



# **AGENDA**

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

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### **Committee Members**

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

Orange County Transportation Authority  
Headquarters  
Conference Room 07  
550 South Main Street  
Orange, California  
**Monday, August 3, 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](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

### **Guidance for Public Access to the Board of Directors/Committee Meeting**

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.



# **AGENDA**

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

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### **Guidance for Public Access to the Board of Directors/Committee Meeting (Continued)**

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to [boardofdirectors@octa.net](mailto:boardofdirectors@octa.net).

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **30 minutes prior to the start time of the Board and Committee meeting date.**



**Call to Order**

**Roll Call**

**Pledge of Allegiance**

Committee Chairman Mark Murphy

**1. Public Comments**

**Special Calendar**

There are no Special Calendar matters.

**Consent Calendar (Items 2 through 7)**

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 July 6, 2020.

**3. Supplemental Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 - Utility Work at Goldenwest Street Overcrossing**

Jeff Mills/James G. Beil

**Overview**

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A supplemental contract change order is needed to provide assistance to Chevron and Crimson utility companies during utility relocation work at Goldenwest Street overcrossing in the City of Westminster.



**3. (Continued)**

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 34.4 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$300,000, to provide assistance to Chevron and Crimson utility companies during utility relocation work at Goldenwest Street overcrossing for the Interstate 405 Improvement Project from State Route 73 to Interstate 605.

**4. Measure M2 Comprehensive Transportation Funding Programs – 2021 Annual Call for Projects**

Alfonso Hernandez/Kia Mortazavi

**Overview**

The Measure M2 Comprehensive Transportation Funding Programs Guidelines provide the mechanism for administration of the annual competitive call for projects for Measure M2 programs, including the countywide Regional Capacity Program (Project O) and the Regional Traffic Signal Synchronization Program (Project P). The 2021 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects is presented for review and approval.

**Recommendations**

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs Guidelines.
- B. Authorize staff to issue the 2021 annual call for projects for the Regional Capacity Program.
- C. Authorize staff to issue the 2021 annual call for projects for the Regional Traffic Signal Synchronization Program.





**5. Grant Acceptance for the Orange County Bike Connectors Gap Closure Feasibility Study**

Roslyn Lau/Kia Mortazavi

**Overview**

The Orange County Transportation Authority was recently awarded \$160,000 for the Orange County Bike Connectors Gap Closure Feasibility Study through the statewide Sustainable Transportation Planning Grant Program. In order to utilize these grant funds, staff is seeking Board of Directors' approval to accept the award and enter into agreements with the granting agencies.

**Recommendations**

- A. Adopt Orange County Transportation Authority Resolution No. 2020-064 and authorize the Chief Executive Officer to accept the Sustainable Transportation Planning Grant award and execute grant-related agreements and documents with the California Department of Transportation and the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer to amend the Federal Transportation Improvement Program and process all necessary amendments to facilitate the recommendation above.

**6. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2020**

Charvalen Alacar/Kia Mortazavi

**Overview**

The Orange County Transportation Authority recently completed the March 2020 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. This semi-annual review cycle was unique since it was heavily influenced by project and personnel impacts of the coronavirus and the Governor's stay-at-home order. Project adjustments and proposed guidelines exemptions are presented for review and approval.



**6. (Continued)**

**Recommendations**

- A. Approve requested adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share Program funds.
- B. Due to the unique circumstances created by the coronavirus, exempt certain Comprehensive Transportation Funding Programs and Measure M2 Eligibility Guidelines (documented in this staff report and attachments) in order to incorporate requested project adjustments.

**7. Update on South Orange County Transportation Projects**

Kurt Brotcke/Kia Mortazavi

**Overview**

In April 2020, the Board of Directors directed staff to work with agencies to advance project development efforts for a non-tolled extension of Los Patrones Parkway, widening of Ortega Highway, and Interstate 5 high-occupancy vehicle lane improvements in the San Clemente area. A status report is provided on these three key projects that will address short-term south Orange County traffic needs.

**Recommendation**

Receive and file as an information item.

**Regular Calendar**

**8. South Orange County Multimodal Transportation Study Update**

Warren Whiteaker/Kia Mortazavi

**Overview**

The Orange County Transportation Authority is conducting a long-range multimodal transportation study for the south Orange County area. Objectives of the study are to document transportation issues and opportunities, engage with key stakeholders, partner agencies, and the public to identify potential multimodal solutions. A status report on the study is provided for information purposes.

**Recommendation**

Receive and file as an information item.



**9. Consultant Selection for Traffic and Intelligent Transportation Systems Engineering Services for the MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project**

Amy Tran/Kia Mortazavi

**Overview**

On January 27, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for a consultant to provide traffic and intelligent transportation systems engineering services for the MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project. Board of Directors' approval is requested for the selection of the firm to perform the required work.

**Recommendations**

- A. Approve the selection of Albert Grover and Associates, Inc., as the firm to provide traffic and intelligent transportation systems engineering services for the MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2019 between the Orange County Transportation Authority and Albert Grover and Associates, Inc., to provide traffic and intelligent transportation systems engineering services for the MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project.

**10. Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 605/Katella Avenue Interchange Improvement Project**

Josue Vaglienty/James G. Beil

**Overview**

On April 13, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the Interstate 605/Katella Avenue Interchange improvement project. Board of Directors' approval is requested for the selection of a firm to perform the required work.



**10. (Continued)**

**Recommendations**

- A. Approve the selection of Michael Baker International, Inc., as the firm to prepare the plans, specifications, and estimates for the Interstate 605/Katella Avenue Interchange improvement project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2186 between the Orange County Transportation Authority and Michael Baker International, Inc., for the preparation of plans, specifications, and estimates for the Interstate 605/Katella Avenue Interchange improvement project.

**Discussion Items**

**11. Update on Interstate 5 Widening Project Between State Route 73 and El Toro Road**

Niall Barrett/James G. Beil

Staff will provide a project update.

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

**13. Committee Members' Reports**

**14. Closed Session**

There are no Closed Session items scheduled.

**15. Adjournment**

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



# **MINUTES**

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

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### **Committee Members Present Via Teleconference**

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

### **Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Laurena Weinert, Clerk of the Board  
Martha M. Ochoa, Assistant Clerk of the Board  
James M. Donich, General Counsel (Via Teleconference)

### **Committee Members Absent**

Miguel Pulido

### **Call to Order**

The July 6, 2020 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:32 a.m.

### **Roll Call**

The Assistant Clerk of the Board conducted an attendance Roll Call and announced that there was a quorum of the Regional Planning and Highways Committee.

### **Pledge of Allegiance**

Committee Chairman M. Murphy led the Pledge of Allegiance.

#### **1. Public Comments**

No public Comments were received.

### **Special Calendar**

There were no Special Calendar matters.

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

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

A motion was made by Director R. Murphy, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to approve the minutes of the Regional Planning and Highways Committee meeting of June 1, 2020.



**3. OC Bridges Railroad Grade Separation Program Funding Update and Closeout**

Director Bartlett pulled this item and commended staff for the completion of the OC Bridges Program. She inquired about the status of implementation of a railroad grade separation at Santa Ana Boulevard next to the Santa Ana Regional Transportation Center in the City of Santa Ana as well as provided additional comments.

Darrell E. Johnson, Chief Executive Officer (CEO), stated that staff will provide a broader look at the overall status of planned and conceptual Orange County railroad grade separations at a future committee meeting. This will include railroad crossings which are on the statewide California Public Utilities Commission Annual Grade Separation Priority List, which considers safety needs and traffic volumes, and look at what opportunities for prioritization, studies, and next steps. Santa Ana Boulevard will be included in the report.

A motion was made by Director Bartlett, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Authorize an overall program adjustment to the OC Bridges Railroad Grade Separation Program budget, from \$666.179 million to \$667.700 million, an increase of \$1.521 million, and approve the following specific funding changes:
  - \$6.069 million in additional Measure M2 (Project O - Regional Capacity Program)
  - \$3.966 million in reduced combined federal funds, including Surface Transportation Block Grant and Federal Demonstration Earmarks
  - \$0.428 million in reduced state Proposition 1B Trade Corridors Improvement Fund
  - \$0.154 million in reduced utility relocation reimbursement
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program, and execute or amend all necessary agreements to facilitate the above actions.



**4. Capital Programming Update**

A motion was made by Director R. Murphy, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Authorize the use of \$64,633,169 in Coronavirus Aid, Relief, and Economic Security Act funds for Southern California Regional Rail Authority operations.
- B. Authorize Resolution No. 2020-058 to approve the use of \$315,000 in Low Carbon Transit Operations Program funds originally programmed to travel training for the ten battery-electric bus purchase, which increases the total Low Carbon Transit Operations Program funds supporting that project to \$2,909,886.
- C. Authorize the use of an additional \$2,257,000 in local and federal funds for the San Juan Creek Bridge Replacement Project, increasing the total programming for the project from \$40,833,000 to \$43,090,000, as follows:
  - \$1,618,233 in additional Federal Transit Administration Section 5337 State of Good Repair funds,
  - \$434,767 in federal Congestion Mitigation and Air Quality Improvement Program, and
  - \$204,000 in Measure M2.
- 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.

**5. Measure M2 Environmental Mitigation Program Update, Annual Report, and Restoration Project Amendment Request**

A motion was made by Director R. Murphy, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Approve an increase to the Laguna Canyon Foundation Aliso Creek Restoration Project budget by \$275,000, consistent with the recommendations of the Environmental Oversight Committee.
- B. Authorize the Chief Executive Officer to negotiate and execute a contract amendment with the Laguna Canyon Foundation amendment, in the amount of \$275,000, for additional Aliso Creek Restoration Project activities. If approved, the maximum cumulative obligation for this project would be \$1,482,100.



**6. Consultant Selection for Traffic and Intelligent Transportation Systems Engineering Services for Edinger Avenue Regional Traffic Signal Synchronization Program Project**

A motion was made by Director R. Murphy, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Approve the selection of DKS Associates as the firm to provide traffic and intelligent transportation systems engineering services for the Edinger Avenue Regional Traffic Signal Synchronization Program Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2018 between the Orange County Transportation Authority and DKS Associates to provide traffic engineering and intelligent transportation system services for Edinger Avenue Regional Traffic Signal Synchronization Program Project.

**Regular Calendar**

**7. Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue**

Jeannie Lee, Senior Project Manager, reported on the following:

- State Route 91 (SR-91) Improvement Project overview.
- Procurement approach.
- Consultant project manager experience.
- Staff's recommendations.

A motion was made by Director Chaffee, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Approve the selection of T.Y. Lin International as the firm to prepare the plans, specifications, and estimates for the State Route 91 improvement project between Acacia Street and La Palma Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2073 between the Orange County Transportation Authority and T.Y. Lin International to prepare the plans, specifications, and estimates for the State Route 91 improvement project between Acacia Street and La Palma Avenue.



### **8. Draft 2020 State Route 91 Implementation Plan**

Alison Army, Principal Transportation Analyst, presented a PowerPoint presentation as follows:

- SR-91 Implementation Plan;
- Culmination of Efforts;
- Guiding Principles;
- Orange County Projects;
- Riverside County Projects;
- Bi-County Projects;
- Project Sequencing; and
- Next Steps.

Committee Chairman M. Murphy complimented the level of efforts by the Orange County Transportation Authority staff in cooperation with other agencies' staff to have consensus, and is looking forward to continue progress around the SR-91.

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

### **Discussion Items**

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

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

- SR-91 Implementation Plan -
  - The bi-county SR-91 corridors operations project opened for bids last week, very positive bidding environment and came in under the engineers' estimate.
- Customer Roundtables -
  - This week, OCTA will host four virtual customer roundtables to get feedback from riders on the June bus service change, as well as OCTA's response to the novel coronavirus crisis.
  - Roundtables will take place on:
    - Wednesday, July 8 at noon
    - Thursday, July 9 at 11:00 a.m. (in Spanish) and at 1:00 p.m. and 6:00 p.m.

### **9. (Continued)**

- Director Gregory T. Winterbottom -
  - In closing, as you know Director Winterbottom passed away on Friday, June 26.
  - Director Winterbottom has been on the OCTA Board since 1993; yet, his contributions to the transit industry began long before that and his advocacy for individuals with disabilities cannot be overstated.
  - His passing leaves a large void in the OCTA family, and Mr. Johnson wished Director Winterbottom's family, friends, and loved ones his heartfelt condolences during this difficult time.
  - Director Winterbottom's family is planning a private memorial in Northern California and will be laid to rest in Riverside National Cemetery.
  - In consultation with Chairman Jones, OCTA will find an appropriate way to honor his memory and his contributions to OCTA and Orange County.

### **10. Committee Members' Reports**

Director Muller inquired when in-person meetings will begin at OCTA.

Mr. Johnson stated that he has been in consultation with Chairman Jones, and provided some mock-ups of a modified board room and temporary plexiglass partitions. Chairman Jones will be reviewing the options, and Mr. Johnson will communicate back to the Board of Directors.

Committee Chairman M. Murphy stated that he would ask everybody to keep thoughts and prayers for Director Winterbottom's family and take a moment to reflect on Director Winterbottom's contributions to the agency and the betterment of Southern California in general.

### **11. Closed Session**

There were no Closed Session items scheduled.



**12. Adjournment**

The Regional Planning and Highways Committee meeting adjourned at 10:55 a.m. in Memory of Director Gregory T. Winterbottom.

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

ATTEST

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Mark A. Murphy  
Committee Chairman

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Martha M. Ochoa  
Assistant Clerk of the Board



**August 3, 2020**

**To:** Regional Planning and Highways Committee

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

**Subject:** Supplemental Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 – Utility Work at Goldenwest Street Overcrossing

### **Overview**

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A supplemental contract change order is needed to provide assistance to Chevron and Crimson utility companies during utility relocation work at the Goldenwest Street overcrossing in the City of Westminster.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 34.4 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$300,000, to provide assistance to Chevron and Crimson utility companies during utility relocation work at the Goldenwest Street overcrossing for the Interstate 405 Improvement Project from State Route 73 to Interstate 605.

### **Discussion**

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

## **Supplemental Contract Change Order for the Interstate 405   Page 2 Improvement Project from State Route 73 to Interstate 605 – Utility Work at Goldenwest Street Overcrossing**

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

As part of the Project, the Goldenwest Street overcrossing will be reconstructed and the Chevron and Crimson petroleum lines in the old bridge will be relocated into the new bridge. To facilitate the timely relocation of these utilities and avoid Project schedule delays, OCTA directed OC405 to provide maintenance of traffic (MOT), storm water pollution prevention plan (SWPPP) work, and disposal of contaminated soil and groundwater to support the utility relocations. The additional utility support was not anticipated in the original scope of work. This saved time on the Goldenwest Street overcrossing work sequence by allowing work to be performed concurrently rather than sequentially. Originally, the existing utility lines were planned to be removed after the opening of Goldenwest phase 1 bridge and closure of the remaining existing bridge. The additional MOT support allowed the utility companies to remove the companies' lines while Goldenwest phase 1 was under construction. By doing so, Goldenwest phase 2 work was advanced much earlier than planned. By using this approach, approximately 40 days were saved on this critical path of the schedule. This equates to over \$5,000,000 in savings to the Project.

Construction Change Order (CCO) No. 34 was executed, in the amount of \$75,000, for compensation on a time-and-material basis at the direction of Project staff through issuance of a task order. Supplemental CCOs were executed for additional MOT, SWPPP, and disposal tasks as follows: CCO No. 34.1 for \$12,018, CCO No. 34.2 for \$110,000, and CCO No. 34.3 for \$10,982.

The utility relocations are now complete and a supplemental CCO, in the amount of \$300,000, is needed to compensate OC405 for all of the task orders issued to complete the work and mitigate schedule impacts. The requested amount is based on actual time-and-material costs to date and the estimated cost to dispose of the remaining material. With this supplemental CCO, the total amount of CCO No. 34 will be \$508,000.

### ***Procurement Approach***

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (DB) projects, and with OCTA's Board-approved procedures for

**Supplemental Contract Change Order for the Interstate 405   Page 3  
Improvement Project from State Route 73 to Interstate 605 –  
Utility Work at Goldenwest Street Overcrossing**

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public works projects, which conform to both federal and state requirements. On November 14, 2016, OCTA approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a DB contract.

Proposed supplemental CCO No. 34.4, in the amount of \$300,000, in addition to the previous CCO No. 34 and three supplemental CCOs issued under CCO No. 34, and approved by OCTA's Contracts Administration and Materials Management Department, will provide compensation to OC405 for all its work to support Chevron and Crimson relocations on Goldenwest Street overcrossing in the City of Westminster.

Attachment A lists the CCOs that have been executed to date, and the CCOs that are pending execution with OC405.

**Fiscal Impact**

Funding for this work was approved in OCTA's Fiscal Year 2020-21 Budget, Capital Programs Division, accounts 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. M2 funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes. The cost of CCO No. 34.4 is funded from the Project contingency and will not increase the total Project estimate of \$1.9 billion.

***Summary***

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 34.4 to Agreement No. C-5-3843 with OC405 Partners, in the amount of \$300,000, to provide traffic control, SWPPP plan support, and contaminated material disposal in support of the Chevron and Crimson utility relocations for the Project.

**Supplemental Contract Change Order for the Interstate 405   Page 4**  
**Improvement Project from State Route 73 to Interstate 605 –**  
**Utility Work at Goldenwest Street Overcrossing**

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***Attachment***

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

**Prepared by:**



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



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

**Approved by:**



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

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

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
001	Technical Provisions – Execution Version	Approved	06/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	6/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	7/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Approved	10/2/2018	\$200,000.00
003.1.1	Provisional Sum for Extra Maintenance Work-Unilateral	Approved	10/10/2019	\$400,000.00
003.1.2	Supplemental Extra Maintenance Work	Approved	1/16/2020	\$350,000.00
003.1.3	Supplemental Extra Maintenance Work	Pending		\$350,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00
005.1	Increase in Provisional Sum per Contract Section 19.4 Disputes Board	Approved	7/1/2019	\$50,000.00
006	Partnering (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006.1	Partnering per Contract Section 19.1	Approved	7/1/2019	\$50,000.00
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
008	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	9/13/2018	\$100,000.00
008.1	Supplemental Unknown Hazardous Materials	Approved	9/11/2019	\$100,000.00
008.2	Supplemental Unknown Hazardous Materials	Approved	11/25/2019	\$250,000.00
008.2.1	Supplemental Unknown Hazardous Materials	Approved	3/11/2020	\$150,000.00
008.3	Supplemental Unknown Hazardous Materials	Approved	5/4/2020	\$500,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69



<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used By Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to OCTA for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Approved	9/13/2018	-\$237,982.39
013	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405; State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/ Bushard Street	Approved	2/25/2019	\$8,560,556.00
013.1	Permanent Traffic Signal at the intersection of Warner Avenue and Greenleaf Street	Approved	12/5/2019	\$460,327.00
014	Thrust Blocks for the City of Fountain Valley Water Lines	Approved	10/29/2018	\$88,021.00
015	Slater Bridge Construction Shuttle Services	Approved	12/4/2018	\$175,000.00
016	Construction Zone Speed Reduction	Approved	12/3/2018	\$70,000.00
016.1	Additional Speed Reduction Signs	Approved	12/31/2019	\$4,512.00
017	Relocation of Water Lines for the City of Fountain Valley	Approved	3/8/2019	\$800,000.00
018	Enhanced Gawk Screen at Bolsa Chica Road	Approved	1/25/2019	\$56,395.00
019	Brookhurst Street Overhead Sign Location Redesign	Approved	1/25/2019	\$11,484.00
020	Differing Site Conditions - Pavement Thickness at Magnolia	Approved	1/29/2019	\$4,095.00
021	Polymer Fibers in All Concrete Bridge Decks	Approved	3/19/2019	\$1,463,020.00
022	Temporary Construction Easement Reduction at La Quinta	Approved	3/19/2019	\$85,573.00
023	Updated FasTrak Logos (Unilateral)	Approved	2/21/2019	\$20,532.00
024	Express Lanes Channelizers	Approved	3/12/2019	\$122,778.00

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
025	Stainless Steel Inserts at Fairview Road Overcrossing	Approved	3/12/2019	-\$9,293.00
026	OCTA PlanGrid Software Licenses	Approved	3/28/2019	\$35,994.00
026.1	Supplemental for OCTA PlanGrid Software Licenses	Approved	9/11/2019	\$8,570.00
027	Utility potholing on Milton Ave	Approved	9/12/2019	\$61,731.87
027.1	Electrical Infrastructure Work at Milton Avenue	Approved	1/16/2020	\$278,282.28
028	Mesa Water District 12-inch Water Line (CN-1127)	Approved	5/7/2019	\$208,600.00
029	Magnolia Loop Ramp CMS Deletion	Approved	05/15/19	-\$74,319.00
030	Motel 6 Sound Wall (SW-791) Elimination	Approved	05/15/19	-\$130,000.00
031	Sound Wall 956 Reduction	Approved	05/22/19	-\$30,000.00
033	Edinger Channel Pavement Rehabilitation	Approved	07/30/19	\$176,465.00
034	Chevron and Crimson Utility Relocation at Goldenwest Crossing	Approved	8/2/2019	\$75,000.00
034.1	Chevron and Crimson Utility Relocation Support	Approved	12/31/2019	\$12,018.00
034.2	Chevron and Crimson Goldenwest Relocation Assistance	Approved	02/18/2020	\$110,000.00
034.3	Chevron and Crimson Goldenwest Relocation Assistance	Pending		\$10,982.00
034.4	Chevron and Crimson Goldenwest Relocation Assistance	Pending		\$300,000.00
035	Incompatible Specifications - Adjacent to CRCP Pavement	Approved	06/26/19	\$2,900,557.00
036	Minor Construction Support for Dry Utilities	Approved	5/11/2020	\$100,000.00
037	Sound Wall 375 Protect in Place	Approved	06/04/19	\$200,000.00
040	HDPE in Lieu of RCP	Approved	7/9/2019	-\$7,418.68
041	Emergency Vehicle Preemption Devices at Fairview	Approved	7/9/2019	\$44,147.00
042	Executed Utility Agreements (Unilateral)	Approved	11/4/2019	\$0.00
043	Early Partial Removal of Sound Wall 328	Approved	9/16/2019	\$14,414.18

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
044	Field survey for Frontier at Westminster	Approved	1/7/2020	\$12,908.42
045	Water Line Betterments (CN 1012 & 6044) at Warner Avenue	Approved	10/12/2019	\$256,244.00
046	Additional Water Lines at Brookhurst Street and Talbert Avenue in the City of Fountain Valley	Approved	12/5/2019	\$389,878.00
047	Additional Water Line Valves for the City of Fountain Valley	Approved	12/5/2019	\$266,828.00
048	Temporary Construction Easement Reduction at Sit n' Sleep (CPN 103026)	Approved	10/17/2019	\$129,243.00
049	Beach Blvd Lane Widths Reduction (Necessary Basic Configuration Change)	Approved	10/17/2019	\$160,000.00
050	Vibration Sensitive Receptors (McFadden OC Abutment 3)	Approved	10/17/2019	\$59,383.87
051	Exercising Water Valves for the City of Fountain Valley	Approved	1/16/2020	\$50,000.00
052	McFadden Avenue Interconnect Between Beach Boulevard and Sugar Drive	Approved	11/14/2019	\$0.00
053	Traffic Signal Modification at Beach and McFadden	Approved	11/14/2019	-\$128,118.00
054	DSC Pavement Against Median K-Rail	Approved	12/31/2019	\$11,133.00
055	LA Fitness at Retaining Wall 717	Approved	12/31/2019	\$8,428.29
056	Additional Speed Reduction Signs and Radar Packages	Approved	12/31/2019	\$148,397.00
057	Archeological Treatment Plan	Approved	6/4/2020	\$200,000.00
057.1	Archaeological Treatment Plan	Approved	7/9/2020	\$500,000.00
058	Biological Monitoring Naval Weapons Station (Unilateral)	Approved	6/29/2020	\$50,000.00
059	Pavement Limits for Beach Boulevard and Edinger Avenue	Approved	02/18/2020	\$33,573.00
060	Heil Pedestrian Overcrossing and Switchback Ramp (Unilateral)	Approved	2/25/20	\$1,044,927.00
061	Plant Establishment Period	Approved	02/26/2020	\$1,600,000.00
062	Senate Bill 1: Diesel Fuel Sales Tax Rate Increase	Approved	3/9/2020	\$1,764,164.64
063	Bracing for Southern California Edison Power Poles at CN 2012	Approved	03/05/2020	\$169,770.00
064	City Sales and Use Tax Increases (Unilateral)	Approved	4/22/2020	\$28,657.00


<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
065	Traffic Studies to Analyze Schedule Mitigation	Approved	4/22/2020	\$70,854.00
066	Combined Authority-accepted Extra Work	Approved	5/14/2020	\$18,826.00
067	SCE Conduit at Heil Avenue	Approved	5/14/2020	\$109,219.00
068	Archaeological Monitoring for all Ground disturbing activities at Naval Weapons Station	Pending		\$100,000.00
069	Drainage System 757 Access	Approved	5/14/2020	\$60,374.00
070	Amendments to Contract Sections 19.3.4 and 19.5.2 No Cost	Approved	5/19/2020	\$0.00
071	UPRR Flagging Costs	Approved	6/13/2020	\$200,000.00
072	SCE and Frontier Electrical Infrastructure Work at Almond Avenue	Approved	5/19/2020	\$1,843,329.00
073	Shadow Striping for Temporary Pavement Delineation for North End of Project.	Pending		\$200,000.00
074	Combined Authority Accepted Extra Work (PCOs 169 and 122G)	Approved	7/7/2020	\$6,965.39
075	Bushard Pile Conflict with Existing Piles	Pending		\$28,867.00
076	Combined Authority Accepted Extra Work (PCOs 180, and 183)	Pending		\$12,668.80

Original Contract Price	\$1,217,065,000.00
Contingency Fund	<u>\$98,935,000.00</u>
Total Contract Allotment	\$1,316,000,000.00
Subtotal Approved CCO	\$27,238,441.81
Subtotal Pending CCOs	<u>\$1,002,517.80</u>
Total CCOs	\$28,240,959.61
Proposed Revised Contract Price	\$1,245,305,959.61
Remaining Contingency Fund	\$70,694,040.39



***August 3, 2020***

**To:** Regional Planning and Highways Committee

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

**Subject:** Measure M2 Comprehensive Transportation Funding Programs - 2021 Annual Call for Projects

***Overview***

The Measure M2 Comprehensive Transportation Funding Programs Guidelines provide the mechanism for administration of the annual competitive call for projects for Measure M2 programs, including the countywide Regional Capacity Program (Project O) and the Regional Traffic Signal Synchronization Program (Project P). The 2021 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects is presented for review and approval.

