thể gây tiếng động ồn ào.