***Recommendations***

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs Guidelines.
- B. Authorize staff to issue the 2021 annual call for projects for the Regional Capacity Program.
- C. Authorize staff to issue the 2021 annual call for projects for the Regional Traffic Signal Synchronization Program.

***Background***

The Regional Capacity Program (RCP) provides Measure M2 (M2) Project O funding for improvements to the Orange County Master Plan of Arterial Highways (MPAH). The RCP also provides for intersection improvements and other projects to help improve street operations and reduce congestion.

The Regional Traffic Signal Synchronization Program (RTSSP) provides M2 Project P funding for multi-agency, corridor-based signal synchronization throughout Orange County.

These programs allocate funds through a competitive process and target projects that improve traffic by considering factors such as degree of congestion relief, cost effectiveness, and project readiness.

The Comprehensive Transportation Funding Programs (CTFP) document serves as the mechanism with which the Orange County Transportation Authority (OCTA) administers the RCP and RTSSP, as well as other competitive transit (projects S, T, and V), and environmental cleanup programs (Project X).

The CTFP Guidelines (Guidelines) identify procedures and requirements that local agencies must adhere to in order to apply for M2 funding and after award, to seek reimbursement. These guidelines were first approved by the OCTA Board of Directors (Board) on March 22, 2010, and were most recently updated in March 2020.

### ***Discussion***

Updates to the Guidelines have been prepared in anticipation of the Board's authorization of the upcoming 2021 annual call for projects (call) for the RCP and RTSSP. OCTA worked closely with the Technical Steering Committee (TSC) and Technical Advisory Committee (TAC) to determine areas of the Guidelines that needed to be adjusted and/or updated. Issues and lessons learned from previous calls were also reviewed and considered. The Guidelines were reviewed and updated, as appropriate, to provide for both better consistency and streamlining throughout the document.

Guideline updates for Project O (RCP), include call dates, deadlines, and amounts. Based on available funding, staff is recommending to make \$22 million available for Project O project awards, which is lower than has been made available in past cycles due to the anticipated reduction in M2 revenues associated with the coronavirus pandemic. The updated Guidelines also include:

- Merging of environmental-related items into the sustainability category;
- Clarification that the CTFP funds may only be used toward the portion of bridge widening that is consistent with the MPAH; and
- Modified language related to rough grading based on input from the TAC.

Changes are also being proposed for the Project P (RTSSP) program. Similar to Project O changes, call dates, deadlines, and amounts were updated. For this cycle, staff is proposing making \$8 million available, which is consistent with prior calls due to the high interest in this program. Unlike the last call, OCTA

will offer to lead projects for local jurisdictions (if requested), contingent on available resources. The updated Guidelines also include:

- Clarified scoring narrative sections;
- Clearer eligibility component descriptions for various scoring categories;
- Revisions to some scoring categories to emphasize signal coordination (over capital improvements) and faster project delivery;
- Streamlined in-kind match discussions; and
- General submittal and point determination discussions were simplified, where possible.

A more detailed summary of the proposed Guidelines changes is included in Attachment A, which provides a table of the changes, as well as in Attachment B, which provides a marked-up version of the Guidelines. Proposed changes that were deemed to be non-substantive (i.e., wording/grammatical, streamlining, and clarifications) are generally not identified here but are shown in the attachments.

These proposed Guidelines changes were presented to the TSC and TAC in June. Both committees requested broader eligibility consideration for rough grading project components. Accordingly, a change in rough grading requirements has been incorporated into the proposed Project O Guidelines. It should be noted that this change does not go as far as the TSC and TAC had requested in terms of broadening rough grading eligibility requirements. However, the proposed revisions provide an increased level of flexibility, which was previously not available to local agencies, while at the same time maintaining ease of implementation and adherence to basic M2 requirements.

The proposed Guidelines changes are being submitted to the Board for final consideration and approval. Authorization is also being requested to initiate the 2021 call, making \$30 million available for both the M2 RCP (\$22 million) and RTSSP (\$8 million) programs to support local streets and roads improvement projects through Orange County.

#### Next Steps

If the Board approves these recommendations, staff will send out letters and e-blast announcements notifying local agencies of the call's initiation and any other pertinent information.

Applications would be due to OCTA by October 22, 2020, and based upon project selection criteria as specified in the Guidelines, projects will be prioritized for Board, TSC, and TAC consideration in spring 2021. Project funds would

become available to local agencies starting July 1, 2021, and may be programmed as late as fiscal year 2023-24. A summary of the call's proposed timeline is identified below.

- Board authorization to issue call: August 2020
- Application submittal deadline: October 22, 2020
- TSC/TAC review: February/March 2021
- Committee/Board approval: May 2021

***Summary***

M2 provides funding for arterial and intersection improvements through the RCP and signal synchronization improvements through the RTSSP. The Guidelines serve as the mechanism that OCTA uses to administer these competitive funding sources. Proposed changes to these Guidelines were presented and approved by both the TSC and TAC in June, and staff is now seeking approval of proposed modifications to the Guidelines and authorization to initiate the 2021 RCP and RTSSP annual call.

***Attachments***

- A. 2021 CTFP Guidelines (Projects O and P) – Proposed Changes List
- B. Comprehensive Transportation Funding Programs, Guidelines Excerpt, Proposed Revisions

**Prepared by:**



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**Approved by:**



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## 2021 CTFP Guidelines (Projects O and P) – Proposed Changes List

No.	Section/ Chapter	Subsection	Page No.	Proposed Change
1	III. Definitions	N/A	x	20. “Primary Implementation (PI) Report” refers to the report required at the end of the PI phase. It is a technical report that documents the work completed during the PI phase, which contains the Before and After Study. This is a separate report from the project final report required by the M2 Ordinance, Attachment B, Section III.A.9.
2	III. Definitions	N/A	x	21. “Operations and Maintenance (O&M) Technical Memorandum Report” refers to the report required at the conclusion of O&M phase. It is a technical report that documents the work completed during the O&M phase. This is a separate report from the project final report required by the M2 Ordinance, Attachment B, Section III.A.9.
3	III. Definitions	N/A	xi	30. The term “offset signal” refers to traffic signalized intersections within 2,700 feet from either direction of the project corridor. (Project P Only)
4	IV. Acronyms	N/A	xii	CTO – Contract Task Order
5	Ch. 1	MPAH Consistency Review and Amendment Process	1-1	Link updated to: <a href="http://www.octa.net/pdf/mpah_guidlines.pdf">http://www.octa.net/pdf/mpah_guidlines.pdf</a>
6	Ch. 2	Programming Policies	2-6	For the RTSSP (Project P) program, changes to project costs with respect to the phase allocations will be considered based upon the issuance of contract or the contract task order (CTO), provided that the readjusted phase allocations are timely and do not increase the overall grant.
7	Ch.7	2021 Call for Projects	7-3	Updated the approximate amount available for the 2021 Call, \$22 million, and the three-year period for programming of projects, FY21/22 – FY23/24.
8	Ch.7	2021 Call for Projects	7-4	Applications for the 2021 call for projects by <b>5:00 p.m. on Thursday, October 22, 2020.</b>
9	Ch.7	Application Review Process	7-13	Board authorization to issue call: August 2020 Application submittal deadline: October 22, 2020 TSC/TAC Review: February/March 2021 Committee/Board approval: May 2021
10	Ch.7	Potentially Eligible Items	7-15	Additional grading ( <del>e.g. over excavation for poor soil conditions</del> ) will be considered on a case by case basis.
11	Ch.7	Potentially Eligible Items	7-16	Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough roadway grading may be considered partially eligible within the MPAH cross section and will be evaluated by OCTA on a case by case basis.
12	Ch.7	Selection Criteria	7-21 - 7-22	New facilities must be modeled through OCTAM and requests should be submitted to OCTA a minimum of six (6) weeks prior to application submittal deadline. <b>This deadline is September 10, 2020 for the 2021 Call for Projects.</b>
13	Ch.7	Selection Criteria/Current Project Readiness	7-22	Rearranged project development phases in order of actual phasing progression.
14	Ch.7	Selection Criteria/Operational Attributes (within the roadway)	7-23 – 7-24	The Water Conservation Element and Sustainability scoring elements were merged and the definition was updated to make the sustainability evaluation more comprehensive.
15	Ch.7	Selection Criteria/Improvement Characteristics	7-24	Bridge crossing: Widening of bridge crossing within the project limits to full MPAH width. Widening beyond MPAH shall not qualify for Project O funding.
16	Ch.7	New Facilities	7-25 – 7-26	Any request for modeling <b>must be submitted to OCTA no later than September 10, 2020</b> for the 2021 Call for Projects.
17	Ch.7	Table 7-2/Operational Attributes (within the roadway)	7-30	The Water Conservation Element and Sustainability scoring elements were merged, and the Water Conservation Element was removed from ACE Scoring Criteria
18	Ch.7	Table 7-2/Funding Over-Match	7-30	Made technical correction to points column for Funding Over-Match for the ACE Scoring Criteria.
19	Ch. 7	Potentially Eligible Items	7-32	Additional grading ( <del>e.g. over excavation for poor soil conditions</del> ) will be considered on a case by case basis.
20	Ch. 7	Ineligible Items	7-33	Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough roadway grading may be considered partially eligible within the MPAH cross section and will be evaluated by OCTA on a case by case basis.
21	Ch.7	Selection Criteria/Current Project Readiness	7-35	Rearranged project development phases in order of actual phasing progression.

## 2021 CTFP Guidelines (Projects O and P) – Proposed Changes List

No.	Section/ Chapter	Subsection	Page No.	Proposed Change
22	Ch.7	Selection Criteria/Operational Attributes (within the roadway)	7-36	The Water Conservation Element and Sustainability scoring elements were merged and the definition was updated to make the sustainability evaluation more comprehensive.
23	Ch.7	Selection Criteria/LOS Improvement	7-37	If an alternative methodology is proposed, all analysis <b>must be submitted to OCTA for review no later than September 10, 2020</b> for the 2021 Call for Projects.
24	Ch.7	Table 7-4/Operational Attributes (within the roadway)	7-41	The Water Conservation Element and Sustainability scoring elements were merged, and the Water Conservation Element was removed from ICE Scoring Criteria
25	Ch. 7	Potentially Eligible Items	7-43	Additional grading ( <del>e.g. over excavation for poor soil conditions</del> ) will be considered on a case by case basis.
26	Ch. 7	Potentially Eligible Items	7-44	Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough roadway grading may be considered partially eligible within the MPAH cross section and will be evaluated by OCTA on a case by case basis.
27	Ch.7	Selection Criteria/Current Project Readiness	7-45 – 7-46	Rearranged project development phases in order of actual phasing progression.
28	Ch.7	Selection Criteria/ Operational Attributes (within the roadway)	7-46	Operational Attributes (within the roadway)
29	Ch.7	Selection Criteria/ Operational Attributes (within the roadway)	7-47	The Water Conservation Element and Sustainability scoring elements were merged and the definition was updated to make the sustainability evaluation more comprehensive.
30	Ch.7	Selection Criteria/LOS Improvement	7-47	If HCM 2010 is proposed for intersections as an alternative methodology, all analysis <b>must be submitted to OCTA no later than September 10, 2020</b> and the cost for independent review shall be reimbursed by the applicant.
31	Ch.7	Table 7-6/Operational Attributes (within the roadway)	7-53	The Water Conservation Element and Sustainability scoring elements were merged and the Water Conservation Element was removed from FAST Scoring Criteria
32	Ch.7	Table 7-6/Funding Over-Match	7-53	Made technical correction to points column for Funding Over-Match for the FAST Scoring Criteria.
33	Ch.7	Table 7-6/Coordination with Freeway	7-53	Clarified heading for category: Coordination with Freeway Mainline Improvements
34	Ch. 8	Regional Traffic Signal Synchronization Program	8-1	The Master Plan will be revised and updated by OCTA <del>every three years and will provide details on the status and performance of the traffic signal synchronization activities over that period.</del>
35	Ch. 8	2021 Call for Projects	8-2	M2 is anticipated to provide approximately <b>\$8 million</b> for signal coordination across Orange County.
36	Ch. 8	2021 Call for Projects	8-2	<p>5. Projects are funded for a grant period of three (3) years and are divided into two phases:</p> <ol style="list-style-type: none"> <li><u>Primary Implementation (PI)</u> – includes the required implementation of optimized signal timing as well as any signal improvements proposed as part of a project. A <del>Project R</del>report is required at the conclusion of this phase to document work completed during the PI phase. This PI <del>Project</del> Report shall be submitted with the final report <del>according to the payment process.</del></li> <li><u>Ongoing Operations and Maintenance (O&amp;M)</u> – includes the required monitoring and improving optimized signal timing in addition to any optional communications and/or detection support. O&amp;M will begin after the optimized signal timing is implemented and be required for the remainder of the project (typically 2 Years). A <del>Final</del> O&amp;M Report is required at the conclusion of this phase to document work completed during the O&amp;M phase and shall be submitted with the final report.</li> </ol>

## 2021 CTFP Guidelines (Projects O and P) – Proposed Changes List

No.	Section/ Chapter	Subsection	Page No.	Proposed Change
37	Ch. 8	2021 Call for Projects	8-2 – 8-3	6. This information shall be collected both before and after any signal timing changes have been made and after the PI implemented and approved by all agencies. . . The Before and After Study shall be submitted <del>after the PI phase is completed</del> as part of the PI Project Report.
38	Ch. 8	2021 Call for Projects	8-3	7. Any corridor or portion of a corridor funded through this call cannot re-apply for funding until the three-year grant period or commitment to operate signal synchronization beyond the three-year grant period is completed, whichever ends later and a final report has been submitted to OCTA.
39	Ch. 8	Applications	8-3	OCTA shall require agencies to submit applications for the call for projects by <b>5:00 p.m. on Thursday, October 22, 2020.</b>
40	Ch. 8	Application Process	8-4	Agencies seeking funding must complete an online application, a supplemental application in the OCTA's latest format, and provide supporting . . .
41	Ch. 8	Application Process	8-4	However, the total number of corridors per route or grid corridor projects will be limited to three (3) and the total number of intersections between these corridors are limited to fifty (50).
42	Ch. 8	Other Application Materials	8-5	A Supplemental Application (available on the OCTA website and OCFundtracker) is <u>required</u> to be completed for each project application and included in the electronic submittal. <b>Any Supplemental Application not submitted in the 2021 format will NOT be considered.</b>
43	Ch. 8	Other Application Materials/Lead Agency	8-5	<u>Lead Agency:</u> Eligible jurisdictions consistent with Measure M2 ordinance definitions and requirements.
44	Ch. 8	Other Application Materials/Participating Agencies	8-5	<del>If a draft copy of these resolutions of support . . . by OCTA's Board of Directors.</del> If the application claims Caltrans as a participant, then it shall contain a letter of support from Caltrans for the specific project and letters of support from all applicable agencies pledging to sign a cooperative agreement with Caltrans at the start of the project. The lead agency shall also pledge this commitment in the cover letter of the application. The required Caltrans fee will be a line item in the improvements list. The applicable agencies will be required to cover the required 20% match for the Caltrans line items. All agencies that have a Caltrans intersection/ramp in their jurisdiction is required to sign a cooperative agreement with Caltrans in order for the entire project to claim Caltrans as a participant.
45	Ch. 8	Other Application Materials/Project Support	8-5 – 8-6	<del>Project Support: If proposed project has . . . asked for detailed information only if necessary, to adequately evaluate the project application.</del>
46	Ch. 8	Lead Agency	8-6	This Program is administered through a single lead agency: See Lead Agency definition above.
47	Ch. 8	Lead Agency	8-6	<del>OCTA Lead:</del> <b>[NOT AVAILABLE FOR 2020 CALL FOR PROJECTS]</b> OCTA may, . . . work and cost elements by project. For example, accounting for OCTA's administrative and project management efforts by incorporating an additional 10 percent of the total project cost when calculating the Cost Benefit of the project.
48	Ch. 8	Lead Agency	8-6	Applications must be prepared by a designated local agency acting in a lead capacity during grant preparation. <del>Projects nominated for OCTA lead shall be discussed at the Traffic Forum.</del>
49	Ch. 8	Lead Agency	8-6	The application will be scored using the criteria outlined in the <del>previous</del> following sections.
50	Ch. 8	OCFundTracker Application Components	8-7	Transportation Significance <del>VMT</del> , Cost Benefit, Project Characteristics, <del>Transportation Significance</del> , Maintenance of Effort, Project Scale, Project Scale, Number of Local Agencies, Current Project Status <del>Readiness</del> , and Funding Match Rate.
51	Ch. 8	Application Review and Program Adoption	8-7	Board authorization to issue call: August 2020 Application submittal deadline: October 22, 2020 TSC/TAC Review: February/March 2021 Committee/Board approval: May 2021
52	Ch. 8	Checklist Guide	8-7	The checklist should be provided as a <del>cover sheet</del> table of contents for each application submitted.
53	Ch. 8	Project Definition	8-8	Projects previously awarded RTSSP funding must be complete with a Final Report submitted and approved by to OCTA. . . . <del>Communication system improvements...Signal Synchronization Corridor project.</del>

## 2021 CTFP Guidelines (Projects O and P) – Proposed Changes List

No.	Section/ Chapter	Subsection	Page No.	Proposed Change
54	Ch. 8	Project Definition	8-8	<p>Applicant agency and owning agency must . . . form a route. A “grid” project shall consist of one main corridor that is specifically identified in the application with a maximum of two crossing corridors to make a grid. Grid projects shall also be multijurisdictional with a minimum of two local agencies, excluding Caltrans. For a grid project, applicant agency and owning agency must demonstrate through simulation or actual vehicle counts the following:</p> <ul style="list-style-type: none"> <li>• Show that timing changes on the main corridor will greatly impact the crossing corridor(s)</li> <li>• Crossing corridors shall have closely spaced signals in close proximity to the main corridor with timing changes along these crossings impacting the operation of the main corridor</li> </ul> <p>All corridors in the grid shall individually meet the Minimum Eligibility Requirements and, as part of the project, travel time studies shall also be collected along all corridors making the grid. <del>Linked corridors may also combine at the point of intersection to form a single local Master offset Control Point (T0) for future Zone operations.</del></p>
55	Ch. 8	Project Definition	8-9	Therefore, active transportation elements may be included as part of the project, as outlined in the following section.
56	Ch. 8	Eligible Activities	8-9	<del>o • Signal Coordination</del>
57	Ch. 8	Eligible Activities	8-9	<p>These improvements are restricted to the signal synchronization project limits but may include synchronization with traffic signalized intersections <del>on intersection corridors where new optimized timing has occurred within the past three years; maximum distance for either direction from crossing arterial within intersection is 2,700 feet from either direction of the project corridor.</del> These offset signals; however, will not be counted towards the total number of signals on the project (for implementation of timing plans only). All improvements must be designed to enhance the specific project. <del>The following are a list of potentially eligible items as part of a signal coordination project:</del></p> <p><del>In addition, e</del>Expenditures related to the design of systems, permitting, and environmental clearance are eligible for funding.</p>
58	Ch. 8	Eligible Activities	8-9 – 8-10	Caltrans encroachment permits and agency to Caltrans Cooperative Agreement fees are eligible activities. This includes Caltrans labor, such as expenses for reviewing signal timing plans, providing signal timing parameters, and providing existing timing sheets, etc. Applicant must specify how to handle Caltrans intersections on project.
59	Ch. 8	Funding Estimates	8-10	Because of the limited amount of funds available for the RTSSP, project cap of \$75,000 per signal or \$250,000 per project corridor mile included as part of each project (whichever is higher) has been established for this call for projects. Note that any offset signals will not be counted towards the total number of signals on the project.
60	Ch. 8	Selection Criteria	8-10 – 8-11	<p><del>Transportation Significance: Vehicle Miles Traveled (VMT):</del> Points are awarded for projects that include offset signals along the project corridor, route, or grid. These offset signals do not count towards the project cap; however, are in relatively close proximity to affect the operation of the corridor(s). The applicant shall identify the number of offset signals on the corridor and the percentage of those offset signals that will be included in the project.</p> <p>Vehicle miles traveled (VMT) is calculated as the Centerline length of segment(s) on the corridor, route, or grid proposed for synchronization multiplied by the existing average daily traffic (ADT) for the proposed segment(s) length.</p>
61	Ch. 8	Selection Criteria	8-11	<p>VMT should be calculated by the smallest segmentation on which the city typically collects ADT data. <del>(maximum: 20 points)</del></p> <p>ADT must be based upon actual count information taken within <del>the</del> 36 months preceding the application date and include 24-hour, midweek, bi-directional counts for each segment. All supporting data shall be organized in order in which they appear for the calculation of the VMT. Data from the OCTA Traffic Flow Map may not be used. Furthermore, outdated and/or non-compliant counts may result in project ineligibility (maximum: 30 points)</p>
62	Ch. 8	Cost Benefit	8-11	<u>Cost Benefit:</u> Total project cost divided by Existing VMT. If the applicant is electing OCTA to be the lead agency, the total project cost in this calculation must also include an additional 10% of the total project for OCTA administrative and project management efforts. This additional 10% is used to determine the project effectiveness only and is not counted towards the overall project budget cap. (maximum: 10 points)
63	Ch. 8	Selection Criteria/Project Characteristics	8-11 – 8-14	<p><u>Project Characteristics:</u> Points are awarded based on the type and relevance of the proposed project. For instance, maximum points are awarded to projects that are timing only without any capital improvements or points accumulate if a signal synchronization project is combined with improvements as defined below per the “Eligible Activities” section above. &lt;list relocated from Eligible Activities – note that changes are only shown for any addition or deletion not relocation or formatting&gt;</p> <ul style="list-style-type: none"> <li>• Real-time traffic actuated operations and demonstration projects can be claimed for any one of the following (4 points): <ul style="list-style-type: none"> <li>o Traffic Responsive only if all signals, in at least one agency on the project, are included in the system.</li> <li>o Peer-to-Peer program on traffic control devices.</li> </ul> </li> </ul>



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				<ul style="list-style-type: none"> <li>○ Adaptive traffic signal systems only if all signals, in at least one agency on the project, are included in the system.</li> <li>○ Bluetooth and/or connected vehicle roadside units for at least three (3) signals on the project. If implemented, these items will require a data sharing agreement with OCTA.</li> <li>• Automated Traffic Signal Performance Measures (ATSPM) system can only be claimed (4 points) if all signals, in at least one agency on the project, are included in the system, which will also be used during the O&amp;M phase of the project. If implemented, these items will require a data sharing agreement with OCTA.</li> <li>• Intelligent cameras that include analytics, such as automated continuous counts and other metrics can only be claimed (3 points) if a minimum of three (3) implementations are included on the project. Furthermore, confirmation that an analytics module or camera with built-in analytics will be purchased for this category to receive points. If implemented, these cameras will require a data sharing agreement with OCTA.</li> <li>• Detection system that will increase the number of inputs into the signal controller for the purpose of signal performance measures (e.g. ATSPM) and traffic counts can only be claimed (3 points) if a minimum of three (3) implementations are included on the project.</li> <li>• Installation of new and/or improved traffic control devices to improve the accessibility, mobility and safety of the facility for pedestrians and bicyclists can be claimed (3 points) if a minimum of three (3) implementations are included on the project. This can include: <ul style="list-style-type: none"> <li>○ Inductive loops, video detection, radar, sonar, thermal, hybrids thereof, and other types of detection systems that can distinguish bicycles. This includes implementing a separate bicycle minimum and/or clearance parameter in the traffic signal controller.</li> <li>○ ADA compliant Pedestrian Signals including, but not limited to, tactile and audible buttons in countdown signal heads.</li> </ul> </li> <li>• New or upgraded communication systems (2 points) <ul style="list-style-type: none"> <li>○ New contemporary communication system improvements (e.g. Ethernet) including all conduits, pull boxes, fiber optic and/or copper cabling (not to exceed 120 strands), network switches and distribution systems. These systems should be sufficiently sized for the need capacity of the Intelligent Transportation System (ITS) network. Excess capacity is deemed non-participating and also, cannot be used as part of the required project match.</li> <li>○ Replacement fiber optic or copper cabling for network communication. Fiber optic is the preferred medium and includes pull boxes, network switches, and distribution systems.</li> <li>○ Software and hardware for system traffic control</li> <li>○ Control and monitoring interconnect conduit (including upgrades or replacement of existing systems).</li> <li>○ Communication closure systems of conduit, cable, and associated equipment that are outside of project limits but complete a designated communications link to an existing network for the Advanced Transportation Management System (ATMS) for an agency or agencies. Only communication links that are installed from a central location and/or communications hub to the project corridor that does not currently have a fiber connection to a central location are eligible.</li> </ul> </li> <li>• Intersection/field system modernization and replacement (2 points) <ul style="list-style-type: none"> <li>○ Traffic signal controller replacement of antiquated units with Advanced Transportation controller (ATC) units. ATC shall comply with latest industry standards.</li> <li>○ Controller cabinet (assemblies) replacements that can be shown to enhance signal synchronization.</li> <li>○ Closed Circuit Television (CCTV).</li> <li>○ Uninterruptible Power Supply (UPS) for ATMS and intersection field equipment. For ATMS, UPS shall solely provide electrical power for ATMS Server(s), one dedicated workstation (console terminal) and related communications devices. UPS for ATMS is not intended to provide power to entire TMC and approval of request for UPS is at the sole discretion of OCTA.</li> <li>○ Active Transportation/Pedestrian Safety related elements <ul style="list-style-type: none"> <li>▪ High-Intensity Activated crosswalk signaling systems (HAWK) Pedestrian detection modules Bicycle detection modules.</li> <li>▪ Rectangular Rapid Flashing Beacon Systems (RRFB) including striping, legends, and signage.</li> </ul> </li> </ul> </li> <li>• Minor signal operational improvements (2 points) <ul style="list-style-type: none"> <li>○ Emergency Vehicle Preempt (EVP) intersection control equipment only</li> <li>○ Transit Signal Priority (TSP) intersection control equipment only</li> <li>○ Channelization (signing, striping, raised pavement markers, in lane flashing guidance or warning marking systems, and legends) improvements required for traffic signal phasing.</li> <li>○ Traffic signal phasing improvements that will improve traffic flow and system performance including protected permissive left turn phasing and shared pedestrian phasing, excluding display equipment and other ineligible activities as mentioned in these guidelines.</li> </ul> </li> <li>• Traffic Management Center (TMC)/Traffic Operations Centers (TOC) and motorist information (1 point) <ul style="list-style-type: none"> <li>○ New TMCs or TOCs (any project funded under this category should plan for center-to-center communication (C2C) with nearby agencies and/or OCTA).</li> <li>○ Upgrades to existing TMCs or TOCs (any project funded under this category should plan for C2C with nearby agencies and/or OCTA).</li> <li>○ Motorist information systems (up to 10 percent (10%) of total project costs for PI phase only).</li> </ul> </li> </ul>

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				<div><div>○ Video display equipment, including wall monitors, screens, mounting cabinets, and optical engines (up to 10 percent (10%) of total construction costs for PI phase only).</div><div><div>• New or upgraded vehicle, pedestrian, and bicycle detection that does not already meet the above categories can be claimed (1 point) if there are a minimum of three (3) implementations along the signal synchronization corridors to ensure necessary conditions for signal synchronization: inductive loops, video detection, radar, sonar, thermal, hybrids thereof, and other types of detection systems.</div><div>Note: that only one feature can be selected for any qualifying improvement; for example, an implementation of a new video detection system that can distinguish bicycles can be selected for points under the "Separate Bicycle/ADA Pedestrian Detection" or "New/Upgraded Detection", but not both. (maximum: 10 points)</div></div></div>
64	Ch. 8	Selection Criteria/Maintenance of Effort	8-14	Maintenance of Effort: Points are earned for a commitment to operate the project signal synchronization timing for a defined period of time beyond the three-year grant period. Note that the project will not be eligible for funding until after the completion of all maintenance commitments. (maximum: 5 points)
65	Ch. 8	Selection Criteria/Project Scale	8-14 – 8-15	Project Scale: Points are earned for including more intersections along signal synchronization network <del>or serving as a signal corridor "gap closure"</del> . For a grid, the number of signals and percent of signals being retimed will only be calculated for the corridor that is designated as the Main Corridor. (maximum: 240 points)
66	Ch. 8	Selection Criteria/Number of Local Agencies	8-15	Number of Local Agencies: Points are earned for including multiple local agencies as part of the project. (maximum: 120 points)
67	Ch. 8	Selection Criteria/Current Project Readiness-Status	8-15	<del>Current Project Readiness-Status: Points are earned based on the current status of the project development. Points for re-timing of a corridor can be claimed only if at least 75% of the previous project is part of the new application. Evidence of actual preliminary engineering performed for proposals requesting funding for implementation phases must be provided to qualify for points related to this attribute.</del> Points can also be claimed for applicants who provide evidence that they can complete primarily implementation within twelve months. Agencies that receive points for this category <b>cannot request delays or time extensions throughout the life of the project.</b>
68	Ch. 8	Selection Criteria/Funding Rate	8-15	The percentages shown in Table 8-1 apply to overall match rates <del>above a local agency's minimum requirement.</del>
69	Ch. 8	Table 8-1/VMT	8-16	<div><div>Transportation Significance Vehicle Miles Travelled (VMT) Points: 320</div><div><div><div>Inclusion of offset signals within 2700'</div><div>Points</div><div>90% or above</div><div>10</div></div><div><div>50 – 89%</div><div>5</div></div><div><div>&lt; 50%</div><div>0</div></div></div><div>AND</div><div>Vehicle Miles Traveled (VMT) Range</div></div>
70	Ch. 8	Table 8-1/Economic Effectiveness	8-16	<div><div>○ Cost Benefit (Total \$/VMT) Range*</div><div>—</div></div>
71	Ch. 8	Table 8-1/Project Characteristics	8-16	<div><div><div>Project Feature</div><div>Points</div><div>Timing Only, No Capital</div><div>10</div></div><div><div>Adaptive Traffic &amp; Demonstration Projects</div><div>4</div></div><div><div><del>TMC/TOC Connections Between Agencies</del></div><div>4</div></div><div><div>Automated Traffic Signal Perf. Measures</div><div>43</div></div><div><div>Intelligent Cameras</div><div>32</div></div><div><div>Detection for ATSPM and counts</div><div>3</div></div><div><div>Separate Bicycle/ADA Pedestrian Detection</div><div>32</div></div><div><div>New/Upgraded Communications Systems</div><div>2</div></div><div><div>Intersection/Field System Modernization</div><div>2</div></div><div><div>Minor Signal Operational Improvements</div><div>2</div></div><div><div><del>New Protected/Permissive Signals</del></div><div>2</div></div><div><div>TMC/TOC and Motorist Information</div><div>1</div></div><div><div>New/Upgraded Detection</div><div>1</div></div></div>
72	Ch. 8	Table 8-1/Transportation Significance	8-16	<div><div>Transportation Significance Points: 10</div><div>Corridor Type Points</div><div>Priority &amp; Signal Synchronization Corridor</div><div>5</div><div>Corridor "Gap Closure"</div><div>5</div></div>

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73	Ch. 8	Table 8-1/Number of Signals on Main Corridor Coordinated by Project	8-16	<div><div>Project Scale</div><div>Points: 420</div><table><tr><td>Number of Signals on Main Corridor Coordinated by Project</td><td>Points</td></tr><tr><td>Range</td><td></td></tr><tr><td>50+</td><td>510</td></tr><tr><td>40 - 49</td><td>48</td></tr><tr><td>30 - 39</td><td>36</td></tr><tr><td>20 - 29</td><td>24</td></tr><tr><td>10 - 19</td><td>12</td></tr><tr><td>&lt; 10</td><td>0</td></tr></table></div>		Number of Signals on Main Corridor Coordinated by Project	Points	Range		50+	510	40 - 49	48	30 - 39	36	20 - 29	24	10 - 19	12	< 10	0
Number of Signals on Main Corridor Coordinated by Project	Points																				
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50+	510																				
40 - 49	48																				
30 - 39	36																				
20 - 29	24																				
10 - 19	12																				
< 10	0																				
74	Ch. 8	Table 8-1/Percent of Main Corridor Signals Being Retimed	8-16	<div><div>Percent of Main Corridor Signals Being Retimed</div><div>Points</div><table><tr><td>Range</td><td></td></tr><tr><td>90% or above</td><td>510</td></tr><tr><td>80 - 89%</td><td>48</td></tr><tr><td>70 - 79%</td><td>36</td></tr><tr><td>60 - 69%</td><td>24</td></tr><tr><td>50 - 59%</td><td>12</td></tr><tr><td>&lt; 50%</td><td>0</td></tr></table></div>		Range		90% or above	510	80 - 89%	48	70 - 79%	36	60 - 69%	24	50 - 59%	12	< 50%	0		
Range																					
90% or above	510																				
80 - 89%	48																				
70 - 79%	36																				
60 - 69%	24																				
50 - 59%	12																				
< 50%	0																				
75	Ch. 8	Table 8-1/Number of Jurisdictions	8-16	<div><div>Number of Jurisdictions</div><div>Points: 210</div><table><tr><td>Total Number of Involved Jurisdictions</td><td>Points</td></tr><tr><td>Range</td><td></td></tr><tr><td>5 or more</td><td>2010</td></tr><tr><td>4</td><td>168</td></tr><tr><td>3</td><td>126</td></tr><tr><td>2</td><td>84</td></tr><tr><td>1</td><td>0</td></tr></table></div>		Total Number of Involved Jurisdictions	Points	Range		5 or more	2010	4	168	3	126	2	84	1	0		
Total Number of Involved Jurisdictions	Points																				
Range																					
5 or more	2010																				
4	168																				
3	126																				
2	84																				
1	0																				
76	Ch. 8	Table 8-1/Current Project Readiness	8-16	<div><div>Current Project Readiness Status</div><div>Points: 10</div><table><tr><td>Project Status</td><td>Points</td></tr><tr><td>Re-timing 75% of prior RTSSP project</td><td>5</td></tr><tr><td>Implementation within 12 months</td><td>5</td></tr></table></div>		Project Status	Points	Re-timing 75% of prior RTSSP project	5	Implementation within 12 months	5										
Project Status	Points																				
Re-timing 75% of prior RTSSP project	5																				
Implementation within 12 months	5																				
77	Ch. 8	Matching Funds	8-18-8-19	Examples of staffing commitment . . .directly enhance the signal synchronization project. Project match beyond 20 percent (20%) is limited to cash match only. Please note, overmatch is subject to the same audit and requirements as in-kind match.																	
78	Ch. 8	Matching Funds	8-19	Allowable signal system investment . . .made by the agency. For OCTA-led projects, match for equipment shall be in cash except when an agency elects to purchase equipment per the application.																	
79	Ch. 8	Matching Funds	8-19	<div><div>The specific matching requirement by project category type is listed below for city agency led projects:</div><table><tr><td>Project category</td><td>Type of matching allowed*</td></tr><tr><td>Signal coordination</td><td>In-kind match** or cash match</td></tr><tr><td>New or upgraded detection</td><td>In-kind match** or cash match</td></tr></table></div>		Project category	Type of matching allowed*	Signal coordination	In-kind match** or cash match	New or upgraded detection	In-kind match** or cash match										
Project category	Type of matching allowed*																				
Signal coordination	In-kind match** or cash match																				
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				<div><div>New or upgraded communications systems</div><div>In-kind match** or cash match</div></div> <div><div>Communications and detection support</div><div>In-kind match** or cash match</div></div> <div><div>Intersection/field system modernization and replacement</div><div>In-kind match** or cash match</div></div> <div><div>Minor signal operational improvements</div><div>In-kind match** or cash match</div></div> <div><div>TMC/TOC and motorist information systems</div><div>Cash match</div></div> <div><div>Real-time traffic actuated operations and demonstration projects</div><div>Cash match</div></div> <div><div>Caltrans fees and expenses (labor and capital)</div><div>In-kind match ** or cash match</div></div>	
				<div>* Project match beyond 20 percent (20%) is limited to cash match only. Please note, overmatch is subject to the same audit and requirements as in-kind match.</div> <div>** In-kind match services are subject to audit.</div>	
80	Ch. 8	Matching Funds	8-20	New signal system investment (limited to eligible activities)	
81	Ch. 8	Matching Funds	8-20– 8-21	<div>Relocated from Lead Agency Section</div> <div>Additionally, for projects designating OCTA as lead agency . . . when the local agency develops the application:</div> <div>•Primary Implementation (PI) (12 months)</div> <div>o Project Administration - Each local . . .administration).</div> <div>o Signal Synchronization Timing - Each local . . agency intersection.</div> <div>o Before and After Study - Each local . . local agency.</div> <div>o Engineering design/review - Each local . . local agency intersection.</div> <div>o System integration - Each local. . .on improvements).</div> <div>o Construction management - Each local . . depending on improvements.</div> <div>• Ongoing O&amp;M (24 months) - Each local . . . project O&amp;M report.</div> <div>For projects designating a local agency . . .using a different formula (e.g., 2-5 hours per local agency signal for 24 months).</div>	
82	Ch. 8	Matching Funds	8-21	Participating agencies pledging in-kind services shall be responsible for keeping track of said hours and/or improvements. For OCTA-led projects, an in-kind services match report will be requested throughout the project to ensure agencies meet their promised in-kind match. All submissions shall include backup documentations, such as accounting/payroll detailed summaries, third-party invoices (consultant, contractor, and equipment) and are subject to Audit.	
83	Ch. 8	Data Compatibility	8-22	<div>All count data, including average daily traffic (ADT) and intersection turning movement (ITM), collected as part of any funded project shall be provided to OCTA in <del>one of the two following digital formats: 1)Microsoft Excel format. NDS/Southland Car Counters style Excel spreadsheet; or 2) JAMAR comma separated value style text file. The data shall then be loaded into the OCTA Roadway Operations and Analysis Database System (ROADS).</del> Any data files containing numeric intersection or node identifiers shall use the same node identification (ID) numbers as is stored and maintained by OCTA. OCTA <del>shall</del> will provide a listing of intersections and corresponding unique node ID numbers upon request. Each count data file name shall <del>adhere to the following file naming</del> describe the year the counts were collected, agency, type of count file, intersection name, and OCTA node ID number.<del>or esv.</del> As an example, a turning movement count file recently collected for the intersection of Harbor Boulevard and Wilson Street in the City of Costa Mesa would be given the filename 2020_CostaMesa_ITM_Harbor-Wilson_2020_ITM_4534.esv.xls.</div> <div>All traffic signal synchronization data collected and compiled as part of any funded project for both existing (before) and final optimized (after) conditions shall be provided to OCTA in Synchro version 10 <del>esv latest Universal Traffic Data Format (UTDF) format and version combined data UTDF-format.</del> This data shall include the validated network layout, node, link, lane, volume, timing, and phase data for all coordinated times. The nodes for these files shall also correspond to the OCTA node ID numbers. <del>All such data shall be consistent with the OCTA ROADS database.</del></div>	
84	Ch. 8	Project Summary Information	8-22	For each application that is recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. <b>OCTA staff will request the PowerPoint when/if a project is recommended for funding.</b>	



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85	Ch. 8	Exhibit 8-1: Checklist	8-23– 8-24	<div><div>RTSSP Online Application – submitted through OCFundTracker</div><div><div>1. Transportation Significance <del>Vehicle Miles Traveled</del></div><div>2. Benefit Cost Ratio</div><div>3. Project Characteristics</div><div><del>4. Transportation Significance</del></div><div>4. Maintenance of Effort</div><div>5. Project Scale</div><div>6. Number of Jurisdictions</div><div><del>7. Current Project Readiness Status</del></div><div>8. Funding Over-Match</div></div><div>Section 1: Key Technical Information</div><div><div>a. Name of Project Corridor/Grid Route <del>Limits</del></div><div>b. Project Limits</div><div>c. Project Length</div><div>d. Number of Signalized Intersections Along Corridor</div><div>e. Participating Agencies/Traffic Forum Members</div><div>f. Lead Agency</div><div><del>g. Designation of the corridor to synchronize: priority corridor, signal synchronization network corridor, or master plan of arterial highways corridor</del></div><div><del>h. Project start date and end date, including any commitment to operate signal synchronization beyond the three-year grant period</del></div><div>i. Previous funding</div><div>j. Contact Information</div><div>k. Signalized intersections that are part of the project</div><div><del>Traffic Forum members</del></div><div>l. Project Map Depicting the Project Limits</div></div><div>Section 2: Regional Significance <del>Lead Agency</del></div><div>Section 3: Acknowledgement of Required Tasks <del>Resolutions of Support from the Project's Traffic Forum Members</del></div><div><div>Section 4: Funding Needs/Costs <del>Preliminary Plans for the Proposed Project by Task</del></div><div><del>The plans shall include details about both phases of the project: Preliminary Implementation (PI) and Ongoing Operations and Maintenance (O&amp;M). The plan should be organized using the following setup:</del></div><div><del>Primary Implementation shall include details about the following:</del></div><div><div><del>–Task 1: Project Administration (required)</del></div><div><del>–Task 2: Data Collection (required)</del></div><div><del>–Task 3: Field Review and Plans Specifications and Estimates (required)</del></div><div><del>–Task 4: Corridor “Before” Study (required)</del></div><div><del>–Task 5: Signal Timing Optimization and Implementation (required)</del></div><div><del>–Task 6: Corridor “After” Study (required)</del></div><div><del>–Task 7: Synchronization System Construction (required)</del></div><div><del>–Task 8: Project Report (required)</del></div><div><del>–Task 9: On-going Operations and Maintenance (required)</del></div><div><del>Ongoing O&amp;M will begin after the PI of the project is completed. It shall include details about the following:</del></div><div><div><del>a. Monitoring and improving optimized signal timing (required)</del></div><div><del>b. Communications and detection support (optional)</del></div></div></div></div></div>

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				<del>c. O&amp;M Final Memorandum (required)</del> <del>a. Summary of Project Cost</del> <del>b. Summary of Cost by Agency</del> <del>c. Table I: Agency Improvement Preferences</del> <del>d. Table II: Description of Work by Intersection</del> <b>Section 5: Detailed Local Match Commitment Total Proposed Project Cost by Task</b> <del>a. Table I: Summary of Improvements</del> <del>b. Table II: Detailed Improvement Breakdown</del> <b>Section 6: Project Schedule for the 3 Year Grant Period by Task</b> <del>a. Project State and End Dates</del> <del>b. Project Schedule by Task</del> <del>c. Agency Commitment of Extended Monitoring and Maintenance</del> <b>Section 7: Matching Funds</b> <b>Section 8: Environmental Clearances and Other Permits</b> <b>Section 9: Calculations Used for Develop Selection Criteria Inputs</b> <b>Section 10: Any additional Information Deemed Relevant by the Applicant</b> <b>Appendices</b> <del>a. Agency Resolutions</del> <del>b. Vehicle Miles Traveled (VMT)</del> <del>c. Calculations and Estimated Points</del> <del>d. Additional Information (Optional)</del>
86	Ch. 8	Exhibit 8-2 Resolution	8-25	The City Council of the City of _____ hereby requests the Orange County Transportation Authority allocate funds in the amounts specified in the City's application to said City from the Regional Traffic Transportation Signal Synchronization Program.
87	Ch.9	Payment Requests	9-4	3. Documentation of the Contract Award – The agency shall submit a minute order, agency resolution, or other council/board action showing award of the contract and the contract amount. After contract award, the agency shall submit the project name, contractor/consultant company name, and project scope including bid/task list, for each contract. The city clerk, clerk of the board, or appropriate equivalent shall certify minutes. Agencies that use on-call consultants shall submit a purchase order or Notice to Proceed (NTP) that includes the project-specific scope of work for the contractor.
88	Ch.9	Payment Requests	9-4	5. Work Schedule – OCTA prefers a complete project schedule, but an agency may provide as little as the expected start and completion dates for preliminary engineering, final engineering, right-of-way, and construction phases on the Engineering & Construction Phase Initial Report Form 10-1A.
89	Ch. 9	Final Payment Documentation Requirements	9-7	5. Final Report Form – The local agency shall prepare a final report form using the Engineering & Construction Phase Final Report Form 10-5A.
90	Ch. 9	Procedures for Receiving Funds	9-12	<del>O&amp;M will begin after the PI of the project is completed and be required for the remainder of the project and last for a minimum of two (2) years.</del> <u>Primary Implementation (PI)</u> includes the following: <ul style="list-style-type: none"> <li>Producing a <del>Final</del> PI Report, which includes the Before and After Study for the proposed project (required)</li> </ul>
91	Ch. 9	Procedures for Receiving Funds	9-12	<del>Ongoing Operation and Maintenance (O&amp;M) will begin after the PI of the project is completed.</del> Includes the following: <ul style="list-style-type: none"> <li><del>Final</del> O&amp;M Report</li> </ul>
92	Ch. 9	Initial Payment Requests for Primary Implementation	9-13	The <del>PI</del> final report has been provided so a lead agency can determine the reporting and documentation required for an initial payment request. Staff may request additional documentation that is not listed on the <del>PI</del> final rReport prior to approving the request. The electronic versions of the forms are available through the OCFundtracker.
93	Ch. 9	Initial Payment Requests for Primary Implementation	9-14	<del>Final</del> Report Submission

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94	Ch. 9	Example of Initial Reimbursement for Primary Implementation (PI):	9-14	<div><div>CTFP Grant Allocation</div><div>\$960,000.00</div></div> <div><div>OCTA Match Rate</div><div>80%</div></div> <div><div>Local Agency Match Rate</div><div>20%</div></div> <div><div>Step 1</div><div>Eligible Expenses x OCTA Match Rate = Product</div><div>\$1,000,000.00 x 80% = \$800,000.00</div></div> <div><div>Step 2</div><div>Check if Product is greater than or less than CTFP Grant Allocation Amount:</div><div>\$800,000 vs \$960,000</div></div> <div><div>Step 3</div><div>Use the lower of the Product or CTFP Grant Allocation</div><div>In this case, the \$800,000.00 amount is lower</div></div> <div><div>Step 4</div><div>Then multiply the amount by 75% (Initial Payment Percentage)</div><div><div>\$800,000.00 x 75% = \$600,000.00</div><div>Invoice Amount</div></div></div>

Acronyms  
CTFP – Comprehensive Transportation Funding Program  
O&M – Operations & Maintenance  
N/A – Not applicable  
OCTA – Orange County Transportation Authority  
RTSSP – Regional Transportation Signal Synchronization Program  
RCP – Regional Capacity Program  
Board – Board of Directors  
M2 – Measure M2  
PI – Primary Implementation  
CCTV -Closed Circuit Television  
ADA – Americans with Disabilities Act  
Caltrans – California Department of Transportation

**Comprehensive Transportation Funding Programs,  
Guidelines Excerpt, Proposed Revisions**

## III. Definitions

1. The term “agency,” “agencies,” “local agency” or any form thereof shall be described in Precept 2.
2. “Competitive funds” refers to funding grants received through the Comprehensive Transportation Funding Programs (CTFP).
3. The term “complete project” is inclusive of acquiring environmental documents, preliminary engineering, Right-of-Way (ROW) acquisition, construction, and construction engineering.
4. The term “cost overrun” in reference to projects awarded through the CTFP shall refer to any and all costs beyond the original estimate that are necessary to complete the approved project scope.
5. The term “encumbrance” or any variation thereof shall mean the execution of a contract or other action (e.g. city council award of a primary contract or issuance of a purchase order and Notice to Proceed (NTP)) to be funded by Net Revenues.
6. The term “escalation” or “escalate” is the inflationary adjustment, as determined by the Engineering News Record (ENR) Construction Cost Index (CCI) 20-city average, added to the application funding request (current year basis) for ROW and construction phases (see Precept 13).
7. The term “environmental mitigation” is referred to as environmental clean-up/preservation measures made as part of that project’s environmental clearance.
8. For the purpose of these guidelines, the terms “excess right-of-way” and “surplus right-of-way” shall interchangeably refer to ROW acquired for a specific transportation purpose that is not needed for that purpose. ROW designation shall be acknowledged by applicant to OCTA within sixty calendar days of designation. Furthermore, surplus property plan must also be provided to OCTA at time of designation.
9. The term “Fast Track” shall refer to projects that apply for both planning and implementation phase funding in a single competitive application/call for projects.
10. The term “Fully Burdened Labor Rates” include Work Force Labor Rate (WFLR) plus overhead (see Chapter 9).
11. The term “funding grant,” “grant,” “project funding,” “competitive funds,” “project programming” shall refer to the total amount of funds approved by the Board through the CTFP competitive process.
12. The term “Gap Closure” shall refer to the construction of a roadway to its full MPAH build-out for the purpose of connecting two existing ends of that roadway by filling

- in a missing segment or for completing the terminus of an MPAH roadway. This applies to increased roadway capacity only as it relates to vehicular traffic.
13. The term “implementing agency” is the agency responsible for managing the scope, cost and schedule of the proposed project as defined in the grant application.
  14. The term “lead agency” shall refer to the agency responsible for the submission of the grant application.
  15. The term “Master Funding Agreements” or any form thereof shall refer to cooperative funding agreements described in Precept 4.
  16. The term “match rate”, “local match”, “local matching funds”, or any variation thereof, refers to the match funding that an agency is pledging through the competitive process and disposed of through procedures in Chapter 9.
  17. A “micro-purchase” is any purchase that does not exceed \$2,500. For the purposes of proof of payment, only an invoice is required.
  18. The term “obligate” or any variation thereof shall refer to the process of encumbering funds.
  19. “OCFundtracker” refers to the online grant application and payment system used by OCTA to administer the competitive programs awarded through the CTFP. Refer to <https://ocfundtracker.octa.net/>.
  20. “Primary Implementation (PI) Report” refers to the report required at the end of the PI phase. It is a technical report that documents the work completed during the PI phase, which contains the Before and After Study. This is a separate report from the project final report required by the M2 Ordinance, Attachment B, Section III.A.9.
  - ~~20.~~21. “Operations and Maintenance (O&M) Technical Memorandum Report” refers to the report required at the conclusion of O&M phase. It is a technical report that documents the work completed during O&M phase. This is a separate report from the project final report required by the M2 Ordinance, Attachment B, Section III.A.9.
  - ~~21.~~22. The term “project phase” or any form thereof shall refer to the three distinct project phases (engineering, right-of-way, and construction) OCTA funds through the CTFP. Additionally, the “engineering phase” shall include the preparation of environmental documents, preliminary engineering, and ROW engineering. The “ROW phase” shall include ROW acquisition, utility relocation and adjustment to private property as contained in the ROW agreements, private improvements taken, Temporary Construction Easements (TCE), severance damages, relocation costs that are the legal obligation of the agency, as well as loss of good will,

fixtures and equipment including legal cost. The “construction phase” shall include construction and construction engineering. A fourth phase defined as “Operations & Maintenance” applies to select programs and is described more fully in the applicable program chapter.

~~22.~~23. Programming for RCP (Project O) follows a sequential process related to Planning and Implementation elements as described more fully in Chapter 2. The Planning step includes environmental evaluation, planning and engineering activities. The Implementation step includes ROW and construction activities.

~~23.~~24. The term “project phase completion” refers to the date that the local agency has paid the final contractor/consultant invoice (including retention) for work performed and any pending litigation has been adjudicated for the engineering phase or for the ROW phase, and all liens/claims have been settled for the construction phase. The date of project phase completion will begin the 180-day requirement for the submission of a project final report as required by the M2 Ordinance, Attachment B, Section III.A.9.

~~24.~~25. The term “Public-Private Partnerships” is defined as direct financial contributions, sponsorships or ROW dedications for eligible program activities.

~~25.~~26. The term “reasonable” in reference to project phase costs shall refer to a cost that, in its nature and amount, does not exceed that which would normally be incurred under the circumstances prevailing at the time the decision was made to incur the cost. Factors that influence the reasonableness of costs: whether the cost is of a type generally recognized as ordinary and necessary for the completion of the work effort and market prices for comparable goods or services.

~~26.~~27. The term “savings” or “project savings” in reference to projects awarded through the CTFP are any grant funds remaining on a particular project phase after all eligible items within the approved project scope have been reimbursed.

~~27.~~28. “Sustainability”, as it applies to capacity enhancing infrastructure projects, refers to project elements that support environmental benefits such as use of renewable or recycled resources.

29. The term “Work Force Labor Rates (WFLR)” include direct salaries plus direct fringe benefits.

~~28.~~30. The term “offset signal” refers to traffic signalized intersections within 2,700 feet from either direction of the project corridor. (Project P Only)

## IV. Acronyms

AADT – Average Annual Daily Traffic

ACE – Arterial Capacity Enhancements

ADA – Americans with Disabilities Act of 1990

ADT – Average Daily Trips

A/E – Architectural/Engineering

APIRI – Applications Programming Interface with Referenced Implementations

ATC – Advanced Transportation Controller

ATMS – Advanced Transportation Management System

BMP – Best Management Practices

B/RVH – Boardings Divided by the Revenue Vehicle Hours

C2C – Center-to-Center Communication

CASQA – California Stormwater Quality Association

CAPPM – Cost Accounting Policies and Procedures Manual

CCI – Construction Cost Index

CCTV – Closed Circuit Television

CDS – Continuous Deflection Separator

CFS – Climate Forecast System

CE – Categorical Exclusion

CEQA – California Environmental Quality Act

CIP – Capital Improvement Plan

CPI – Catchment Prioritization Index

CSPI – Corridor System Performance Index

CTC – California Transportation Commission

CTFP – Comprehensive Transportation Funding Programs

CTO – Contract Task Order

ECAC – Environmental Cleanup Allocation Committee

ECP – Environmental Cleanup Program

EIR – Environmental Impact Report



## Chapter 1 - Eligibility

### Overview

To apply for the CTFP, local agencies must fulfill an annual eligibility process. OCTA established this process to ensure that improvements are consistent with regional plans. The cities and county approved a process reflecting the eligibility criteria found in Measure M. Eligibility packages are due to OCTA by June 30 of each year.

In order to receive CTFP and M2 LFS funds, OCTA must deem agencies as eligible. OCTA shall annually distribute an eligibility information package to local agencies. Below is a brief list of requirements:

- Adoption of a Capital Improvement Program (CIP)
- Adoption of a General Plan Circulation Element which does not preclude implementation of the MPAH
- Adoption of a Pavement Management Plan
- Adoption of a Local Traffic Signal Synchronization Plan
- Satisfied Maintenance of Effort requirements
- Approved agreement to expend funds within three years of receipt (based upon award date for competitive M2 projects and based on the date OCTA issues check to local agency for LFS and Senior Mobility Programs)
- Adopt an annual Expenditure Report
- Submit Project Final Report for all Net Revenue projects

The M2 Eligibility Guidelines outline the eligibility requirements in detail. OCTA updates the Eligibility Preparation Manual annually and encourages agencies to use it as a reference when preparing items to meet eligibility requirements (see <http://www.octa.net/pdf/M2EligibilityGuidelines.pdf>). Agencies will submit a CIP through an electronic database application (see <http://ocfundtracker.octa.net/> <http://websmartcip.octa.net/>). OCTA develops a manual and workshops to prepare local agency staff for the annual eligibility process.

### MPAH Consistency Review and Amendment Process

Through a transfer agreement with the County of Orange, OCTA assumed responsibility for administering the MPAH starting in mid-1995. As the administrator, OCTA is responsible for maintaining the integrity of the MPAH through coordination with cities and the County and shall determine an agency's consistency with the MPAH. In order to provide a mechanism to communicate MPAH policies and procedures, OCTA prepared the Guidance for the Administration of the Orange County Master Plan of Arterial Highways (see [http://www.octa.net/pdf/mpah\\_guidlines.pdf](http://www.octa.net/pdf/mpah_guidlines.pdf)). The guidance document is to assist

OCTA, the County, and the cities of Orange County to maintain the MPAH as a vital component of transportation planning in the County. The guidance document outlines, in detail, the MPAH consistency review and amendment process. Agencies can find contact information for OCTA staff assigned to MPAH administration in the manual.

### **Additional Information Regarding MPAH**

The agency's General Plan Circulation Element must be consistent with the MPAH. In order for an agency's circulation element to be consistent with the MPAH, it shall have a planned-carrying capacity equivalent to the MPAH for all MPAH links within the agency's jurisdiction. "Planned capacity" shall be measured by the number of through lanes on each arterial highway as shown on the local circulation element. Agencies are not considered "inconsistent" as a result of existing capacity limitations on arterials which are not yet constructed to the circulation element design.

The agency must also submit a resolution attesting that no unilateral reduction in lanes has been made on any MPAH arterials. For a sample resolution, see the Measure M2 Eligibility Guidelines.

## Chapter 2 – Project Programming

### Program Consolidation

The M2 RCP improvement categories (see Chapter 7) will combine projects into one application review process. The programs of the CTFP will act as the project funding source. The consolidation of programs will help eliminate confusion among the various requirements and allow the greatest flexibility for programming projects. Other funding programs (Projects S, T, V, W, and X) have similar eligibility requirements, but OCTA will evaluate and approve these projects through a separate process.

### Sequential Programming Process – RCP

Timely and efficient use of funding is a critical success factor for the CTFP. Historically, agencies were encouraged to develop long term projects spanning three or more years which often led to delays in implementing final project phases. This dynamic led to larger-than-anticipated funding program cash balances and an inability to fund smaller time sensitive projects in the interim.

In response to concerns raised by the Board and the Taxpayers Oversight Committee responsible for M2 oversight, OCTA will use annual calls that serve a near term programming window (3 years), as well as a sequential funding approach for M2 projects. OCTA expects this new approach to aid in a timelier use of funding and limit the potential for unanticipated project completion delays inherent with long lead time projects.

Sequential funding is a two-step process. Step One, also known as the planning phase, includes funding requests for planning/environmental, engineering and ROW engineering activities. Step Two, also known as the implementation phase, includes ROW engineering/acquisition and construction activities. ROW engineering can be requested in either the planning or implementation phases. Projects must complete the planning phase before an agency requests implementation phase funding during a call for projects. Exceptions to this rule include the following:

- An agency may request implementation funding prior to completion of the planning phase if the jurisdiction can demonstrate that the planning phase activities are underway, are substantially complete and the agency will complete the activities within six months of the start of the new phase programmed year.

OR

- An agency may request a Fast Track approach, seeking funds for planning and implementation phase at the same time. The agency must demonstrate that the policy variance is necessary due to the project schedule and waiting until the next annual call for projects to apply for implementation phase funding presents undue hardship or could jeopardize the overall project delivery and milestones. The

agency will waive the opportunity to request a project delay under this approach. The Fast Track approach is permitted only for projects that do not have ROW acquisition needs. If seeking engineering funds, the local agency must have received environmental clearance and demonstrate that all necessary easements and titles are in place for local agency use. Under no circumstances will the Fast Track option be considered for local agency convenience as this could delay implementation of other projects that are shelf ready.

Each call for projects will cover a three-year period that overlaps subsequent future cycles. Funding targets for each cycle are based upon prior funding commitments, anticipated revenues, reprogramming of unused grants (cancellations and savings), and a set aside for future funding cycles.

As part of each call for projects, OCTA will determine an appropriate balance between grants made for the planning and implementation phases.

## **Tiered Funding**

Project funding for RCP (Project O) will follow a tiered funding process that differentiates between large and small projects. The tiered process is described in detail in Chapter 7.

## **Funding Projections – Call for Projects**

Revenue estimates for M2 are updated annually. Programming decisions are based upon conservative economic assumptions provided by Southern California academic institutions. In the future, OCTA will add project cancellations and realized savings from completed projects to anticipated revenues for redistribution in the first year of each funding cycle.

## **Project Cost Escalation**

OCTA will escalate approved ROW and construction projects in years two and three. The match rate percentage identified by implementing agencies in the project grant application shall remain constant throughout the project. This includes projects where the programming has been escalated for future years. OCTA will base escalation rates for future years on ENR CCI 20 City Average escalation rates.

## **Programming Adjustments**

OCTA bases funding grants on cost estimates that agencies provide and that OCTA validates against industry norms during the evaluation process. Agencies must provide estimates in current year dollars.

Projects programmed in Year Two or Year Three of each funding cycle include a CCI-based adjustment factor for the ROW and construction phases only. Lead agencies shall not receive grant increases. Cost overruns are the responsibility of local agencies and

may count against agencies' match rate commitment for eligible activities. Local agencies may request scope adjustments to meet budget shortfalls when the agency can demonstrate substantial consistency and attainment of proposed transportation benefits compared to the original project scope.

When agencies are preparing applications, **all cost estimates must be in current year dollars with Month and Year cited.** OCTA will review each cost estimate thoroughly and will escalate ROW and construction costs based on the year OCTA programs the project grant. For example, if an agency's cost estimate lists construction costs for a project and OCTA programs the project for Year Three of the funding cycle, then OCTA will escalate the costs by the CCI-based adjustment factor, compounded annually, beginning in Year One of the funding cycle.

## Project Readiness

In an effort to better utilize project funding and maintain project schedules, programming of funding for CTFP under the sequential approach has been revised. In general, to program grants for Step Two (ROW or construction phases), a project must either have:

1. Project-level approval for environmental clearance, California Environmental Quality Act (CEQA), for M2 programs, (National Environmental Policy Act (NEPA) and CEQA for federally funded programs), or;
2. Exempt (categorically or statutorily) under CEQA and/or NEPA (as applicable).

OCTA will not consider any projects for funding for ROW and construction without final adopted project level environmental clearance documentation at the time of application.

## Programming Policies

OCTA will not increase grants after the initial programming for each phase except through project savings transfers, where applicable. Project savings are defined as the grant value remaining after one project phase (such as engineering) has been completed. Transfers should be identified during the SAR phase. Formal request of savings transfers must be accompanied by updated information and justification for the intended phase. Scope reductions are not considered project savings. Overall projects savings at the conclusion of a project are returned to the original program for reprogramming in a subsequent call for projects. This section is intended to clarify rather than replace the transfer policy identified in Precept 22.

In order to receive ROW and construction grants, a project must have all environmental clearances in place. OCTA shall not release final payment for the planning stage (includes final design) until confirmation of environmental clearance is provided.

Agencies are responsible for costs that exceed the project grant, maintaining the project schedule, and maintaining the project scope.

An agency's grant will be cancelled if the agency does not encumber the funds within the programmed fiscal year. An agency may request a delay in accordance with the time extension policy described in the precepts.

An agency must have a fully executed Letter Agreement prior to the obligation of funds.

As stated above, an agency's grant is based on the project's cost as requested and programmed with established escalation rates. If project costs escalate beyond original estimates and the agency is unable to cover additional costs, a request to reduce the project scope or limits will be considered where feasible. For the RTSSP (Project P) program, changes to project costs with respect to the phase allocations will be considered based upon the issuance of contract or contract task order (CTO), provided that the readjusted phase allocations are timely and do not increase the overall grant. All requests for changes in scope and limits must be submitted to OCTA in advance of the change. This request will be evaluated on a case-by-case basis and must be approved by the TAC and the Board prior to initiation of the change by the lead agency. The lead agency must submit a letter to OCTA no later than June 30th of the year in which funds are programmed stating the reasons for cost increases, a proposal for project scope or limit reduction, and an explanation of why approval of the request is warranted. The review process is similar to the appeals process mentioned above.

## Schedule change requests

Grants approved as part of the CTFP process are subject to timely delivery requirements. Implementation schedules are determined by the lead agency (applicant). Contract work must be awarded prior to the end of the programmed fiscal year to encumber the funds. If work cannot be initiated within this time frame, a request to defer funding may be submitted to OCTA for consideration. Project status is reviewed every six months during the SAR process. Expired project funding is subject to withdrawal from project and reprogramming in a subsequent call for projects.

Funding delays must be submitted to OCTA in conjunction with the SAR process. These reviews are typically held in Fall and Spring. Emergency extensions after the Spring SAR may be considered on a case by case basis, but no less than ninety (90) calendar days prior to the encumbrance deadline. The M2 Ordinance permits a delay for up to 24 months. Implementing agencies may request a one-time delay of up to 24 months per project grant. Agencies shall justify this request, receive City Council/Board of Supervisor concurrence, and seek approval of OCTA staff, the TAC and Board as part of the SAR process. Projects that are expected to incur extensive delays beyond the parameters of the program should consider cancellation and reapplication at a future date. Advancement requests may be considered during the review process and may be approved subject to funding availability.

## Timely use of funds

For project phases, excluding ROW, funds will expire after 36 months from encumbrance. For the ROW phase, funds will expire after 36 months from the date of the first offer letter. Extensions up to 24 months may be granted through the SAR. Extension requests must be received no less than ninety (90) calendar days prior to the encumbrance deadline. Additional extensions may be considered on a case by case basis for the RCP (Project O) and the RTSSP (Project P).

## Project Advancements

Agencies wishing to advance a project by one fiscal year, or more may request project advancement. Advancement requests will be considered only if program funds are available. The grant will be de-escalated according to the original escalation rate.

Requests must be submitted as part of the SAR. All advancements will be reviewed by the TAC and approved by the Board. If approved, the agency and project will be required to meet the new fiscal year award or encumbrance deadline.

Should OCTA be unable to accommodate an advancement request due to cash flow constraints, the agency may still move forward with the project using local funding. (See Precept 6) The lead agency must have a fully executed letter agreement prior to beginning work. The lead agency may subsequently seek reimbursement of CTFP funds in the fiscal year in which funds are programmed. Reimbursement shall follow the standard CTFP process (see Chapter 9). Prior approval is not necessary if the project is being advanced through local funds.

## Semi-Annual Review

OCTA staff will conduct a comprehensive review of CTFP projects on a semi-annual basis to determine the status of projects. Project updates will be provided by the local agencies and uploaded to OCFundtracker. Follow-up meetings to these updates will be held as needed. Semi-annual project reviews are usually scheduled to occur in March and September of each year.

Projects are reviewed to:

1. Update project cost estimates. For any project experiencing cost increases exceeding 10 percent (10%) of the originally contracted amount, a revised cost estimate must be submitted to OCTA. This is applicable even if the increase is within the overall grant amount.
2. Review the project delivery schedule
3. Determine the project's continued viability
4. Verify project O&M expenditures (e.g. ECP (Project X))



5. Discuss any potential issues with external fund sources committed as match against the competitive funds

Prior to each review meeting, OCTA staff will distribute a list of active projects to each local agency. Each agency will be contacted as needed and asked to participate in the upcoming review where each agency's project schedules, cost estimates, and scope will be reviewed. Agencies will be given the opportunity to request program changes (e.g. delaying and advancing funds from one fiscal year to another) and each adjustment will be considered on a case-by-case basis. The agency should be prepared to explain any changes and provide all necessary supporting documentation. Generally, the local agency is responsible for the implementation of the projects as approved by OCTA, however consideration will be given for circumstances beyond the lead agency's control that affect scope, cost, or schedule.

Based on the semi-annual review meetings, OCTA staff will develop and present recommendations for project adjustments to the TAC. Requests for project changes (delays, advancements, scope modifications, etc.) will be considered on an individual basis. The following action plan has been developed for the semi-annual review process:

- Require local agencies to submit status reports, project worksheets, and supporting documentation to OCTA for all project adjustments.
- Require local agencies to abide by the **Time Extension Policy**:
  - Agencies may request a delay of up to 24 months per grant. Local agencies will be required to justify this request and seek approval of OCTA staff, the TAC, and the Board as part of the semi-annual review process.
  - Approved schedule changes will require an update of the local jurisdiction's seven-year CIP and the OCTA cooperative funding agreement.
  - Evidence of Council approval (resolution, minute order, or notification) must be provided prior to Board approval of delays.
  - An administrative extension may be granted for expiring M2 funds for a project phase that is clearly engaged in the procurement process (advertised but not yet awarded). The local agency must notify OCTA, submit a written request, for an extension, and provide evidence of advertisement prior to the award deadline.
  - Agencies that have requested Fast Track funding cannot request time extensions.

## Environmental Cleanup Program Operations and Maintenance Reporting

For Tier 1 of the ECP (Project X), cash match is required. Ongoing Operations and Maintenance (O&M) of the project can no longer be pledged as a match.



## Chapter 7 – Regional Capacity Program (Project O)

### Overview

The RCP (Project O) is a competitive program that will provide more than \$1 billion over a thirty-year period. The RCP replaces the Measure M local and regional streets and roads competitive programs (1991-2011).

Although each improvement category described in this chapter has specific eligible activities, the use of RCP funding is restricted to and must be consistent with the provisions outlined in Article XIX and the California State Controller's [Guidelines Relating to Gas Tax Expenditures for Cities and Counties](#) (March 2019). These Guidelines are available at the following link: [https://www.sco.ca.gov/Files-AUD/gas\\_tax\\_guidelines31219.pdf](https://www.sco.ca.gov/Files-AUD/gas_tax_guidelines31219.pdf).

The MPAH serves as the backbone of Orange County's arterial street network. Improvements to the network are required to meet existing needs and address future demand. The RCP is made up of three (3) individual program categories which provide improvements to the network:

- The ACE improvement category complements freeway improvement initiatives underway and supplements development mitigation opportunities on arterials throughout the MPAH.
- The ICE improvement category provides funding for operational and capacity improvements at intersecting MPAH roadways.
- The FAST focuses upon street to freeway interchanges and includes added emphasis upon arterial transitions to interchanges.

Projects in the arterial, intersection, and interchange improvement categories are selected on a competitive basis. All projects must meet specific criteria in order to compete for funding through this program.

Also included under the RCP is the Regional Grade Separation Program (RGSP), which is meant to address vehicle delays and safety issues related to at-grade rail crossings. Seven rail crossing projects along the MPAH network were identified by the California Transportation Commission (CTC) to receive TCIF. TCIF allocations required an additional local funding commitment. The RGSP captures these prior funding commitments. Future calls for projects for grade separations are not anticipated.

## Funding Estimates

Funding will be provided on a pay-as-you go basis. The RCP will make an estimated \$1.1 billion (in 2005 dollars) available during the 30-year M2 program. Programming estimates are developed in conjunction with periodic calls for projects. Funding is shared with intersection, interchange and grade separation improvement categories. No predetermined funding has been set aside or established for street widening.

## Programming Approach

Programming decisions are based upon project prioritization ranking, feasibility and readiness. Each round of funding has resulted in a diverse range of activities, cost and competitive score. Funding applications may seek financial assistance for planning, engineering, ROW, construction or a combination of these activities. Effective grant programs include a combination of project development as well as implementation projects. In order to ensure continued distribution of funding opportunities between small and large-scale projects, a tiered funding approach will be used.

Typically, OCTA has made approximately \$32 million available for each RCP (Project O) programming cycle. Category 1 projects are limited to those projects requesting \$5 million or less. Category 2 projects are defined as those requesting more than \$5 million in Measure M2 funds.

**Tiered Funding Approach:** The two-tiered funding (Tier 1 and Tier 2) approach will only be applicable to the RCP. This approach is proposed to prioritize high scoring projects while providing a balanced program with funding availability for small and large projects. The first tier is for projects scoring 50 points or higher, and the second tier is for all projects after first satisfying the Tier I ranking. Within Tier 1, two categories would be established with 60 percent (60%) (Category 1) of the M2 funds available for smaller projects (requesting \$5 million or less), and 40 percent (40%) (Category 2) of the M2 funds available for larger projects (requesting \$5 million or more). This approach is intended to broaden the distribution of M2 funds to higher scoring/lower cost projects and retain the ability to fund larger projects without placing formal funding caps on allocations. Any M2 funds not programmed in Tier I will be designated for Tier 2 allocation. A funding split between small and large projects is not recommended for Tier 2.

Applications may be for any project phase provided it represents a meaningful, logical terminus and is consistent with scoping from a previously funded project if applicable (i.e., if engineering was previously funded, the ROW and/or construction request must be for the same project scope).

	Category 1 (60%)	Category 2 (40%)
Tier I >=50	<ul style="list-style-type: none"> <li>• \$0 - \$5 million</li> <li>• Score at least 50 points</li> <li>• Logical, standalone project</li> <li>• Unallocated balance shifts to Tier II for programming</li> </ul>	<ul style="list-style-type: none"> <li>• \$5+ million request</li> <li>• Score at least 50 points</li> <li>• Logical, standalone project</li> <li>• Unallocated balance shifts to Tier II for programming</li> </ul>
Tier II	<ul style="list-style-type: none"> <li>• Balance of unallocated funds from Tier I prioritization</li> <li>• Request can be of any dollar value to compete in Tier II</li> <li>• Multiple segments of the same project cannot be submitted under both categories.</li> </ul>	

## 2021~~0~~ Call for Projects

Contingent on OCTA's Board approval, the 2021 Call for Projects (call) for RCP (Project O) – under M2 is anticipated to provide approximately **\$22 million** for streets and roads improvements across Orange County.

Funding will be provided for the three RCP funding programs: ACE, ICE, and FAST. Chapter 7 details the specific program's intent, eligible project expenditures, ineligible project expenditures, and additional information that may be needed when applying for funds. Each section should be read thoroughly before applying for funding. Application should be prepared for the program that best fits the proposed project.

For this call, OCTA shall program projects for a three-year period (FY 21/22 – 23/24), based upon the current estimate of available funds. For specifics on the funding policies that apply to this call, refer to the Program Precepts as found in Section IV of these guidelines.

## Applications

In order for OCTA to consider a project for funding, applications will be prepared by the lead agency. A separate application package must be completed for each individual project. Multiple variations of the same project (i.e. with different local match rates) will not be considered. If funding is requested under multiple program components for a single project (i.e. arterials and intersections) a separate application must be prepared for each request. OCTA shall require agencies to submit both online and hardcopy

applications for the 202<sup>1</sup> call for projects by **5:00 p.m. on Thursday, October 22, 2020**. **Late and/or incomplete submittals will not be accepted.**

Since each funding program has slightly different application requirements, an "Internal Application Checklist Guide" has been provided for the three programs under the RCP (Exhibits 7-1, 7-2, and 7-3). The checklist guide identifies the basic forms and documentation required for each of the program components. In addition, items required at the time of project submittal are differentiated from supplemental items due later. The appropriate **checklist must be provided as a cover sheet for each application submitted**. For any items that are required for the candidate project or program that are missing or incomplete, an explanation should be included in a cover letter with the application. In addition to this checklist guide, please review the **Attachments/Additional Information** section of each program component for a description of supplementary documentation which may be required to support your agency's project application in specific cases.

Additionally, **three (3) unbound hardcopies** of the application and any supporting documentation must be submitted to OCTA by the application deadline.

Hardcopy applications should be mailed to:

OCTA  
Attention: Alfonso Hernandez  
600 S. Main Street  
P.O. Box 14184 Orange, CA 92863-1584

Hardcopy applications can be hand delivered to:

600 S. Main Street  
Orange, CA 92868

## Exhibit 7-1

### Arterial Capacity Enhancement (ACE)

#### CTFP Application Checklist Guide

##### **Planning – Environmental & Engineering**

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- ADT Counts and LOS Calculations
- Aerial Photo w/ Proposed Improvements Shown

##### **Right-of-Way**

- CTFP Online Application – submitted through OCFundtracker
- Project Description Detail (include plat maps and legal descriptions for proposed acquisitions)
- Detailed right-of-way Acquisition/Disposal Plan using the OCTA provided right-of-way acquisition/disposal plan form available for download at <https://ocfundtracker.octa.net>.
- Cost Estimate for Complete Project - ALL PHASES
  - Estimated right-of-way Cost by Parcel (Land, Improvements Taken, Severance, Goodwill, Incidental Expenses)\*
- General Application Sample Resolution
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Aerial Strip Map w/ Existing and Proposed Improvements Shown
  - Include right-of-way Improvements and Parcels to be Acquired
- Preliminary Construction Layout Plans\*
- ADT and LOS Calculations

##### **Construction**

- CTFP Online Application – submitted through OCFundtracker
- Project Construction Specifications
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Project Development Documents - Project Report or Materials Report \*
- Approved Project Construction Plans\*
- ADT and LOS Calculations

***NOTE: To qualify for the 10 percent (10%) local match discount for measurable improvement of PCI, please include documentation from the last two PMP biennial Measure M Eligibility submittals that provide average PCI for Overall System.***

***\*Items are due after first application review. OCTA staff will contact you regarding those projects that will require this additional information.***

## Exhibit 7-2

### Intersection Capacity Enhancement (ICE)

#### CTFP Application Checklist Guide

##### **Planning – Environmental & Engineering**

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- Aerial Photo w/ Proposed Improvements Shown

##### **Right-of-Way**

- CTFP Online Application – submitted through OCFundtracker
- Project Description Detail (include plat maps and legal descriptions for proposed acquisitions)
- Detailed right-of-way Acquisition/Disposal Plan using the OCTA provided right-of-way acquisition/disposal plan form available for download at <https://ocfundtracker.octa.net>.
- Cost Estimate for Complete Project - ALL PHASES
  - Estimated right-of-way Cost by Parcel (Land, Improvements Taken, Severance, Goodwill, Incidental Expenses) \*
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS/ICU Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Aerial Strip Map w/ Existing and Proposed Improvements Shown
  - Include right-of-way Improvements and Parcels to be Acquired
- Preliminary Construction Layout Plans\*

##### **Construction**

- CTFP Online Application – submitted through OCFundtracker
- Project Construction Specifications
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Project Development Documents - Project Report or Materials Report \*
- Approved Project Construction Plans\*

***NOTE: To qualify for the 10 percent (10%) local match discount for measurable improvement of PCI, please include documentation from the last two PMP biennial Measure M Eligibility submittals that provide average PCI for Overall System.***

***\*Items are due after first application review. OCTA staff will contact you regarding those projects that will require this additional information.***

## Exhibit 7-3

### Freeway Arterial/Streets Transition (FAST)

#### CTFP Application Checklist Guide

##### **Planning – Environmental & Engineering**

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, ADT for arterial and ramp exit volumes
- Caltrans Letter of Support
- Aerial Photo w/ Proposed Improvements Shown

##### **Right-of-Way**

- CTFP Online Application – submitted through OCFundtracker
- Project Description Detail (include plat maps and legal descriptions for proposed acquisitions)
- Detailed right-of-way Acquisition/Disposal Plan using the OCTA provided right-of-way acquisition/disposal plan form available for download at <https://ocfundtracker.octa.net>.
- Cost Estimate for Complete Project - ALL PHASES
  - Estimated right-of-way Cost by Parcel (Land, Improvements Taken, Severance, Goodwill, Incidental Expenses) \*
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Aerial Strip Map w/ Existing and Proposed Improvements Shown
  - Include right-of-way Improvements and Parcels to be Acquired
- Preliminary Construction Layout Plans\*

##### **Construction**

- CTFP Online Application – submitted through OCFundtracker
- Project Construction Specifications
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Project Development Documents - Project Report or Materials Report\*
- Approved Project Construction Plans\*
- Appropriate agreements between Caltrans and the project lead agency need to be in draft form and/or in place.

***NOTE: To qualify for the 10 percent (10%) local match discount for measurable improvement of PCI, please include documentation from the last two PMP biennial Measure M Eligibility submittals that provide average PCI for Overall System.***

***\*Items are due after first application review. OCTA staff will contact you regarding those projects that will require this additional information.***

## Attachments

### OC Fundtracker Application

Agencies must submit a copy of the OCFundtracker application and scoring information with all application submittals. This document is created within the OCFundtracker web-based application.

### "Project Cost Estimate" Form

Include a separate attachment listing all expenditures and costs for the project. Accurate unit prices and a detailed description of work, including design, will be critical when the candidate project is reviewed. For example, design applications should include major tasks that will be performed. ROW cost estimate should include parcel information (including project area needed), improvements taken, severance damages, ROW engineering, appraisal and legal costs. Construction should include a listing of all bid items including a maximum 10 percent (10%) allowance for contingencies and a maximum 15 percent (15%) allowance for construction engineering/project management. The anticipated disbursement of costs (e.g., Agency, Other, Non-Eligible) must also be completed. Agencies should reference the program from which funding is expected to be allocated when completing this portion of the form. Each of the funding programs described in these guidelines may have differing matching fund requirements.

If more than one project phase is requested to be funded, a separate project cost estimate form is to be completed for each phase, or each phase must be clearly indicated, and a subtotal prepared on this form. Separate forms should also be prepared if funding for project phases is being requested over multiple fiscal years.

### "Sample Resolution" Form

A resolution or minute action must be approved by the local jurisdiction's governing body prior to the Board approval of grant funds. A sample resolution is included as Exhibit 7-4. Local agencies, at a minimum, must include items a-h. The mechanism selected shall serve as a formal request for CTFP funds and states that matching funds will be provided by the agency, if necessary. All project requests must be included in this action. **If a draft copy of the resolution is provided, the local jurisdiction must also provide the date the resolution will be finalized by the local jurisdiction's governing body.**

### ROW Acquisition/Disposal Plan

For all projects requesting ROW phase funding, a detailed plan for acquisition/disposal of excess right-of-way, along with any reasonable labor costs expected, must be included. The ROW acquisition/disposal plan and labor cost estimate must be submitted using the



"ROW acquisition/disposal plan" form provided by OCTA and available for download at <https://ocfundtracker.octa.net>.

## Project Summary Information

For each application that is recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint when/if a project is recommended for funding.**

## Pavement Management Supporting Documentation

The M2 Ordinance provides for a 10 percent (10%) reduction in the required local match if the agency can either:

- a. Show measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the MPAH or local street categories;
- or
- b. Road pavement conditions during the previous reporting period within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in "good condition".

If an agency is electing to take the 10 percent (10%) local match reduction, **supporting documentation indicating either the PCI improvement or PCI scale must be provided.**

## Additional Information

The following documentation should be included with your completed project application:

If a project includes more than one jurisdiction and is being submitted as a joint application, one agency shall act as lead agency and must provide a resolution of support from the other agency.

1. Letters of support for the candidate project (optional).
2. Geotechnical\materials reports for all applicable candidate projects (e.g., widening, intersection improvement, new roadway). The reports should contain sufficient detail for an accurate assessment of improvements needed and costs, since funding will be jeopardized if a project is unable to meet proposed schedule and costs.

3. Preliminary plans, if available for the project. The plans (1"=40' preferred) should include:
  - a. Existing and proposed ROW (include plat maps and legal descriptions for proposed acquisitions).
  - b. Agency boundaries, dimensions and station numbers.
  - c. Existing and proposed project features such as: pavement width and edge of pavement, curb, gutter and sidewalk, raised median, driveway reconstruction, signal pole locations, etc.
  - d. Typical cross sections.
  - e. Proposed striping.
  - f. Structural sections per the materials report.
  - g. Proposed traffic signals, storm drains, bridges, railroad crossing improvements, safety lighting, etc.
  - h. If requesting funds for traffic signals, include a traffic signal warrant(s) prepared by the City Traffic Engineer or City Engineer.
  - i. If the project includes construction, relocation, alteration or widening of any railroad crossing or facility, include a copy of the letter of intent sent to the railroad, a copy of which must be sent to the Public Utilities Commission (PUC). Any project including work of interest to a railroad will not be considered for eligibility until the railroad and PUC have been notified.
  - j. If the project is proposed as a staged project and additional funds will be necessary in subsequent calls for projects, the preliminary project statement should be accompanied with a complete preliminary estimate and schedule for the completion of the entire project.
  - k. If the project is proposed as a safety improvement, provide justifying accident data for the past three years and show the expected decrease in intersection or mid-block accident rate.
4. Current 24-hour traffic counts (taken for a typical mid-week period within the preceding 12-month period) for the proposed segment. Projects submitted without "current counts" will be considered incomplete and non-responsive.

## Exhibit 7-4

### Sample Resolution for Candidate Orange County Comprehensive Transportation Programs Projects

A resolution of the \_\_\_\_\_ City Council approving the submittal of \_\_\_\_\_ improvement project(s) to the Orange County Transportation Authority for funding under the Comprehensive Transportation Program

THE CITY COUNCIL OF THE CITY OF \_\_\_\_\_ HEREBY RESOLVES, DETERMINES, AND ORDERS AS FOLLOWS THAT:

- (a) WHEREAS, the City of \_\_\_\_\_ desires to implement the transportation improvements listed below; and
- (b) WHEREAS, the City of \_\_\_\_\_ has been declared by the Orange County Transportation Authority to meet the eligibility requirements to receive M2 "Fair Share" funds; and
- (c) WHEREAS, the City's Circulation Element is consistent with the County of Orange Master Plan of Arterial Highways; and
- (d) WHEREAS, the City of \_\_\_\_\_ will not use M2 funds to supplant Developer Fees or other commitments;
- (e) WHEREAS, the City/County must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Measure M2 Ordinance eligibility requirement.
- (f) WHEREAS, the City of \_\_\_\_\_ will provide a minimum in \_\_\_\_% in matching funds for the \_\_\_\_\_ project as required by the Orange County Comprehensive Transportation Funding Programs Guidelines; and
- (g) WHEREAS, the Orange County Transportation Authority intends to allocate funds for transportation improvement projects, if approved, within the incorporated cities and the County; and
- (h) WHEREAS, the City/County authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors, if necessary.

NOW, THEREFORE, BE IT RESOLVED THAT:

The City Council of the City of \_\_\_\_\_ hereby requests the Orange County Transportation Authority allocate funds in the amounts specified in the City's application to said City from the Comprehensive Transportation Funding Programs. Said funds, if approved, shall be matched by funds from said City as required and shall be used as supplemental funding to aid the City in the improvement of the following street(s):

ADOPTED BY THE CITY COUNCIL on \_\_\_\_\_, 20\_\_\_\_.

SIGNED AND APPROVED on \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

\*Required language a-h

## Application Review Process

OCTA staff will conduct a preliminary review of all applications for completeness and accuracy, request supplemental information (i.e., plans, aerial/strip maps, CEQA forms) for projects that appear to rank well during initial staff evaluations, and prepare a recommended program for the TSC. In addition, OCTA may hire a consultant(s) to verify information within individual applications such as, but not limited to, project scope, cost estimates, ADT and LOS. These applications will be selected through a random process.

The following guidelines will be used in reviewing project applications. Any application that does not meet these minimum guidelines must include an explanation of why the guidelines were not met:

1. The travel lane width should be no less than 11 feet (12 feet if adjacent to a raised median or other obstruction) for all arterial highways.
2. For divided roadways, the minimum median width should be no less than 10 feet to allow for turning movements. Divided roadways are defined as those with either a painted or raised median.
3. Arterial highways that are designated for uses in addition to automobile travel (e.g., bicycle, pedestrian, parking) shall provide additional ROW consistent with local jurisdiction standards to facilitate such uses.
4. An eight-lane roadway should provide for a continuous median, protected dual or single left-turn pockets as warranted at signalized intersections, single left-turn pockets at non-signalized intersections, and a right-turn lane at signalized intersections where determined necessary by traffic volumes. ROW for a free right-turn lane should be provided at locations warranted by traffic demand.
5. A six-lane divided roadway should provide a continuous median, protected dual or single left-turn pockets as warranted by existing traffic at all signalized intersections, and single left-turn pockets at non-signalized intersections. A right-turn option lane should also be provided as warranted by traffic demand.
6. A four-lane divided roadway should provide a continuous median, protected dual or single left-turn pockets at all signalized intersections, and a left-turn pocket at all non-signalized intersections. A right-turn lane should also be provided as warranted by traffic demand.
7. A four-lane undivided roadway shall provide for a single left-turn pocket at all intersections as warranted by traffic demand.

Applications will be reviewed by OCTA for consistency, accuracy and concurrence. Applications determined complete in accordance with the program requirements will be

scored, ranked and submitted to the TSC, TAC and Board for consideration and funding approval.

Local agencies awarded funding will be notified as to which projects have been funded and from what sources after the Board takes action. A tentative call schedule is detailed below:

Board authorization to issue call: [August 2020](#)

Application submittal deadline: October [22, 2020](#)

TSC/TAC Review: February/March [2021](#)

Committee/Board approval: May [2021](#)

## Funding

M2 RCP (Project O) funding will be used for this call.

The CTFP Guidelines include a provision that allows applicants to request ROW and/or construction funding prior to completion of the planning phase (including final design) provided that the phase is underway, substantially complete and the agency will complete the activities within six months of the start of the new phase programmed year. **A thorough review of eligible activities is not always possible during the call for projects evaluation period. As a result, it is possible that cost elements contained within an application and included in a funding recommendation may ultimately be deemed ineligible for program participation. The applicant is responsible for ensuring projects are implemented according to eligible activities contained within the program guidelines.**

## Arterial Capacity Enhancements (ACE)

### Overview

The MPAH serves as the backbone of Orange County's arterial street network. Improvements to the network are required to meet existing needs and address future traffic demand. The ACE improvement category complements freeway improvement initiatives underway, supplements development mitigation activities and enables improvements based upon existing deficiencies.

Projects in the ACE improvement category are selected on a competitive basis. Projects must meet specific criteria in order to compete for funding through this program.

### Objectives

- Complete MPAH network through gap closures and construction of missing segments
- Relieve congestion by providing additional roadway capacity where needed
- Provide timely investment of M2 Revenues
- Leverage funding from other sources

### Project Participation Categories

The ACE category provides capital improvement funding (including planning, design, ROW acquisition and construction) for capacity enhancements on the MPAH for the following:

- Gap closures – the construction of a roadway to its full MPAH build-out for the purpose of connecting two existing ends of that roadway by filling in a missing segment or for completing the terminus of an MPAH roadway. This applies to increased roadway capacity only as it relates to vehicular traffic.
- Roadway widening where additional capacity is needed
- New roads / extension of existing MPAH facility

### Eligible Activities

- Planning, environmental clearance
- Design
- ROW acquisition
- Construction (including curb-to-curb, lighting, drainage, etc.)

## Potentially Eligible Items

Below is a list of potentially eligible items. However, final determination of the eligibility of all project related costs will be made at the time of reimbursement. Prior to the submittal of an application for funding, or at any point in the project life cycle, local agencies may meet with OCTA staff to review the eligibility of project related costs.

### **Application review and approval does not guarantee the eligibility of all items.**

- Direct environmental mitigation for projects funded by ACE (subject to limitations identified in precepts)
- Storm drains/catch basins/detention basins/bioswales/other pollutant discharge mitigation devices
- Sound walls (in conjunction with roadway improvement mitigation measures)
- Aesthetic improvements including landscaping within the project ROW (eligible improvements up to 10 percent (10%) of construction costs, provided costs are reasonable for the transportation benefit)
- ITS infrastructure (advance placement in anticipation of future project)
- Rehabilitation and/or resurfacing of existing pavement when necessitated by proposed improvement (such as change in profile and cross section)
- Improvements to private property if part of a ROW settlement agreement
- Utility relocation where the serving utility has prior rights as evidenced by a recorded legal document
- Roadway grading within the ROW (inclusive of any TCE and/or ROW agreement related improvements) should not exceed a depth for normal roadway excavation (e.g. structural section). Additional grading ~~(e.g. over excavation for poor soil conditions)~~ will be considered on a case by case basis. Agencies shall provide supporting documentation (e.g. soils reports, ROW agreements) to justify the additional grading.
- Additional ROW to accommodate significant pedestrian volumes or bikeways shown on a Master Plan of Bikeways or in conjunction with the "Complete Streets" effort. These will be considered for eligibility on a case by case basis during the application process.
- Installation of a pedestrian activated traffic signal where necessitated by pedestrian traffic warrants or other engineering criteria.

Environmental mitigation will be allowed only as required for the proposed roadway improvement, and only as contained in the environmental document. Program participation in environmental mitigation shall not exceed 25 percent (25%) of the total eligible construction costs.

Longitudinal storm drains are eligible for program participation when the storm drain is an incidental part (cost is less than 25 percent (25%) of the total eligible construction cost) of an eligible improvement. Program participation shall not exceed 10 percent (10%) of the cost of storm drain longitudinal/parallel and main lines. Storm drain inlets, connectors, laterals and cross culverts shall have full participation in ACE Program funding. Storm drains outside standard MPAH ROW widths are not eligible, excluding catch basins within reasonable distance and in general proximity to a project intersection (e.g. within ten feet of the curb return). Catch basins and drainage systems extending into adjacent areas (including public streets) shall not be eligible past the first catch basin designated by aforementioned criteria.

The relocation of detention basins/bioswales are potentially eligible dependent on prior rights and will be given consideration on a case by case basis (see utility relocations below).

Soundwalls are eligible only if they are required as part of the environmental mitigation for the proposed project and the Measure M contribution to the cost of soundwalls shall not exceed 25 percent (25%) of the total eligible construction costs. Aesthetic enhancements and landscaping in excess of minimum environmental mitigation requirements are subject to limitations described in this section above.

Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough roadway grading may be considered partially eligible within the MPAH cross section and will be evaluated by OCTA on a case by case basis.

~~Roadway grading will be eligible for structural sections within the roadway ROW. Additional grading required within the project limits will be subject to OCTA's review. OCTA will make the determination based on the additional documentation provided to demonstrate local agency's financial obligation to pay for such improvements. Rough roadway grading must be complete prior to project start.~~

## Utility Relocations

The expenses associated with the relocation of utilities are eligible for RCP reimbursement only when all conditions listed below have been met:

- The relocation is made necessary due to conflict with proposed improvements.
- The facility to be relocated is within the project right-of-way.
- It has been determined that the local agency is legally liable for either a portion of or all of the relocation costs.

Liability can be determined by property rights, franchise rights/agreements, state and local statutes/ordinances, permits, a finding by the local agency's counsel, or other



recorded legal document. Documentation providing proof of the local agency's liability for the costs of utility relocation must be submitted with an initial payment request (see Chapter 9). Utilities funded through enterprise funds shall not be eligible for reimbursement.

If a relocation is eligible to be reimbursed, and to be performed by the utility owner or by the utility owner's contractor, the work should be included in the ROW phase costs and clearly identified in the project application submittal. For eligible relocations to be performed during the construction phase by the local agency's contractor, the work should be included in the plans and specifications similar to other construction activities. Adjustment of existing utilities to grade (e.g. water valves, manhole frames and covers), due to new roadway cross sections are not eligible in the construction phase subject to the limitations previously described. New or relocated fire hydrants are ineligible.

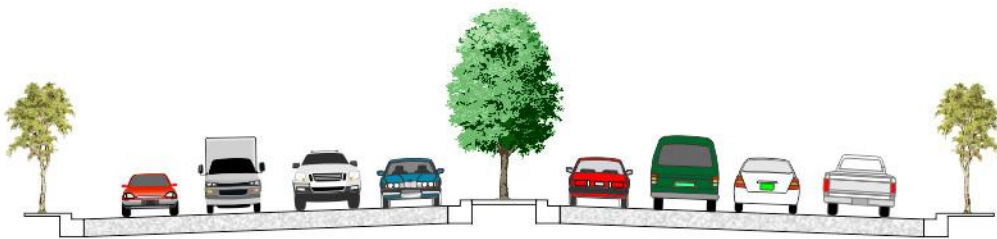
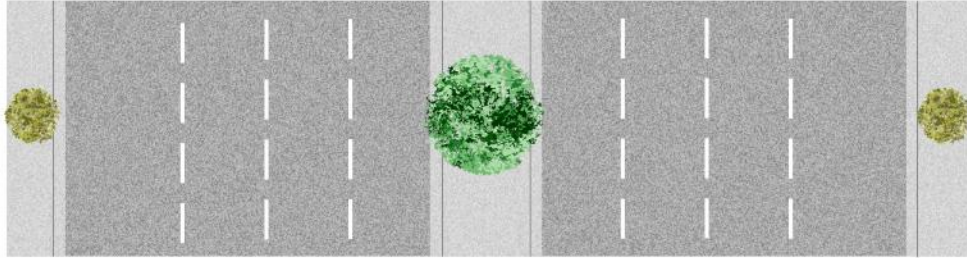
In all cases, eligible costs shall only include "in-kind" relocation. No reimbursements will be made for betterments above the cost of "in-kind" relocation. Additionally, costs submitted for program reimbursement must include any salvage credits received.

## Ineligible Expenditures

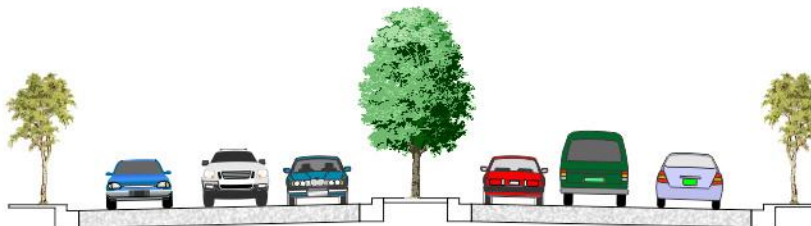
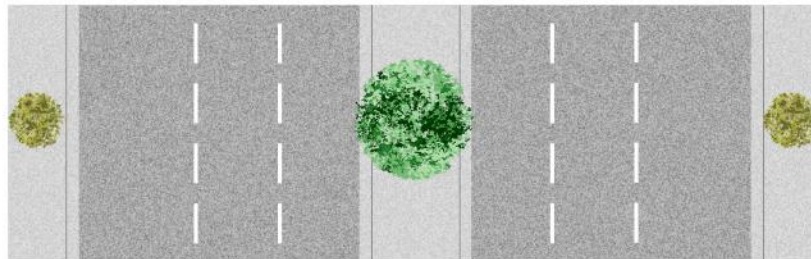
Items that are not eligible under the ACE Program are:

- Grading outside of the roadway ROW not related to a TCE or ROW agreement.
- Rehabilitation (unless performed as component of capacity enhancement project)
- Reconstruction (unless performed as component of capacity enhancement project)
- Grade Separation Projects
- Enhanced landscaping, aesthetics and gateway treatments (landscaping that exceeds that necessary for normal erosion control and ornamental hardscape)
- ROW acquisition and construction costs for improvements greater than the typical ROW width for the applicable MPAH Roadway Classification. (See standard MPAH cross sections in Exhibit 7-5) Where full parcel acquisitions are necessary to meet typical ROW requirements for the MPAH classification, any excess parcels shall be disposed of in accordance with the provisions of these guidelines, State statutes as outlined in Article XIX and the California State Controllers Guidelines Relating to Gas Tax Expenditures.
- Utility Betterments
- Construction of new utilities

## Exhibit 7-5 Standard MPAH Cross Sections

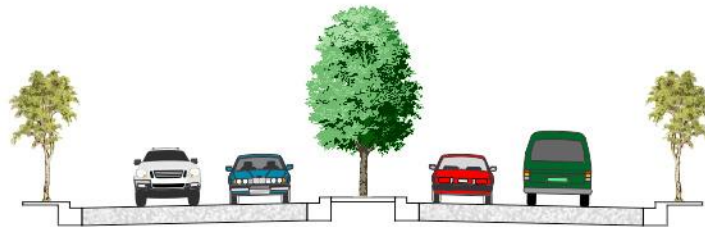
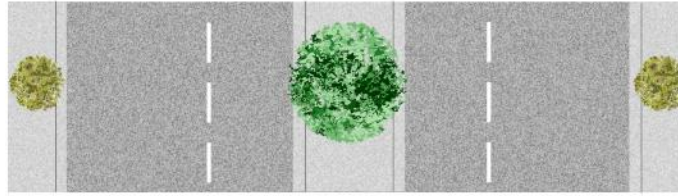


PRINCIPAL  
144 FT  
(8 LANES, DIVIDED)

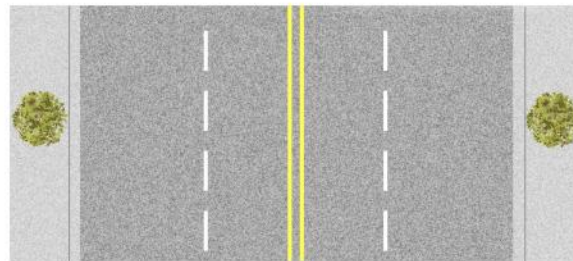


MAJOR  
120FT  
(6 LANES, DIVIDED)

## Exhibit 7-5 *continued* Standard MPAH Cross Sections

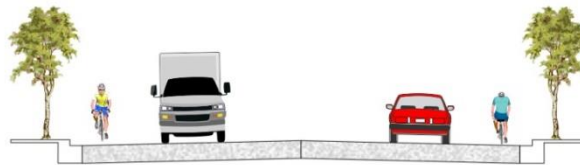
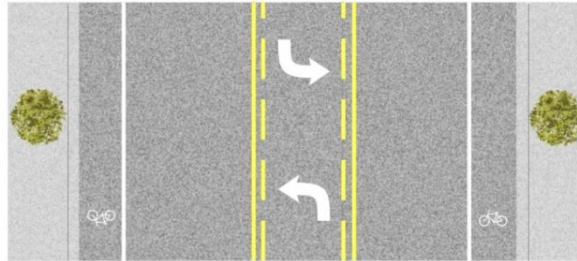


PRIMARY  
100 FT  
(4 LANES, DIVIDED)

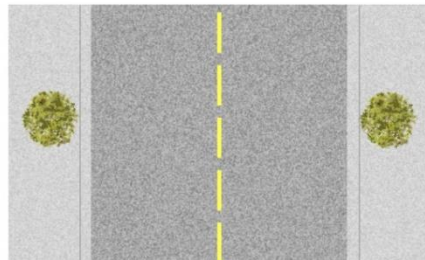


SECONDARY  
80 FT  
(4 LANES, UNDIVIDED)

**Exhibit 7-5 *continued***  
**Standard MPAH Cross Sections**



DIVIDED COLLECTOR  
80 FT  
(2 LANES, DIVIDED)



COLLECTOR  
56 FT  
(2 LANES, UNDIVIDED)

## Master Plan of Arterial Highway Capacities

Below are the approximate roadway capacities that will be used in the determination of LOS:

<u>Type of Arterial</u>	<u>Level of Service (LOS)</u>				
	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
	.51 - .60 v/c	.61 - .70 v/c	.71 - .80 v/c	.81 - .90 v/c	.91 - 1.00 v/c
8 Lanes Divided	45,000	52,500	60,000	67,500	75,000
6 Lanes Divided	33,900	39,400	45,000	50,600	56,300
4 Lanes Divided	22,500	26,300	30,000	33,800	37,500
4 Lanes (Undivided)	15,000	17,500	20,000	22,500	25,000
2 Lanes Divided	9,000	12,000	15,000	20,000	22,000
2 Lanes (Undivided)	7,500	8,800	10,000	11,300	12,500

*Note: Values are maximum Average Daily Traffic*

## Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on existing usage, proposed Vehicle Miles Traveled (VMT), level of services benefits, local match rate funding and overall facility importance. Technical categories and point values are shown on Tables 7-1 and 7-2. Data sources and methodology are described below.

Projected/Current Average Daily Trips (ADT): Current ADT is the preferred method of measuring congestion. However, traffic counts projected to the year of opening for the project will be allowed as part of the competitive evaluation. These must be submitted along with current 24-hour traffic counts for the proposed segment for comparison purposes. The agency must submit the project projected ADT, current ADT, the delta, and justification of the increase. Regarding "current" counts, these are defined as those taken for a typical mid-week period within the preceding 12-months. Projects submitted without "current counts" will be considered incomplete and non-responsive. Project applications using projected ADT must use traffic counts taken within the preceding 12 months. Project applications not using projected ADT may use traffic counts taken within the 36 months preceding the release date of the current call. **Note:** New facilities must be modeled through OCTAM and requests should be submitted to OCTA a minimum of six (6) weeks prior to application submittal deadline. **This deadline is September 10,**

**2020 for the 2021 Call for Projects.** If modeling requests are not submitted six (6) weeks prior to the application submittal deadline, the application will not be considered. For agencies where event, weekend, or seasonal traffic presents a significant issue, Average Annual Daily Traffic (AADT) counts can be used, provided the agency gives sufficient justification for the use of AADT.

**VMT:** Centerline length of segment proposed for improvement multiplied by the existing ADT for the proposed segment length. Measurement must be taken proximate to capacity increase. VMT for improvements covering multiple discrete count segments are calculated on a weighted average basis.

**Current Project Readiness:** This category is additive. Points are earned for the highest qualifying designation at the time applications are submitted. Local agency should select the most current phase of the project.

- Environmental Approvals – applies where all environmental clearances have been obtained on the project.
- Preliminary design (35 percent (35%) level) – will require certification from the City Engineer and is subject to verification.
- Final Design (PS&E) – applies where the jurisdiction’s City Engineer or other authorized person has approved the final design.
- ROW (all offers issued) – applies where offers have been made for every parcel where acquisition is required and/or offers of dedication or orders of immediate possession have been received by the jurisdiction. Documentation of ROW possession will be required with application submittal.
- ROW (all easements and titles) – applies where no ROW is needed for the project or where all ROW has been acquired/dedicated.
- ~~ROW (All easements and titles) – applies where no ROW is needed for the project or where all ROW has been acquired/dedicated.~~
- ~~ROW (all offers issued) – applies where offers have been made for every parcel where acquisition is required and/or offers of dedication or orders of immediate possession have been received by the jurisdiction.~~
- ~~Final Design (Plan, Specification and Estimate (PS&E)) – applies where the jurisdiction’s City engineer or other authorized person has approved the final design.~~
- ~~Preliminary design (35 percent (35%) level) – will require certification from the City Engineer and is subject to verification.~~
- ~~Environmental Approvals – applies where all environmental clearances have been obtained on the project.~~



Cost Benefit: Total project cost (including unfunded phases) divided by the existing ADT (or modeled ADT for new segments).

Funding Over-Match: The percentages shown apply to match rates above a jurisdiction's minimum local match rate requirement. M2 requires a 50 percent (50%) local match for RCP projects. This minimum match can be reduced by up to 25 percentage points if certain eligible components are met. If a jurisdiction's minimum match target is 30 percent and a local match of 45 percent (45%) is pledged, points are earned for the 15 percent (15%) over-match differential. The pledged amount is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project.

Transportation Significance: Roadway classification as shown in the current MPAH.

Operational Attributes (within the roadway): This category is additive. Each category, except Active Transit Routes, must be a new feature added as a part of the proposed project.

- Pedestrian Facilities: Placement of a new sidewalk where **none currently exists** along an entire segment of proposed project.
- Meets MPAH configuration: Improvement of roadway to full MPAH standard for the segment classification.
- Active Transit Route(s): Segments served by fixed route public transit service.
- Bus Turnouts: Construction of bus turnouts.
- Bike Lanes: Installation of new bike lanes
- Median (Raised): Installation of a mid-block raised median where none exists today. Can be provided in conjunction with meeting MPAH standards.
- Remove On-street Parking: Elimination of on-street parking in conjunction with roadway widening project. Can be provided in conjunction with meeting MPAH standards and installation of new bike lanes.
- Sustainability Elements: Includes the use of multiple complete street elements, recycled materials during the roadway construction process (recycled aggregate or rubberized asphalt) or the installation of solar lighting within the roadway cross section, or water conservation elements that reduce water consumption, compared to current usage within project limits; such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist. Other elements of sustainability may be considered on a case by case basis. Points are awarded at construction phase only.

- ~~• Water Conservation: Includes elements that reduce water consumption, compared to current usage within project limits, such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist.~~
- Safety Improvements: Project features that increase the safety of pedestrians. These elements can include the new installation of; median barriers, curb extensions, residential traffic diverters, pedestrian crossing islands, pedestrian activated signals, crosswalk enhancements, safety signage, and the addition, modification, or improvement of existing pedestrian signals. Other elements of safety may be considered on a case by case basis.
- Other (Golf cart paths in conformance with California Vehicle Code and which are demonstrated to remove vehicle trips from roadway).

Improvement Characteristics: Select one characteristic which best describes the project:

- Gap Closures: the construction of a roadway to its full MPAH build-out for the purpose of connecting two existing ends of that roadway by filling in a missing segment or for completing the terminus of an MPAH roadway. This applies to increased roadway capacity only as it relates to vehicular traffic.
- New Facility/Extensions: Construction of new roadways.
- Bridge crossing: Widening of bridge crossing within the project limits to full MPAH width. Widening beyond MPAH shall not qualify for Project O funding.
- Adds capacity: Addition of through traffic lanes.
- Improves traffic flow: Installation of a median, restricting cross street traffic, adding midblock turn lanes, or elimination of driveways.

LOS Improvement: This category is a product of the existing or projected LOS based upon volume/capacity– or v/c -- and LOS improvement "with project". **Projects must meet a minimum existing or projected LOS of "D" (.81 v/c) "without project" condition to qualify for priority consideration for funding.** Existing LOS is determined using current 24-hour traffic counts for the proposed segment. However, for projects where traffic volumes follow unconventional patterns, unidirectional volumes may be proposed as an acceptable alternate methodology for determining LOS. If unidirectional volumes are used for LOS calculations, ADT for the proposed direction of improvement shall serve as the basis for ADT, cost benefit and vehicle miles travelled (VMT) scoring categories. Projects that do not meet the minimum LOS "D" can be submitted but are not guaranteed consideration as part of the competitive process.

If during the competitive process, it is determined that additional programming capacity exists after all eligible projects with LOS "D" have been funded, a consideration of projects



with a minimum LOS "C" (.71 v/c) may be undertaken. Such consideration will be at the discretion of OCTA. Projects with a LOS better than "C" (.70 v/c) will not be considered.

## Application Process

Project grants are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to evaluate the project proposal as outlined below. Detailed instructions and checklists are provided in this chapter.

### Complete application

- Funding needs by phase and fiscal year
- Local committed match funding source, confirmed through city council resolution or minute order
- Supporting technical information (including current traffic counts)
- Project development and implementation schedule
- ROW status and detailed plan for acquisition/disposal of excess right-of-way. The ROW acquisition/disposal plan must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at <https://ocfundtracker.octa.net>.
- Any additional information deemed relevant by the applicant
- Grants subject to Master Funding Agreement

Calls are expected to be issued on an annual basis, or as determined by the Board. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

## Minimum Eligibility Requirements

Projects must have an existing or projected LOS "D" (.81 v/c) or worse to qualify for priority consideration for funding in this program.

All project roadways must be identified on the MPAH network. Local streets not shown on the MPAH are not eligible for funding through this program.

## New Facilities

New facilities must be modeled through OCTAM. A local agency planning on submitting a request for funding for a new facility must submit a modeling request a minimum of six (6) weeks prior to the application submittal deadline. If modeling requests are not submitted six (6) weeks prior to the application submittal deadline, the application associated with the related project will not be considered. Any request for modeling **must**

be submitted to OCTA no later than September 10, 2020 for the 2021 Call for Projects.

Facility Modeling: For consistency purposes, all proposed new facilities will be modeled by OCTA using the most current version of OCTAM. Applicants may supplement their application with a locally-derived model with OCTAM used for validation purposes. The facility will be modeled with the lane capacity reflected in the application.

Average Daily Trips Determination: OCTAM will provide an “existing” ADT using a “with project” model run under current conditions. The ADT for the proposed segment will serve as the ADT value to be considered in the application.

LOS Improvement: LOS on existing facilities may be positively or negatively affected by a proposed new roadway segment through trip redistribution. A current condition model run is generated “with” and “without” the proposed project. The intent is to test the efficacy of the proposed segment. A comparison of these before and after project runs (using current traffic volumes) yields potential discernable changes in LOS. The greatest benefit is generally on a parallel facility directly adjacent to the proposed project. Trip distribution changes generally dissipate farther from the project. For evaluation purposes, the segment LOS (determined through a simple volume / capacity calculation) for the “with” and “without project” will be used for the existing LOS and LOS improvement calculations.

## Matching Funds

Local agencies are required to provide local match funding for each phase of the project. As prescribed by the M2 Ordinance, the minimum local match requirement is 50 percent (50%) with potential to reduce this amount if certain eligibility requirements are met. The amount pledged during the application process is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project. Actual project contributions by the local agency are dependent on final project costs and may not be equal to the committed match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures do not contribute to the local match rate.

## Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Council Approval: A Council Resolution or Minute Order action authorizing request for funding consideration with a commitment of local match funding must be provided with the project application. **If a *draft* copy of the resolution is provided, the local**

**agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

Project Documentation: If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. An electronic copy of the PSR and/or environmental document must be supplied as applicable. The applicant will be asked for additional detailed information if necessary, to adequately evaluate the project application.

Project Summary Information: With each application being recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint when/if a project is recommended for funding.**

## Reimbursements

This program is administered on a reimbursement basis for capital improvements, planning, design, and ROW acquisition. Reimbursements will be disbursed upon review and approval of an acceptable initial payment submittal, final report, and consistency with Master Funding Agreement or cooperative agreement if federal funds are awarded. The reimbursement process is more fully described in Chapter 9 of this manual.

## Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible during the planning phase shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty. All ROW funding received for property acquisition prior to cancellation shall be repaid upon cancellation even if property has been acquired. All construction funding received prior to cancellation shall be repaid upon cancellation.

Cancelled projects will be eligible to reapply upon resolution of issues that led to original project termination. Agencies can resubmit an application for funding consideration once either the cancellation of the existing funding grant has been approved by the OCTA Board or is in the process of approval through the semi-annual review. In the event the OCTA Board does not approve the cancellation, the lead agency will be required to withdraw the application.

## Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation, which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA's Internal Audit department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board (see Chapter 10).

Proceeds from the sale of excess ROW acquired with program funding must be paid back to the project fund as described in Chapter 9 and the Master Funding Agreement.

**Table 7-1**  
**Regional Capacity Program**  
**Street Widening Selection Criteria**

Category	Points Possible	Percentage
<b>Facility Usage</b>		<b>30%</b>
Existing ADT	10	10%
Existing VMT	10	10%
Current Project Readiness	10	10%
<b>Economic Effectiveness</b>		<b>15%</b>
Cost Benefit	10	10%
Funding Over-Match	5	5%
<b>Facility Importance</b>		<b>20%</b>
Transportation Significance	10	10%
Operational Efficiency	10	10%
<b>Benefit</b>		<b>35%</b>
Improvement Characteristics	10	10%
Level of Improvement and Service	25	25%
<b>Total</b>	<b>100</b>	<b>100%</b>

**ACE SCORING CRITERIA**  
**Point Breakdown for Arterial Capacity Enhancement Projects**  
**Maximum Points = 100**

**7-30**

## Intersection Capacity Enhancements (ICE)

### Overview

The MPAH serves as the backbone of Orange County's arterial street network. Intersections at each intersecting MPAH arterial throughout the County will continue to require improvements to mitigate current and future needs. The ICE improvement category complements roadway improvement initiatives underway and supplements development mitigation opportunities.

Projects in the ICE improvement category are selected on a competitive basis. Projects must meet specific criteria in order to compete for funding through this program.

For the purposes of the ICE improvement category, the limits of an intersection shall be defined as the area that includes all necessary (or planned) through lanes, turn pockets, and associated transitions required for the intersection. Project limits of up to a maximum of 600 feet for each intersection leg are allowable. Projects that, due to special circumstances, must exceed the 600-foot limit, shall include in their application the request for a technical variance. The project shall be presented to the TSC by the local agency to request approval of the variance.

### Objectives

- Improve MPAH network capacity and throughput along MPAH facilities
- Relieve congestion at MPAH intersections by providing additional turn and through lane capacity
- Improve connectivity between neighboring jurisdiction by improving operations
- Provide timely investment of M2 revenues

### Project Participation Categories

The ICE category provides capital improvement funding (including planning, design, ROW acquisition and construction) for intersection improvements on the MPAH network for the following:

- Intersection widening – constructing additional through lanes and turn lanes, extending turn lanes where appropriate, and signal equipment
- Street to street grade separation projects

### Eligible Activities

- Planning, environmental clearance
- Design (plans, specifications, and estimates)
- ROW acquisition

- Construction (including bus turnouts, curb ramps, median, and striping)

## Potentially Eligible Items

Below is a list of potentially eligible items. However, final determination of the eligibility of all project related costs will be made at the time of reimbursement. Prior to the submittal of an application for funding, or at any point in the project life cycle, local agencies may meet with OCTA staff to review the eligibility of project related costs.

### Application review and approval does not guarantee the eligibility of all items.

- Required environmental mitigation for projects funded by ICE
- Storm drains/catch basins/detention basins/bioswales/other pollutant discharge mitigation devices
- Sound walls (in conjunction with roadway improvement mitigation measures)
- Aesthetic improvements including landscaping within the project ROW (eligible improvements up to 10 percent (10%) of construction costs, provided costs are reasonable for the transportation benefit)
- Signal equipment (as incidental component of program), including the installation or upgrade of pedestrian countdown heads
- Bicycle detection systems
- Rehabilitation and/or resurfacing of existing pavement when necessitated by proposed improvement (such as change in profile and cross section)
- Improvements to private property if part of a ROW settlement agreement
- Utility relocation where the serving utility has prior rights as evidenced by a recorded legal document and are located within the roadway right-of-way.
- Roadway grading within the ROW (inclusive of any TCEs and/or ROW agreement related improvements) should not exceed a depth for normal roadway excavation (e.g. structural section). Additional grading (~~e.g. over excavation for poor soil conditions~~) will be considered on a case by case basis. Agencies shall provide supporting documentation (e.g. soils reports, ROW agreements) to justify the additional grading.

## Ineligible Items

- Grading outside of the roadway ROW not related to a TCE or ROW agreement.
- ROW acquisition greater than the typical ROW width for the applicable MPAH Roadway Classification. Additional turn lanes not exceeding 12 feet in width needed to maintain an intersection LOS D requiring ROW in excess of the typical ROW width for the applicable MPAH classification shall be fully eligible. Where full parcel acquisitions are necessary to meet typical ROW requirements for the MPAH classification any excess parcels shall be disposed of in accordance with State



statutes and the acquisition/disposal plan submitted in accordance with these guidelines.

- Enhanced landscaping and aesthetic improvements (landscaping that exceeds that necessary for normal erosion control and ornamental hardscape).

Environmental mitigation will be allowed only as required for the proposed roadway improvement and only as contained in the environmental document. Program participation in environmental mitigation shall not exceed 25 percent (25%) of the total eligible project costs.

Longitudinal storm drains are eligible for program participation when the storm drain is an incidental part (cost is less than 25 percent (25%) of the total eligible improvement cost) of an eligible improvement. Program participation shall not exceed 10 percent (10%) of the cost of storm drain longitudinal/parallel and main lines. Storm drain inlets, connectors, laterals and cross culverts shall have full participation in ICE improvement category funding. Storm drains outside standard MPAH ROW widths are not eligible, excluding catch basins within reasonable distance and in general proximity to a project intersection (e.g. within ten feet of the curb return). Catch basins and drainage systems extending into adjacent areas (including public streets) shall not be eligible past the first catch basin.

Soundwalls are eligible only if they are required as part of the environmental clearance for the proposed project and shall not exceed 25 percent (25%) of the total eligible project costs. Aesthetic enhancements and landscaping in excess of minimum environmental mitigation requirements are subject to limitations described in the "Potentially Eligible Item" section above.

The relocation of detention basins/bioswales/other pollutant discharge mitigation devices are potentially eligible dependent on who has prior rights and will be given consideration on a case by case basis (see utility relocations below).

Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough roadway grading may be considered partially eligible within the MPAH cross section and will be evaluated by OCTA on a case by case basis.

~~Roadway grading is eligible for structural sections. OCTA assumes rough roadway grading is complete prior to project start and is considered an ineligible item.~~

## Utility Relocations

The expenses associated with the relocation of utilities are eligible for RCP reimbursement only when all conditions listed below have been met:

- The relocation is made necessary due to conflict with proposed improvements.
- The facility to be relocated is within the project right-of-way.

- It has been determined that the local agency is legally liable for either a portion of or all of the relocation costs.

Liability can be determined by property rights, franchise rights/agreements, state and local statutes/ordinances, permits, a finding by the local agency's counsel, or other recorded legal document. Documentation providing proof of the local agency's liability for the costs of utility relocation must be submitted with an initial payment request (see Chapter 9). Utilities funded through enterprise funds shall not be eligible for reimbursement.

If a relocation is eligible to be reimbursed, and to be performed by the utility owner or by the utility owner's contractor, the work should be included in the ROW phase costs and clearly identified in the project application submittal. For eligible relocations to be performed during the construction phase by the local agency's contractor, the work should be included in the plans and specifications similar to other construction activities. Adjustment of existing utilities to grade (e.g. water valves, manhole frames and covers), due to new roadway cross sections are generally eligible in the construction phase.

In all cases, eligible costs shall only include "in-kind" relocation. No reimbursements will be made for betterments above the cost of "in-kind" relocation. Additionally, costs submitted for program reimbursement must include any salvage credits received.

## Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on existing usage, LOS benefits, local match funding, and overall facility importance. Technical categories and point values are shown on Tables 7-3 and 7-4. Data sources and methodology are described below.

Projected/Current Average Daily Trips (ADT): Current ADT is the preferred method of measuring congestion. However, traffic counts projected to the year of opening for the project will be allowed as part of the competitive evaluation. These must be submitted along with current 24-hour traffic counts for the proposed segment for comparison purposes. The agency must submit the project's projected ADT, current ADT, the delta, and justification of the increase. Regarding "current" counts, these are defined as those taken for a typical mid-week period within the preceding 12-months. Project applications using projected ADT must use traffic counts taken within the preceding 12 months. Project applications not using projected ADT may use traffic counts taken within the preceding 36 months. Project applications without "current" counts will be deemed incomplete and non-responsive. Average ADT for the east and west legs of the intersection will be added to the average ADT for the north and south legs.

For agencies where event or seasonal traffic presents a significant issue, AADT counts can be used, provided the agency gives sufficient justification for the use of AADT.

Current Project Readiness: This category is additive. Points are earned for each satisfied readiness stage at the time applications are submitted. Local agency should select the most current phase of the project.

- Environmental Approvals – applies where all environmental clearances have been obtained on the project.
- Preliminary design (35 percent (35%) level) – will require certification from the City Engineer and is subject to verification.
- Final Design (PS&E) – applies where the jurisdiction’s City Engineer or other authorized person has approved the final design.
- ROW (all offers issued) – applies where offers have been made for every parcel where acquisition is required and/or offers of dedication or orders of immediate possession have been received by the jurisdiction. Documentation of ROW possession will be required with application submittal.
- ROW (all easements and titles) – applies where no ROW is needed for the project or where all ROW has been acquired/dedicated.

Cost Benefit: Total project cost (included unfunded phases) divided by the existing ADT (or modeled ADT for new segments).

Funding Over-Match: The percentages shown apply to match rates above a jurisdiction’s minimum match rate requirement. M2 requires a 50 percent (50%) local match for RCP projects. This minimum match can be reduced by up to 25 percentage points if certain eligible components are met. If a jurisdiction’s minimum match target is 30 percent (30%) and a local match of 45 percent (45%) is pledged, points are earned for the 15 percent (15%) over-match. The pledged amount is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project.

Coordination with Contiguous project: Projects that complement a proposed arterial improvement project with a similar implementation schedule earn points in this category. This category is intended to recognize large projects that segregate intersection components from arterial components for funding purposes.

Transportation Significance: Roadway classification as shown in the current MPAH.

Operational Attributes (within the roadway): This category is additive. Each category must be a new feature added as a part of the proposed project.

- Bike Lanes: Extension of bike lanes through intersection
- Bus Turnouts: Construction of a bus turnout as a new feature.
- Lowers density: Addition of through travel lanes.
- Channels traffic: Addition and/or extension of turn pockets (other than free right turn).

- Free right turn: installation of new free right or conversion of an existing right turn to free right
- Protected/permissive left turn: Convert from protected to protected/permissive
- Pedestrian Facilities: Placement of a new sidewalk if none currently exists.
- Grade separations: Street to street grade separations and do not apply to rail grade separation projects which are covered by the grade separation program category.
- Sustainability -Elements: Includes the use of multiple complete street elements, the installation of solar lighting within the roadway cross section, or water conservation elements that reduce water consumption, compared to current usage within project limits; such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist. Other elements of sustainability may be considered on a case by case basis. Points are awarded at construction phase only.~~Includes the use of recycled materials during the roadway construction process (recycled aggregate or rubberized asphalt) or the installation of solar lighting within the roadway cross section. Other elements of sustainability may be considered on a case by case basis.~~
- ~~• Water Conservation: Includes elements that reduce water consumption. Such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist.~~
- Safety Improvements: Project features that increase the safety of pedestrians. These elements can include the new installation of: median barriers, curb extensions, residential traffic diverters, pedestrian crossing islands, pedestrian activated signals, crosswalk enhancements, safety signage, and the addition, modification, or improvement of existing pedestrian signals. Other elements of safety may be considered on a case by case basis.

**LOS Improvement:** This category is a product of the existing or projected LOS based upon v/c and LOS improvement "with project" using ICU calculation with 1,700 vehicles per lane per hour and a .05 clearance interval. Calculations will be based upon "current" arterial link and turning movement counts projected to opening year. **Projects must meet a minimum existing or projected LOS of "D" (.81 v/c) to qualify for priority consideration for funding.** Existing LOS is determined using peak hour traffic counts/turning movements AM/PM peak periods) for the proposed segment utilizing ICU methodology and using 1,700 vehicles per lane/per hour and a .05 clearance interval.

For projects where traffic volumes follow unconventional patterns (e.g. unidirectional congestion, large disparity between AM and PM peaks, etc.) HCM 2010 may be proposed

as an alternate methodology for determining LOS. HCM calculations must use SYNCHRO and be supported with complete calculation documentation using standard industry approaches and current signal timing plans. If an alternative methodology is proposed, all analysis **must be submitted to OCTA for review no later than September 10, 2020** for the 2021 Call for Projects. OCTA will contract with an independent third-party firm to review the technical analysis. The cost for the review will be charged to the applicant.

Projects that do not meet the minimum LOS "D" can be submitted but are not guaranteed consideration as part of the competitive process.

If during the competitive process, it is determined that additional programming capacity exists after all eligible projects with LOS "D" have been funded, a consideration of projects with a minimum LOS "C" (.71 v/c) may be undertaken. Such consideration will be at the discretion of OCTA. Projects with a LOS better than "C" (.70 v/c) will not be considered.

## Application Process

Project grants are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to evaluate the project proposal as outlined below. Detailed instructions and checklists are provided in this chapter.

- Complete application
  - Funding needs by phase and fiscal year
  - Local match funding source, confirmed through city council resolution or minute order
  - Supporting technical information (including current arterial link and turning movement counts)
  - Project development and implementation schedule
  - ROW status and a detailed plan for acquisition/disposal of excess right-of-way. The ROW acquisition/disposal plan must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at <https://ocfundtracker.octa.net>.
  - Any additional information deemed relevant by the applicant
- Grants subject to master funding agreement

Calls for projects are expected to be issued on an annual basis, or as determined by the Board. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

## Minimum Eligibility Requirements

Projects must have an existing or projected LOS "D" (.81 v/c) or worse to qualify for priority consideration for funding in this program.

All project roadways must be identified on the MPAH network. Local streets not shown on the MPAH are not eligible for funding through this program.

## Matching Funds

Local agencies are required to provide local match funding for each phase of the project. As prescribed by the M2 Ordinance, the minimum local match requirement is 50 percent (50%) with potential to reduce this amount if certain eligibility requirements are met. The amount pledged during the application process is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project. Actual project contributions by the local agency are dependent on final project costs and may not be equal to the committed match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures do not contribute to the local match rate.

## Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Council Approval: A Council Resolution or Minute Order action authorizing request for funding consideration with a commitment of local match funding must be provided with the project application. **If a *draft* copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

Project Documentation: If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. An electronic copy of the PSR and/or environmental document must be supplied as applicable. The applicant will be asked for additional detailed information only if necessary, to adequately evaluate the project application.

Project Summary Information: With each application being recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for review and discussion purposes. The presentation shall be no more than



three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint when/if a project is recommended for funding.**

## Reimbursements

This program is administered on a reimbursement basis for capital improvements, planning, design, and ROW acquisition. Reimbursements will be disbursed upon review and approval of an acceptable initial payment submittal, final report and consistency with Master Funding Agreement or cooperative agreement. The reimbursement process is more fully described in Chapter 9 of this manual.

## Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible during the planning phase shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty. ROW funding received for property acquisition prior to cancellation shall be repaid upon cancellation even if property has been acquired. Construction funding received prior to cancellation shall be repaid upon cancellation.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

## Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA's Internal Audit department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board (see Chapter 10).

Proceeds from the sale of excess ROW acquired with program funding must be paid back to the project fund as described in Chapter 9 and the Master Funding Agreement.

**Table 7-3**  
**Regional Capacity Program**  
**Intersection Improvement Selection Criteria**

Category	Points Possible	Percentage
<b>Facility Usage</b>		<b>25%</b>
Existing ADT	15	15%
Current Project Readiness	10	10%
<b>Economic Effectiveness</b>		<b>20%</b>
Cost Benefit	10	10%
Funding Over-Match	5	5%
Coordination with Contiguous Project	5	5%
<b>Facility Importance</b>		<b>30%</b>
Transportation Significance	10	10%
Operational Efficiency	20	20%
<b>Benefit</b>		<b>25%</b>
LOS Improvement	25	25%
<b>Total</b>	<b>100</b>	<b>100%</b>



## Table 7-4 Intersection Widening Point Breakdown

### ICE SCORING CRITERIA

#### Point Breakdown for Intersection Capacity Enhancement Projects

Maximum Points = 100

Facility Usage <span>Points: 25</span>			Facility Importance <span>Points: 30</span>		
ADT Range*		Points	Transportation Significance Range		Points
60+	thousand	15	Principal or CMP Route		10
55 – 59	thousand	13	Major		8
50 – 54	thousand	11	Primary		6
45 – 49	thousand	9	Secondary		4
40 – 44	thousand	7	Collector		2
35 – 39	thousand	5			
30 – 34	thousand	3	Operational Attributes		
25 – 29	thousand	1	(within the roadway)	Max Points: 20	
*AVG ADT for east and west legs plus AVG ADT for north and south legs of intersection.			Grade Separations		10
			Bus Turnouts		4
			Bike Lanes		4
			Ped. Facilities (New)		4
			Free Right		4
			Lowens Density		3
			Channels Traffic		3
			Protected/Permissive Left Turn		2
			<del>Water Conservations Elements</del>		2
			Safety Improvements		2
			Sustainability <u>Elements</u>		2
Current Project Readiness <span>Max Points: 10</span>			Benefit <span>Points: 25</span>		
ROW (All Easement and Titles)		5	LOS Improvement <span>Max Points: 25</span>		
Final Design (PS&E)		4	Calculation: LOS Imp x LOS Starting Point		
Environmental Approvals		2			
Preliminary Design (35%)		2			
ROW (All Offers Issued)		2			
Points are additive. Design and ROW limited to highest qualifying designation.					
Economic Effectiveness <span>Points: 20</span>					
Cost Benefit (Total \$/ADT) Range*		Points			
< 20		10			
21 – 30		9			
31 – 50		7			
51 – 75		5			
76 – 100		3			
>100		1			
*= Total Cost/Average ADT					
Funding Over-Match (local match/project cost) minus minimum local match requirement.					
Range*		Points			
25+%		5			
20 – 24%		4			
15 – 19%		3			
10 – 14%		2			
05 – 09%		1			
00 – 04%		0			
Coordination with Contiguous Project Range		Points			
Yes		5			
No		0			
Coordination with ACE Project with similar implementation schedule.					

## Freeway Arterial/Streets Transitions (FAST)

### Overview

The MPAH serves as the backbone of Orange County's arterial street network. Current and future needs at existing interchanges along MPAH highways and freeways will need to be addressed in order to improve connectivity between freeways and MPAH arterials. The interchange improvement program complements roadway improvement initiatives underway as well, and supplements development mitigation opportunities.

Projects in the FAST improvement category are selected on a competitive basis. Projects must meet specific criteria in order to compete for funding through this program.

### Objectives

- Improve transition to and from Orange County freeways with emphasis on MPAH performance
- Provide timely investment of M2 revenues

### Project Participation Categories

The FAST category provides capital improvement funding (including planning, design, ROW acquisition and construction) for interchange improvements on the MPAH network for the following:

- MPAH facility interchange connections to Orange County freeways (including on-ramp, off-ramp and arterial improvements)

### Eligible Activities

- Planning, environmental clearance
- Design
- ROW acquisition
- Construction (including ramps, intersection and structural improvements/reconstruction incidental to project)
- Signal equipment (as incidental component of the program)

### Potentially Eligible Items

Below is a list of potentially eligible items. However, final determination of the eligibility of all project related costs will be made at the time of reimbursement. Prior to the submittal of an application for funding, or at any point in the project life cycle, local agencies may meet with OCTA staff to review the eligibility of project related costs.

**Application review and approval does not guarantee the eligibility of all items.**

- Direct environmental mitigation for projects funded by FAST (details below)
- Storm drains/catch basins/detention basins/bioswales/other pollutant discharge mitigation devices (details below)
- Aesthetic improvements including landscaping within the project ROW (eligible improvements up to 10 percent (10%) of construction costs, provided costs are reasonable for the transportation benefit)
- Rehabilitation and/or resurfacing of existing pavement when necessitated by proposed improvement (such as change in profile and cross section)
- Improvements to private property if part of a ROW settlement agreement
- Utility relocation where the serving utility has prior rights as evidenced by a recorded legal document
- Roadway grading within the ROW shall not exceed a depth for normal roadway excavation (e.g. structural section) or as required by TCEs, and/or ROW agreement related improvements. Additional grading ~~(e.g. over excavation for poor soil conditions)~~ will be considered on a case by case basis.
- Auxiliary lanes if necessitated by interchange improvements
- Soundwalls (in conjunction with roadway improvement mitigation measures)

Environmental mitigation will be allowed only as required for the proposed roadway improvement, and only as contained in the environmental document. Program participation in environmental mitigation shall not exceed 25 percent (25%) of the total eligible project costs.

Longitudinal storm drains are eligible for program participation when the storm drain is an incidental part (cost is less than 25 percent (25%) of the total eligible improvement cost) of an eligible improvement. Program participation shall not exceed 10 percent (10%) of the cost of storm drain longitudinal/parallel and main lines. Storm drain inlets, connectors, laterals and cross culverts shall have full participation in FAST improvement category funding. Storm drains outside standard MPAH ROW widths are not eligible, excluding catch basins within reasonable distance and in general proximity to a project intersection (e.g. within ten feet of the curb return). Catch basins and drainage systems extending into adjacent areas (including public streets) shall not be eligible past the first catch basin.

Soundwalls are eligible only if they are required as part of the environmental mitigation for the proposed project and shall not exceed 25 percent (25%) of the total eligible project cost. Aesthetic enhancements and landscaping in excess of minimum environmental mitigation requirements are eligible at up to 10 percent (10%) of the total eligible construction costs, provided costs are reasonable for the transportation benefit.

The relocation of detention basins/bioswales are potentially eligible dependent on prior rights and will be giving consideration on a case by case basis (see utility relocations below).

Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough roadway grading may be considered partially eligible within the MPAH cross section and will be evaluated by OCTA on a case by case basis.

~~Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). OCTA assumes rough roadway grading is complete prior to project start and is generally considered an ineligible item.~~

## Utility Relocations

The expenses associated with the relocation of utilities are eligible for RCP reimbursement only when:

- The relocation is made necessary due to conflict with proposed improvements.
- The facility to be relocated is within the project right-of-way.
- It has been determined that the local agency is legally liable for either a portion of or all of the relocation costs.

Liability can be determined by property rights, franchise rights/agreements, state and local statutes/ordinances, permits, a finding by the local agency's counsel, or other recorded legal document. Documentation providing proof of the local agency's liability for the costs of utility relocation must be submitted with an initial payment request (see Chapter 9). Utilities funded through enterprise funds shall not be eligible for reimbursement.

If a relocation is eligible to be reimbursed, and to be performed by the utility owner or by the utility owner's contractor, the work should be included in the ROW phase costs and clearly identified in the project application submittal. For eligible relocations to be performed during the construction phase by the local agency's contractor, the work should be included in the plans and specifications similar to other construction activities. Adjustment of existing utilities to grade (e.g. water valves, manhole frames and covers), due to new roadway cross sections are generally eligible in the construction phase.

In all cases, eligible costs shall only include "in-kind" relocation. No reimbursements will be made for betterments above the cost of "in-kind" relocation. Additionally, costs submitted for program reimbursement must be reduced by any salvage credits received.

## Ineligible Projects

- Seismic retrofit projects (unless combined with eligible capacity enhancements)

- Enhanced landscaping, aesthetics and gateway treatments (landscaping that exceeds that necessary for normal erosion control and ornamental hardscape).

## Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on existing usage, level of services benefits, local match funding and overall facility importance. Technical categories and point values are shown on Tables 7-5 and 7-6. Data sources and methodology are described below.

Projected/Current Average Daily Trips (ADT): Current ADT is the preferred method of measuring congestion. However, traffic counts and ramp volumes projected to the year of opening for the project will be allowed as part of the competitive evaluation. These must be submitted along with current 24-hour traffic counts for the proposed segment for comparison purposes. The agency must submit the project projected ADT, current ADT, the delta, and justification of the increase. Regarding “current” counts, these are defined as those taken for a typical mid-week period within the preceding 12-months. Project applications using projected ADT must use traffic counts taken within the preceding 12 months. Project applications not using projected ADT may use traffic counts taken within the preceding 36 months. Project applications without “current” counts will be deemed incomplete and non-responsive. Average ramp intersection volume for each interchange ramp will be used for the current counts. New facilities will rely on projected ramp volume based upon Caltrans approved projection.

For agencies where event or seasonal traffic presents a significant issue, AADT counts can be used, provided the agency gives sufficient justification for the use of AADT.

Current Project Readiness: This category is additive. Points are earned for each satisfied readiness stage at the time applications are submitted. Local agency should select the most current phase of the project.

- ROW (all offers issued) – applies where offers have been made for every parcel where acquisition is required and/or offers of dedication or orders of immediate possession have been received by the jurisdiction. Documentation of ROW possession will be required with application submittal.
- ROW (all easements and titles) – applies where no ROW is needed for the project or where all ROW has been acquired/dedicated.
- Project Approvals/Environmental Documentation (PA/ED) – applies where a Project Report-level analysis has been completed and environmental approvals have been attained. Furthermore, Environmental Approvals and Preliminary Design (35 percent (35%) level) are included with the PA/ED phase for FAST.
- Project Study Report (PSR) or equivalent – applies where the proposed project has completed initial planning activities, such as Environmental Impact Report (EIR), or design). Evidence of approval should be included with the application.

Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary, to adequately evaluate the project application.

- ~~• ROW (all easements and titles) — applies where no ROW is needed for the project or where all ROW has been acquired/dedicated).~~
- ~~• ROW (all offers issued) — applies where offers have been made for every parcel where acquisition is required and/or offers of dedication have been received by the jurisdiction.~~
- ~~• Final Design (PS&E) — applies where the jurisdiction's City engineer or other authorized person has approved the final design.~~
- ~~• Preliminary design (35 percent (35%) level) — will require certification from the City engineer and is subject to verification.~~
- ~~• Project Approvals/Environmental Documentation (PA/ED) — applies where a Project Report-level analysis has been completed and environmental approvals have been attained.~~

Cost Benefit: Total project cost (including unfunded phases) divided by the existing ADT (or modeled ADT for new segments).

Funding Over-Match: The percentages shown apply to match rates above a jurisdiction's minimum local match requirement. M2 requires a 50 percent (50%) local match for RCP projects. This minimum match can be reduced by up to 25 percentage points if certain eligible components are met. If a jurisdiction's minimum match target is 30 percent (30%) and a local match of 45 percent (45%) is pledged, points are earned for the 15 percent (15%) over-match. The pledged amount is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project.

Coordination with Freeway Project: Interchanges planned to coincide with or accommodate programmed freeway improvements receive points in this category.

Transportation Significance: Roadway classification as shown in the current MPAH.

Operational Attributes (within the roadway) Efficiencies: This category is additive. Each category, except Active Transit Routes, must be a new feature added as a part of the proposed project.

- Eliminate left turn conflicts: Ramp intersection reconfiguration which does not permit left turns onto ramps.
- Coordinated signal: Ramp intersections within a coordinated corridor where coordination did not previously exist.
- Add turn lanes: Increase in number of turn lanes on arterial.
- Add traffic control: Signalization of ramp intersection.

- Enhanced ramp storage: Extension or widening of existing ramp to improve off-street storage capacity.
- Pedestrian facilities: Add crosswalk and/or sidewalk to ramp or bridge crossing within context of interchange improvements.
- Active Transit Route: facility contains a currently active OCTA transit route
- Sustainability Elements: Includes the use of multiple complete street elements, the installation of solar lighting within the roadway cross section, or water conservation elements that reduce water consumption, compared to current usage within project limits; such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist. Other elements of sustainability may be considered on a case by case basis. Points are awarded at construction phase only. ~~Includes the use of recycled materials during the roadway construction process (recycled aggregate or rubberized asphalt) or the installation of solar lighting within the roadway cross section. Other elements of sustainability may be considered on a case by case basis.~~
- ~~• Water Conservation: Includes elements that reduce water consumption. This includes the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist.~~
- Safety Improvements: Project features that increase the safety of pedestrians. These elements can include the new installation of: intersection median barriers, curb extensions, pedestrian crossing islands, crosswalk enhancements, safety signage, and the addition, modification, or improvement of existing pedestrian signals. Other elements of safety may be considered on a case by case basis.

LOS Improvement: This category is a product of the existing or projected LOS based upon v/c and LOS improvement "with project" for arterial based improvements and ICU for intersection-based improvements. **Projects must meet a minimum existing or projected LOS of "D" (.81 v/c) to qualify for priority consideration for funding.** Existing LOS is determined using current 24-hour traffic counts for arterials and peak hour turning movements at intersections for the proposed segment. However, for projects where traffic volumes follow unconventional patterns (e.g. unidirectional congestion, large disparity between AM and PM peaks, etc.) alternate methodologies for determining LOS can be proposed. If HCM 2010 is proposed for intersections as an alternative methodology, all analysis **must be submitted to OCTA no later than September 10, 2020** and the cost for independent review shall be reimbursed by the applicant. Projects that do not meet the minimum LOS "D" can be submitted but are not guaranteed consideration as part of the competitive process.



If during the competitive process, it is determined that additional programming capacity exists after all eligible projects with LOS "D" have been funded, a consideration of projects with a minimum LOS "C" (.71 v/c) may be undertaken. Such consideration will be at the discretion of OCTA. Projects with a LOS better than "C" (.70 v/c) will not be considered.

Improvement Characteristics: Select the attribute that best fits your project definition.

- New facility: New interchange where none exists.
- Partial facility: New interchange which does not provide full access.
- Interchange reconstruction: improvement of existing interchange to provide additional arterial capacity (widening of overcrossing or undercrossing).
- Ramp reconfiguration: Widening of ramp or arterial to improve turning movements or other operational efficiencies.
- Ramp metering: Installation of metering on ramp.

## Application Process

Project grants are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to evaluate the project proposal as outlined below.

- Complete application
  - Funding needs by phase and fiscal year
  - Local match funding source
  - Supporting technical information
  - Project development and implementation schedule
  - ROW status and a detailed plan for acquisition/disposal of excess right-of-way. The ROW acquisition/disposal plan must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at <https://ocfundtracker.octa.net>.
  - Any additional information deemed relevant by the applicant
- Grants subject to a Master Funding Agreement or cooperative agreement if federal funds are awarded

Calls for projects are expected to be issued on an annual basis, or as determined by the OCTA Board of Directors. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

## Minimum Eligibility Requirements

Projects must have an existing or projected LOS "D" (.81 v/c) or worse to qualify for priority consideration for funding in this program. Worst peak hour period is used for this evaluation and eligibility purposes.



## Matching Funds

Local agencies are required to provide local match funding for each phase of the project. As prescribed by the M2 Ordinance, a 50 percent (50%) minimum local match is required. A lower local match may be permitted if certain eligibility criteria are met. The amount pledged during the application process is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project. Actual project contributions by the local agency are dependent on final project costs and may not be equal to the committed match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures do not contribute to the local match rate.

## Reimbursements

This program is administered on a reimbursement basis for capital improvements, planning, design, and ROW acquisition. Reimbursements will be disbursed upon review and approval of an acceptable initial payment submittal, final report and consistency with Master Funding Agreement. The reimbursement process is described in Chapter 9.

## Caltrans Coordination

Caltrans is not eligible to submit applications or receive payment under this program. Only cities or the County of Orange may submit applications and receive funds. This program was designed to benefit local agencies.

Coordination with Caltrans will be essential for most, if not all, of the projects submitted for this program. Local agencies should therefore establish contacts with the Caltrans District 12 Office (Project Development Branch) to ensure that candidate projects have been reviewed and approved by Caltrans. All other affected agencies should be consulted as well.

**Agencies submitting projects for this program must have confirmation from Caltrans that the proposed improvement is consistent with other freeway improvements as evidenced by an agreement or other formal document.**

Applications should be submitted so that interchange projects are done in conjunction with construction of other freeway improvements whenever possible. However, if the interchange project can be done in advance of the freeway project, verification and/or supporting documentation must be submitted showing the interchange improvement has merit for advanced construction and that it will be compatible with the freeway design and operation. Additionally, the interchange improvements should take into account the ultimate freeway improvements if the interchange is to be improved in advance.

## Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible during the planning phase shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty. ROW funding received for property acquisition prior to cancellation shall be repaid upon cancellation even if property has been acquired. Construction funding received prior to cancellation shall be repaid upon cancellation.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

## Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA's Internal Audit department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board (see Chapter 10).

Proceeds from the sale of excess ROW acquired with program funding must be paid back to the project fund as described in Chapter 9 and Master Funding Agreement.

## Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Council Approval: A Council Resolution or minute order authorizing request for funding consideration with a commitment of local match funding must be provided with the project application. **If a draft copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

Project Documentation: If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion of planning

phases. An electronic copy of the PSR and/or environmental document must be supplied as applicable. The applicant will be asked for additional detailed information only if necessary, to adequately evaluate the project application.

Project Summary Information: With each application being recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint when/if a project is recommended for funding.**

**Table 7-5**  
**Freeway/Arterial Street Transitions**  
**Interchange Improvement Selection Criteria**

Category	Points Possible	Percentage
<b>Facility Usage</b>		<b>20%</b>
Existing ADT	10	10%
Current Project Readiness	10	10%
<b>Economic Effectiveness</b>		<b>25%</b>
Cost Benefit	10	10%
Matching Funds	10	10%
Coordination with Freeway Project	5	5%
<b>Facility Importance</b>		<b>25%</b>
Transportation Significance	10	10%
Operational Efficiencies	15	15%
<b>Benefit</b>		<b>30%</b>
Existing LOS	10	10%
LOS Reduction w/ Project	10	10%
Improvement Characteristics	10	10%
<b>Total</b>	<b>100</b>	<b>100%</b>

**FAST SCORING CRITERIA**  
**Point Breakdown for Freeway/Arterial Street Transitions Projects**  
**Maximum Points = 100**

As of ~~88/1012/2020~~<sup>19</sup>

## Regional Grade Separation Program (RGSP)

### Background

Seven rail crossing projects along the MPAH network were identified by the CTC to receive Trade Corridors Improvement Funds (TCIF). These TCIF allocations required an additional local funding commitment. To meet this need, the Board approved the commitment of \$160 million in RCP (Project O) funds to be allocated from M2. The RGSP captures these prior funding commitments.

Future calls for projects for grade separations are not anticipated.

## Chapter 8 – Regional Traffic Signal Synchronization Program (Project P)

### Overview

The RTSSP (Project P) includes competitive funding for the coordination of traffic signals across jurisdictional boundaries including Project based operational and maintenance funding. OCTA will provide funding priority to programs and projects, which are multi-jurisdictional in nature.

The RTSSP is based on the Traffic Signal Synchronization Master Plan (Master Plan). The Board adopted the Master Plan as an element of the MPAH on July 26, 2010. The Master Plan defines the foundation of the RTSSP. The Master Plan consists of the following components:

- Regional signal synchronization network
- Priority corridors for accelerated signal synchronization
- Definition of Traffic Forums
- Model agreements presenting roles and responsibilities for Project P
- Signal synchronization regional assessment every three years
  - NOTE: For Call for Projects 202~~1~~, Priority Corridors are an eligible inclusion, but no additional points will be awarded. A Priority Corridor is on the Signal Synchronization Network.

The Master Plan will be reviewed and updated by OCTA ~~every three years and will provide details on the status and performance of the traffic signal synchronization activities over that period~~. Local agencies are required to adopt and maintain a Local Traffic Signal Synchronization Plan (Local Plan) that is consistent with the Master Plan and shall issue a report on the status and performance of its traffic signal synchronization activities. Details on both the Master Plan and requirements for Local Plan development are available in the "Guidelines for the Preparation of Local Signal Synchronization Plans". A hard copy of these guidelines can be requested from OCTA.

The remainder of this chapter details the key components of the RTSSP:

- Funding guidelines for the competitive call for projects
- 202~~1~~ Call for Projects

Projects compete for funding as part of the RTSSP. Projects submitted by local agencies as part of the call must meet specific criteria. Projects are rated based on scoring criteria and are selected based on their competitive ratings.

## Objectives

- Synchronize traffic signals across jurisdictions
  - Monitor and regularly improve the synchronization.
  - Synchronize signals on a corridor, intersecting crossing arterial and/or route basis reflecting existing traffic patterns in contiguous zones or road segments that have common operations.

## 2021~~0~~ Call for Projects

Contingent on OCTA's Board approval, the 2021~~0~~ Call for Projects (call) for RTSSP (Project P)– under M2 is anticipated to provide approximately **\$8 million** for signal coordination across Orange County. The following information provides an overview of the 2021~~0~~ RTSSP Call for Projects:

1. Projects must result in new, optimized, and field-implemented coordination timing.
2. Project shall be a single contiguous corridor or set of contiguous corridors related to each other. Multiple corridors and related systems of corridors that form a "grid" may be submitted as a single optimized timing project. However, the total number of corridors per project will be limited to three (3) and the total number of intersections between these corridors are limited to fifty (50).
3. Projects selected will be programmed after July 1 of the programmed year (July 1 – June 30).
4. Project delays resulting in a time extension request will fall within the process outlined in the CTFP Guidelines.
5. Projects are funded for a grant period of three (3) years and are divided into two phases:
  - a. Primary Implementation (PI) – includes the required implementation of optimized signal timing as well as any signal improvements proposed as part of a project. A ~~Project R~~report is required at the conclusion of this phase to document work completed during the PI phase. This ~~PI Project~~ Report shall be submitted ~~according to the payment process~~ with the final report.
  - b. Ongoing Operations and Maintenance (O&M) – includes the required monitoring and improving optimized signal timing in addition to any optional communications and/or detection support. O&M will begin after the optimized signal timing is implemented and be required for the remainder of the project (typically 2 Years). A ~~O&M Report Technical Memorandum~~ is required at the conclusion of this phase to document work completed during the O&M phase and shall be submitted with the final report.
6. Projects shall include a Before and After Study. This study shall collect morning, mid-day, and evening peak periods using travel times, average speeds, green lights to red lights, stops per mile, and the derived corridor system performance index (CSPI) metric. This information shall be collected both before and after ~~any~~ signal



timing changes have been ~~made~~implemented and approved by all agencies~~and after the PI~~. The study shall compare the information collected both before and after the timing changes. Comparisons should identify the absolute and percent differences for the entire corridor, by segment, direction, and time period. Segments will be defined by major traffic movements as observed during the project (e.g. commuting segments between freeways, pedestrian-friendly segments in a downtown area, etc.). The Before and After study shall also include field inventory, count data, modeling data, and Greenhouse Gas calculations. The Before and After Study shall be submitted ~~after the PI phase is completed~~ as part of the PI ~~Project~~ Report.

7. Any corridor or portion of a corridor funded through this call cannot re-apply for funding until the three-year grant period or commitment to operate signal synchronization beyond the three-year grant period is completed, whichever ends later and a final report has been submitted to OCTA.
8. This chapter identifies the selection criteria for projects, eligible activities, minimum project requirements, data compatibility required as part of any funded project, and other key information.

Additional details of the specific program's intent, eligible project expenditures, ineligible project expenditures, and additional information that may be needed when applying for funds are included in this chapter. Each section should be read thoroughly before applying for funding. Applications should be prepared for the program that best fits the proposed project.

For specifics on the funding policies that apply to this call, refer to the Program Precepts as found in Section IV of these guidelines.

## Applications

In order for OCTA to consider a project for funding, applications will be prepared by the local agency responsible for the project application. OCTA shall require agencies to submit applications for the call for projects by **5:00 p.m. on Thursday, October 22, 2020**. Late and/or incomplete submittals will not be reviewed or considered. The local agency responsible for the project application must submit the application and any supporting documentation via OCFundtracker as outlined below.

A separate application package must be completed for each individual project and uploaded to OCFundtracker. **Three (3) unbound printed copies and one electronic copy on a USB, thumb drive, memory stick, or via electronic file upload and/or email** of each complete application shall also be mailed or delivered to:

Orange County Transportation Authority  
550 South Main Street  
P.O. Box 14184

Orange, California 92863-1584  
Attn: Alfonso Hernandez  
Email: [AHernandez@octa.net](mailto:AHernandez@octa.net)

## Application Process

Project grants are determined through a competitive application process administered by OCTA. Agencies seeking funding must complete an online application, a supplemental application in the OCTA's latest format, and provide supporting documentation that will be used to evaluate the project proposal as outlined below. Key information to be provided as part of the application process includes:

- Funding needs by phase and fiscal year
- Percent match rate including funds type, source, and description (minimum 20 percent (20%))
- Lead agency (default – local agency)
- Lead and supporting agencies names
- Supporting technical information
- Project development and implementation schedule
- Environmental clearances and other permits
- Any additional information deemed relevant by the applicant
- Complete photographic field review (including cabinet interiors and communication facilities) for all projects that exceed one million dollars in capital improvements. Original photos shall be uploaded to OCFundtracker or included with electronic copy of application.

A call for projects for the funding cycle will be issued as determined by the Board. Complete project applications must be submitted by the established due dates to be considered eligible for consideration.

An application should be submitted for a single corridor or route corridor project. Multiple corridors that form a "grid" may be submitted as separate or single project(s). However, the total number of corridors per route or grid corridor projects will be limited to three (3) and the total number of intersections between these corridors are limited to fifty (50). A single corridor project not proposed as a connected route or grid project may be submitted and is not subject to the 50-intersection limit. The following instructions should be used in developing project applications.

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. Once applications have been completed in accordance with the Program requirements, the projects will be scored, ranked, and submitted to the TSC, TAC, and the Board for consideration and funding approval. OCTA reserves the right to evaluate submitted project costs for reasonableness as part of the review and selection process and suggest

potential revisions to make the cost more appropriate. Grants will be subject to funding agreements with OCTA.

## Other Application Materials

Supporting documentation is required to fully consider each project application. A Supplemental Application ~~Template~~ (available on the OCTA website and OCFundtracker) is required to be completed for each project application and included in the electronic submittal. **Any Supplemental Application not submitted in the 2021 format will NOT be considered.** ~~Note: There is a new section for all costs, on a line item basis, in excel format for both project phases.~~ The template is distributed with other application materials at the issuance of the Call for Projects. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Lead Agency: Eligible jurisdictions consistent with Measure M2 ordinance definitions and requirements.

Participating Agencies: All participating agencies must be identified and adopted City Council resolutions or Minute Order actions authorizing the participating agency's support of the project under the lead agency must be included. ~~If a draft copy of these resolutions of support are provided, the local agency must also provide the date the resolution will be finalized by the participating agency's governing body.~~ A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors. If the application claims Caltrans as a participant, then it shall contain a letter of support from Caltrans for the specific project and letters of support from all applicable agencies pledging to sign a cooperative agreement with Caltrans at the start of the project. The lead agency will shall also pledge this commitment in the cover letter of the application. The required Caltrans fee will be a line item in the improvements list. The applicable agencies will be required to cover the required 20% match for the Caltrans line items. All agencies that have a Caltrans intersection/ramp in their jurisdiction are required to sign a cooperative agreement with Caltrans in order for the entire project to claim Caltrans as a participant.

Council Approval: A Council Resolution or Minute Order action authorizing request for funding consideration with a commitment of project local match funding must be provided with the project application from all participating agencies. **If a draft copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

~~Project Support: If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the~~

~~application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary, to adequately evaluate the project application.~~

## Lead Agency

This Program is administered through a single lead agency: [See Lead Agency definition above.](#)

Local Agency Lead: Only the lead agency will receive payments in accordance with the CTFP Guidelines regarding payment for costs related to project for optimized signal timing development, capital improvements, planning, and related design. Payments will be disbursed consistent with Chapter 9. The lead agency is responsible for reimbursing other agencies as part of the effort. Additionally, the lead agency is also responsible for ensuring that all agencies participating in the project provide the local match proposed in the project application.

OCTA Lead: ~~[NOT AVAILABLE FOR 2020 CALL FOR PROJECTS]~~ OCTA may, at the request of the involved local agencies, act as the lead agency for RTSSP projects. If the involved local agencies would like OCTA to implement a project on the signal synchronization network, the local agency shall work cooperatively with OCTA to develop the scope of work and cost elements of the project. [For example, accounting for OCTA's administrative and project management efforts by incorporating an additional 10 percent of the total project cost when calculating the Cost Benefit of the project.](#) The lead local agency shall contact OCTA with **a written request at least four weeks prior to deadline for submittal of the project grant application.** [Applications must be prepared by a designated local agency acting in a lead capacity during grant preparation.](#) ~~Projects nominated for OCTA lead shall be discussed at the Traffic Forum.~~ Applications must include a complete photographic field review (as outlined above) when submitted. The application will be scored using the criteria outlined in the ~~previous~~ [following](#) sections. Based on local agency interest and OCTA resource availability, a limited number of projects [can](#) be developed and implemented by OCTA.

If any projects that are designated as OCTA lead are awarded funding, OCTA will then be responsible for implementation of the project including optimized signal timing development, capital improvements, planning, and related design. OCTA will implement the project based on the cost estimates developed in the application. Project elements may be modified based on final costs with the agreement of all participating agencies. OCTA will be responsible for ensuring that all agencies participating in the project provide the local match as identified in the project application (minimum 20 percent (20%)).

[<match discussion moved to Matching Funds section>](#)

## OCFundtracker Application Components

Final applications MUST be submitted via OCFundtracker and in hard copy format. Selection criteria must be inputted as part of the OCFundtracker online application and includes the following categories of information:

Transportation Significance~~VMF~~, Cost Benefit, Project Characteristics, ~~Transportation Significance~~, Maintenance of Effort, Project Scale, Project Scale, Number of Local Agencies, Current Project Status~~Readiness~~, and Funding Match Rate.

## Application Review and Program Adoption

OCTA staff will conduct a preliminary review of all applications for completeness and accuracy, may request supplemental information for projects during initial staff evaluations, and prepare a recommended program of projects for the TSC. In addition, OCTA may hire a consultant(s) to verify information within individual applications including, but not limited to, project scope, cost estimates, vehicle miles traveled, and average daily traffic.

Final programming recommendations will be provided to the TSC and TAC for approval. Recommendations will be presented to the Board, who will approve projects for funding under the CTFP.

OCTA shall distribute copies of the approved program to each participating local jurisdiction with any qualifying conditions stipulated for the jurisdiction's funded project(s). Local agencies awarded funding will be notified as to which projects have been funded and from what sources after the Board takes action. A tentative call schedule is detailed below:

Board authorization to issue call: August 2020

Application submittal deadline: October 22, 2020

TSC/TAC Review: February/March 2021

Committee/Board approval: May 2021

## Checklist Guide

The "Project P Regional Traffic Signal Synchronization Program Application Checklist" has been provided for the RTSSP (Exhibit 8-1). The checklist identifies the basic documentation required for the program. In addition to items required at the time of project submittal, additional items that are not specified may be requested later. The checklist should be provided as a ~~cover sheet~~table of contents for **each** application submitted. For any items that are required for the candidate project or program that are

missing or incomplete, an explanation should be included in a cover letter with the application.

## Sample Resolution Form

A resolution or minute action must be approved by the local agency's governing body. A sample resolution is included as Exhibit 8-2. Local agencies, at a minimum, must include items a-h from the sample resolution. The mechanism selected shall serve as a formal request for RTSSP funds and states that matching funds will be provided by the agency, if necessary. All project requests (i.e., multiple corridors proposed for RTSSP funds) must be included in this action.

## Project Definition

Local agencies are required to submit complete projects that, at minimum, result in field-implemented coordinated timing. Project tasks that are eligible for funding can consist of design, engineering, construction, and construction management. Partial projects that include design improvements, but do not field implement the improvements are ineligible.

Projects must consist of a corridor along the priority corridor network, signal synchronization network, or the MPAH. Projects previously awarded RTSSP funding must be complete with a ~~final~~ Final report submitted ~~and approved by to~~ OCTA. Projects can be the full length of the corridor or a segment that complies with the project requirements identified later in the chapter. <communication text moved to Selection Criteria section>

Applicant agency and owning agency must demonstrate through simulation, or actual vehicle counts showing Origin – Destination that proposed linked corridors ~~tdo~~ form a route. A "grid" project shall consist of one main corridor that is specifically identified in the application with a maximum of two crossing corridors to make a grid. Grid projects shall also be multijurisdictional with a minimum of two local agencies, excluding Caltrans. For a grid project, applicant agency and owning agency must demonstrate through simulation or actual vehicle counts the following:

- Show that timing changes on the main corridor will greatly impact the crossing corridor(s)
- Crossing corridors shall have closely spaced signals in close proximity to the main corridor with timing changes along these crossings impacting the operation of the main corridor

All corridors in the grid shall individually meet the Minimum Eligibility Requirements summarized—and, as part of the project, travel time studies shall also be collected along all corridors making the grid. Linked corridors may also combine at the point of intersection to form a single local Master offset Control Point (T<sub>0</sub>) for future Zone operations.



Multimodal consideration of bicyclists and pedestrians along or crossing the intersection or roadway may enhance overall circulation. Therefore, active transportation elements may be included as part of the project as outlined in the following section.

## Eligible Activities

The primary purpose of the Program is to provide funding for projects that develop and maintain corridor-based, multi-jurisdictional signal synchronization along corridors throughout Orange County. All projects funded by this Program must be corridor-based and have a signal coordination component that includes the following:

### • ~~Signal Coordination~~

- Developing and implementing new signal synchronization timing parameters based on current travel patterns, and federal and state traffic signal timing mandates and guidance, including but not limited to the Manual on Uniform Traffic Control Devices (MUTCD)
- Monitor, maintain (minimum quarterly/maximum monthly) and/or regularly improve the newly implemented signal synchronization timing and parameters for the remainder of the project
- “Before” and “after” studies for the project comparing travel times, average speeds, ratio of green lights passed to red lights stopped (greens per red), average stops per mile, and emissions of greenhouse gases

In addition to developing optimized signal timing, a project may include other improvements as long as they contribute to the goal of multi-agency signal synchronization of corridors throughout Orange County. These improvements are restricted to the signal synchronization project limits but may include synchronization with traffic signalized intersections on intersecting corridors where new optimized timing has occurred within the past three years; maximum distance for either direction from crossing arterial within intersection in 2,700 feet from either direction of the project corridor. These offset signals; however, will not be counted towards the total number of signals on the project (for implementation of timing plans only). <communication text moved to Selection Criteria section>-All improvements must be designed to enhance the specific project. ~~The following are a list of potentially eligible items as part of a signal coordination project:~~

~~In addition,~~ eExpenditures related to the design of systems, permitting, and environmental clearance are eligible for funding.

<eligible items moved and re-organized under Selection Criteria section>

Caltrans encroachment permits and agency to Caltrans Cooperative Agreement fees are eligible activities. This Includes Caltrans labor, such as expenses for reviewing signal

timing plans, providing signal timing parameters, and providing existing timing sheets, etc. Applicant must specify how to handle Caltrans intersections on project.

## Ineligible Expenditures

- Isolated traffic signal improvements
- Traffic hardware (pole, mast arms, lights, electrical, signs, etc.)
- Regular signal operation and maintenance (such as replacement of light bulbs)
- Field display equipment (Traffic signal heads other than pedestrian countdown, or special bicycle, or Transit Vehicle signal heads)
- Feasibility studies
- Relocation of utilities except for electrical service requirements
- Right-of-way
- Rewiring of complete intersection because of age or isolated mitigation

## Funding Estimates

The streets and roads component of M2 is to receive 32 percent (32%) of net revenues, 4 percent (4%) of which are allocated for the RTSSP. The RTSSP will make an estimated \$270 million (2009 dollars) available over the course of the 30-year M2 Program. Programming estimates are developed in conjunction with a call for projects cycle corresponding to concurrent funding agreements with all local agencies.

The RTSSP targets over 2,000 intersections across Orange County for coordinated operations. Because of the limited amount of funds available for the RTSSP, project cap of \$75,000 per signal or \$250,000 per project corridor mile included as part of each project (whichever is higher) has been established for this call for projects. Note that any offset signals will not be counted towards the total number of signals on the project.

## Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on furthering the overall goal of multi-jurisdictional, corridor-based signal synchronization.

Transportation Significance: ~~Vehicle Miles Traveled (VMT)~~: Points are awarded for projects that include offset signals along the project corridor, route, or grid. These offset signals do not count towards the project cap; however, are in relatively close proximity to affect the operation of the corridor(s). The applicant shall identify the number of offset signals on the corridor and the percentage of those offset signals that will be included in the project.

Vehicle miles traveled (VMT) is calculated as the ~~C~~centerline length of segment(s) on the corridor, route, or grid proposed for synchronization multiplied by the existing average



daily traffic (ADT) for the proposed segment(s) length. For instance, for a three-mile segment with one-mile interval ADT data at of 200 vehicles, 300 vehicles, and 400 vehicles, the VMT would be calculated as:

$$200 \text{ vehicles} * 1 \text{ mile} + 300 \text{ vehicles} * 1 \text{ mile} + 400 \text{ vehicles} * 1 \text{ mile} = 900 \text{ vehicle miles.}$$

VMT should be calculated by the smallest segmentation on which the city typically collects ADT data. ~~(maximum: 20 points)~~

ADT must be based upon actual count information taken within ~~the~~ 36 months preceding the application date and include 24-hour, midweek, bi-directional counts for each segment. All supporting data shall be organized in order in which they appear for the calculation of the VMT. Data from the OCTA Traffic Flow Map may not be used. Furthermore, outdated and/or non-compliant counts may result in project ineligibility. (maximum: 30 points)

**Cost Benefit:** Total project cost divided by Existing VMT. If the applicant is electing OCTA to be the lead agency, the total project cost in this calculation must also include an additional 10% of the total project for OCTA administrative and project management efforts. This additional 10% is used to determine the project effectiveness only and is not counted towards the overall project budget cap. (maximum: 10 points)

**Project Characteristics:** Points are awarded based on the type and relevance of the proposed project. For instance, maximum points are awarded to projects that are timing only without any capital improvements or points accumulate if a signal synchronization project is combined with improvements as defined ~~in~~ below per the "Eligible Activities" section above. as follows:for an <list relocated from Eligible Activities – note that changes are only shown for any addition or deletion not relocation or formatting>

- Real-time traffic actuated operations and demonstration projects can be claimed for any one of the following (4 points):
  - Traffic Responsive only if all signals, in at least one agency on the project, are included in the system.
  - Peer-to-Peer program on traffic control devices.
  - Adaptive traffic signal systems only if all signals, in at least one agency on the project, are included in the system.
  - Bluetooth and/or connected vehicle roadside units for at least three (3) signals on the project. If implemented, these items will require a data sharing agreement with OCTA.
- Automated Traffic Signal Performance Measures (ATSPM) system can only be claimed (4 points) if all signals, in, at least, one agency on the project, are included in the system, which will also be used during the O&M phase of the project. If implemented, these items will require a data sharing agreement with OCTA. (must be connected to OCTA SPM Dashboard)

- Intelligent cameras that include analytics, such as automated continuous counts and other metrics can only be claimed (3 points) if a minimum of three (3) implementations are included on the project. Furthermore, confirmation that an analytics module or camera with built-in analytics will be purchased for this category to receive points. If implemented, these ~~items~~ cameras will require a data sharing agreement with OCTA.
- Detection system that will increase the number of inputs into the signal controller for the purpose of signal performance measures (e.g. ATSPM) and traffic counts can only be claimed (3 points) if a minimum of three (3) implementations are included on the project.
- Installation of new and/or improved traffic control devices to improve the accessibility, mobility and safety of the facility for pedestrians and bicyclists can be claimed (3 points) if a minimum of three (3) implementations are included on the project. This can include:
  - Inductive loops, video detection, radar, sonar, thermal, hybrids thereof, and other types of detection systems that can distinguish bicycles. This includes implementing a separate bicycle minimum and/or clearance parameter in the traffic signal controller.
  - ADA compliant Pedestrian Signals including, but not limited to, tactile and audible buttons in countdown signal heads.
- New or upgraded communication systems (2 points)
  - New contemporary communication system improvements (e.g. Ethernet) including all conduits, pull boxes, fiber optic and/or copper cabling (not to exceed 120 strands), network switches and distribution systems. These systems should be sufficiently sized for the need capacity of the Intelligent Transportation System (ITS) network. Excess capacity is deemed non-participating and also, cannot be used as part of the required project match.
  - Replacement fiber optic or copper cabling for network communication. Fiber optic is the preferred medium and includes pull boxes, network switches, and distribution systems.
  - Software and hardware for system traffic control
  - Control and monitoring interconnect conduit (including upgrades or replacement of existing systems).
  - ~~Gap~~ Communication closure systems of conduit, cable, and associated equipment that are outside of project limits but complete a designated communications link to an existing network for the Advanced Transportation Management System (ATMS) for an agency or agencies. Only ~~Gap~~ closure communications links that are installed from a central location and/or

- communications hub to the project corridor that does not currently have a fiber connection to a central location are eligible.
- ~~Communications Support~~
    - ~~Monitor, maintain, and repair signal communication systems and infrastructure along synchronized corridors to ensure necessary conditions for signal synchronization including interconnect and Central Systems and Local Systems communications equipment (two years after PI acceptance)~~
  - ~~Detection Support~~
    - ~~Monitor, maintain, and repair all detection systems and infrastructure associated with the PI Phase of a specific project along synchronized corridors to ensure necessary conditions for signal synchronization including local intersection and System Sampling Detection equipment (two years after PI acceptance)~~
  - Intersection/field system modernization and replacement (2 points)
    - Traffic signal controller replacement of antiquated units with Advanced Transportation controller (ATC) units. ATC shall comply with ~~version 6.24 or better of latest industry standards. ATC standard 5201 and ATC standard 5401 Applications Programming Interface with Referenced Implementations (APIRI)~~
    - Controller cabinet (assemblies) replacements that can be shown to enhance signal synchronization.
    - Closed Circuit Television (CCTV) ~~(also can perform video detection)~~.
    - Uninterruptible Power Supply (UPS) for ATMS and intersection field equipment. For ATMS, UPS shall solely provide electrical power for ATMS Server(s), one dedicated workstation (console terminal) and related communications devices. UPS for ATMS is not intended to provide power to entire TMC and ~~A~~ approval of request for UPS is at the sole discretion of ~~the AUTHORITY OCTA~~.
    - Active Transportation/Pedestrian Safety related elements
      - High-Intensity Activated crosswalk signaling systems (HAWK) Pedestrian detection modules Bicycle detection modules.
      - Rectangular Rapid Flashing Beacon Systems (RRFB) including striping, legends, and signage.
  - Minor signal operational improvements (2 points)
    - Emergency Vehicle Preempt (EVP) intersection control equipment only
    - Transit Signal Priority (TSP) intersection control equipment only
    - Channelization (signing, striping, raised pavement markers, in lane flashing guidance or warning marking systems, and legends) improvements required for traffic signal phasing.
    - Traffic signal phasing improvements that will improve traffic flow and system performance including protected permissive left turn phasing and shared

- pedestrian phasing, excluding display equipment and other ineligible activities as mentioned in these guidelines.
- ~~○ Improvements to comply with new federal or state standards for traffic signal design as related to signal synchronization including pedestrian, bicycle, and vehicular timing intervals, as well as the MUTCD~~
- Traffic Management Center (TMC)/Traffic Operations Centers (TOC) and motorist information (1 point)
  - New TMCs or TOCs (any project funded under this category ~~must be~~should ~~planned for~~ ~~built to be~~ center-to-center communication (C2C) ~~“ready”~~ with nearby agencies and/or OCTA).
  - Upgrades to existing TMCs or TOCs (any project funded under this category ~~must be~~should ~~planned for~~ ~~built to be~~ C2C ~~“ready”~~ with nearby agencies and/or OCTA).
  - Motorist information systems (up to 10 percent (10%) of total project costs for PI phase only).
  - Video display equipment, including wall monitors, screens, mounting cabinets, and optical engines (up to 10 percent (10%) of total construction costs for PI phase only).
- New or upgraded vehicle, pedestrian, and bicycle detection that does not already meet the above categories can be claimed (1 point) if there are a minimum of three (3) implementations.
- ~~Upgrade detection~~ along the signal synchronization corridors to ensure necessary conditions for signal synchronization: inductive loops, video detection, radar, sonar, thermal, hybrids thereof, and other types of detection systems.

Note: that only one feature can be selected for any qualifying improvement; for example, an implementation of a new video detection system that can distinguish bicycles can be selected for points under the “Separate Bicycle/ADA Pedestrian Detection” or “New/Upgraded Detection”, but not both. (maximum: 10 points)

~~Transportation Significance: Points are earned based on the corridor being on the signal synchronization network. (maximum: 5 points) (Priority signal network corridors are eligible but will not be awarded for being on a Priority Corridor.)~~

Maintenance of Effort: Points are earned for a commitment to operate the project signal synchronization timing for a defined period of time beyond the three-year grant period. Note that the project will not be eligible for funding until after the completion of all maintenance commitments. (maximum: 5 points)

Project Scale: Points are earned for including more intersections along signal synchronization network~~or serving as a signal corridor “gap closure”.~~ For a grid, the

number of signals and percent of signals being retimed will only be calculated for the corridor that is designated~~ed~~ as the Main Corridor. (maximum: ~~2~~10 points)

Number of Local Agencies: Points are earned for including multiple local agencies as part of the project. (maximum: ~~1~~20 points)

Current Project ~~Readiness~~Status: Points are earned based on the current status of the project development. Points for re-timing of a corridor can be claimed only if at least 75% of the previous project is part of the new application. Points can also be claimed for applicants who ~~will~~ provide evidence that they can complete ~~—complete~~primary implementation within twelve months. Agencies that receive points for this category **cannot request delays or time extensions throughout the life of the project.** ~~Evidence of actual preliminary engineering performed for proposals requesting funding for implementation phases must be provided to qualify for points related to this attributea is.~~ (maximum for category: 10 points)

Funding Rate: The percentages shown in Table 8-1 apply to overall match rates~~above a local agency's minimum match requirement~~. M2 requires a 20 percent (20%) local match for RTSSP projects. Project match rates above 20 percent (20%) are limited to dollar match only. (maximum: 5 points)

## Table 8-1 Point Breakdown

### RTSSP SCORING CRITERIA

#### Point Breakdown for Regional Traffic Signal Synchronization Program Projects

Maximum Points = 100

<b>Transportation Significance</b> <b>Vehicle Miles Travelled (VMT)</b> <b>Points: 320</b>		<b>Project Scale</b> <b>Points: 210</b>	
<u>Inclusion of offset signals within 2700'</u> <u>90% or above</u> <u>50 - 89%</u> <u>&lt; 50%</u>		<u>Number of Signals on Main Corridor Coordinated by Project</u> <u>Range</u> <u>50+</u> <u>40 - 49</u> <u>30 - 39</u> <u>20 - 29</u> <u>10 - 19</u> <u>&lt; 10</u>	
<b>Points</b> <b>10</b> <b>5</b> <b>0</b>		<b>Points</b> <b>510</b> <b>84</b> <b>63</b> <b>42</b> <b>21</b> <b>0</b>	
<b>AND</b> <u>Vehicle Miles Traveled (VMT)</u> <u>Range</u> <u>250+ thousand</u> <u>200 - 249 thousand</u> <u>150 - 199 thousand</u> <u>100 - 149 thousand</u> <u>50 - 99 thousand</u> <u>0 - 49 thousand</u>		<b>AND</b> <u>Percent of Main Corridor Signals Being Retimed</u> <u>Range</u> <u>90% or above</u> <u>80 - 89%</u> <u>70 - 79%</u> <u>60 - 69%</u> <u>50 - 59%</u> <u>&lt; 50%</u>	
<b>Points</b> <b>20</b> <b>15</b> <b>10</b> <b>6</b> <b>3</b> <b>1</b>		<b>Points</b> <b>510</b> <b>84</b> <b>63</b> <b>42</b> <b>21</b> <b>0</b>	
<u>Calculation: ADT x segment length</u> <u>(Applies only to coordinated segments of project)</u>		<u>Calculation: Number of signals in project divided by total signals in full corridor length.</u>	
<b>Economic Effectiveness</b> <b>Cost Benefit (Total \$/VMT)</b> <b>Range*</b> <b>&lt; 3</b> <b>3 - 5</b> <b>6 - 8</b> <b>9 - 11</b> <b>12 - 14</b> <b>15 - 17</b> <b>18 - 20</b> <b>21 - 23</b> <b>24 - 26</b> <b>27+</b>		<b>Number of Jurisdictions</b> <b>Points: 120</b> <u>Total Number of Involved Jurisdictions</u> <u>Range</u> <u>5 or more</u> <u>4</u> <u>3</u> <u>2</u> <u>1</u>	
<b>Points</b> <b>10</b> <b>9</b> <b>8</b> <b>7</b> <b>6</b> <b>5</b> <b>4</b> <b>3</b> <b>2</b> <b>1</b>		<b>Points</b> <b>1020</b> <b>816</b> <b>612</b> <b>408</b> <b>204</b>	
<b>Project Characteristics</b> <b>Project Feature</b> <b>Timing Only, No Capital</b> <b>Adaptive Traffic &amp; Demonstration Projects</b> <b>TMC/TOC Connections Between Agencies</b> <b>Automated Traffic Signal Perf. Measures</b> <b>Intelligent Cameras</b> <b>Detection for ATSPM and counts</b> <b>Separate Bicycle/ADA Pedestrian Detection</b> <b>New/Upgraded Communications Systems</b> <b>Intersection/Field System Modernization</b> <b>Minor Signal Operational Improvements</b> <b>New Protected/Permissive Signals</b> <b>TMC/TOC and Motorist Information</b> <b>New/Upgraded Detection</b>		<b>Current Project Readiness</b> <b>Status</b> <b>Points: 10</b> <u>Project Status</u> <u>Re-timing 75% of prior RTSSP project</u> <u>Implementation within 12 months</u>	
<b>Max Points: 10</b> <b>Points</b> <b>10</b> <b>4</b> <b>4</b> <b>34</b> <b>32</b> <b>3</b> <b>32</b> <b>2</b> <b>2</b> <b>2</b> <b>2</b> <b>2</b> <b>1</b> <b>1</b>		<b>Points</b> <b>5</b> <b>5</b> <b>5</b>	
<b>Maintenance of Effort</b> <b>MOE After Grant Period</b> <b>3 years</b>		<b>Funding Match</b> <b>Overall Match %</b> <b>50+%</b> <b>40 - 49%</b> <b>35 - 39%</b> <b>30 - 34%</b> <b>25 - 29%</b> <b>&lt; 25%</b>	
<b>Points: 5</b> <b>Points</b> <b>5</b>		<b>Points</b> <b>5</b> <b>4</b> <b>3</b> <b>2</b> <b>1</b> <b>0</b>	

# Comprehensive Transportation Funding Programs



2 years	3
1 year	1
None	0
<b>Transportation Significance</b>	<b>Points: 10</b>
<u>Corridor Type</u>	<u>Points</u>
Priority & Signal Synchronization Corridor	5
Corridor "Gap Closure"	5

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## Minimum Eligibility Requirements

All local agencies may participate in the RTSSP. Caltrans facilities are eligible for the RTSSP, but Caltrans cannot act as the lead agency. Local agencies will be required to provide a minimum of 20 percent (20%) matching funds for eligible projects (see definition of matching funds below).

The goal of the RTSSP is to provide regional signal synchronization that cross jurisdictional, geographical, or physical boundaries. To be eligible for funding through this Program, a project must meet the following requirements:

1. Be on a street segment that is part of the signal synchronization network, or the MPAH. The project must be consistent with Local Signal Synchronization Plans and support the Regional Traffic Signal Synchronization Master Plan goals.

2. Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum of 20 signals

or

Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum distance of five miles

or

Include at minimum three local agencies, have documented support from all participating local agencies (cities, County, or Caltrans), and have a minimum intersection density of four intersections per mile with a minimum of eight signals

or

Include the full length of the signal synchronization network corridor, or MPAH corridor

## Matching Funds

Local agencies along the corridor are required to provide a minimum local match funding of 20 percent (20%) for each project. As prescribed by the M2 Ordinance, this includes local sources, M2 Fair Share, and other public or private sources (herein referred to as a "cash match"). Projects can designate local matching funds as cash match, in-kind match provided by local agency staff and equipment, or a combination of both.

"In-kind match" is defined as those actions that local agencies will do in support of the project including staffing commitment and/or new signal system investment related to improved signal synchronization. Examples of staffing commitment include, but are not limited to, implementation of intersection or system timing parameters, review of timing documentation, meeting participation, conducting or assisting in before/after studies, and other similar efforts that directly enhance the signal synchronization project. [Project](#)



match beyond 20 percent (20%) is limited to cash match only. Please note, overmatch is subject to the same audit and requirements as in-kind match.

Administrative staff time for documentation of in-kind services is ineligible. Staff time charged to a project is limited to the caps as described in these guidelines. Allowable signal system investment would be improvements that are "eligible activities" per the funding guidelines, which can be shown to improve signal synchronization and would not include any prior investments made by the agency. For OCTA-led projects, match for equipment shall be in cash except when an agency elects to purchase equipment per the application.

~~The specific matching requirement by project category type is listed below for city led projects:~~

<del>Project category</del>	<del>Type of matching allowed*</del>
<del>Signal coordination</del>	<del>In-kind match** or cash match</del>
<del>New or upgraded detection</del>	<del>In-kind match** or cash match</del>
<del>New or upgraded communications systems</del>	<del>In-kind match** or cash match</del>
<del>Communications and detection support</del>	<del>In-kind match** or cash match</del>
<del>Intersection/field system modernization and replacement</del>	<del>In-kind match** or cash match</del>
<del>Minor signal operational improvements</del>	<del>In-kind match** or cash match</del>
<del>TMC/TOC and motorist information systems</del>	<del>Cash match</del>
<del>Real-time traffic actuated operations and demonstration projects</del>	<del>Cash match</del>
<del>Caltrans fees and expenses (labor and capital)</del>	<del>In-kind match** or cash match</del>

~~\* Project match beyond 20 percent (20%) is limited to cash match only. Please note, overmatch is subject to the same audit and requirements as in-kind match.~~

~~\*\* In-kind match services are subject to audit.~~

In-kind match must be defined for each local agency as part of the supplemental application. In-kind match must be identified as staffing commitment and/or new signal system investment. The supplemental application template will include a section to input in-kind match type as well as additional data related to the match:

- Staffing commitment
  - Staff position
  - Number of hours
  - Hourly (fully burdened) rate
  - Total cost
- New signal system investment (limited to eligible activities)
  - Cost of any signal system investment
  - Benefit to project

O&M activities will be permitted in-kind match only for local agency oversight functions. Contract activities will require cash match. Local agency contributions identified as cash match in the application cannot be converted into in-kind match.

OCTA staff will review in detail the presented cash and in-kind match by local agency for reasonableness.

<relocated from Lead Agency section> Additionally, for projects designating OCTA as lead agency, a consultant traffic engineering firm may be contracted to provide staff and services to implement the project. Therefore, in-kind match designated as staffing commitment under an OCTA lead agency option shall be limited. The following will be used as a guide for staffing commitment, when the local agency develops the application:

- Primary Implementation (PI) (12 months)
  - Project Administration - Each local agency traffic engineer or equivalent participates in approximately 10-15 hours per month of project administration (meetings, review of reports, minutes, and other administration).
  - Signal Synchronization Timing - Each local agency traffic engineer or equivalent reviews consultant developed draft and final timing plans for intersections within the local agency, approximately 2-4 hours per local agency intersection.
  - Before and After Study - Each local agency traffic engineer or equivalent reviews consultant developed draft and final project Before and After Study, approximately 2-5 hours per local agency.
  - Engineering design/review - Each local agency traffic engineer or equivalent reviews consultant developed engineer design within the local agency, approximately 2-4 hours per affected local agency intersection.
  - System integration - Each local agency traffic engineer or equivalent provides support for this function (hours vary depending on improvements).
  - Construction management - Each local agency traffic engineer or equivalent provides construction management support including inspection (hour vary depending on improvements).

- Ongoing O&M (24 months) - Each local agency's traffic engineer or equivalent participates in continued project level meetings of 2-5 hours per local agency per month to review consultant traffic engineering progress. In addition, each local agency's traffic engineer or equivalent reviews consultant developed draft and O&M Report.

For projects designating a local agency as lead, the above may be used as a guide with additional local match related to implementation, development, design, monitoring and other costs that the local agency may choose to include as local match. For instance, O&M may be performed by in-house staff and be calculated using a different formula (e.g., 2-5 hours per local agency signal for 24 months).

Participating agencies pledging in-kind services shall be responsible for keeping track of said hours and/or improvements. For OCTA-led projects, an in-kind services match report will be requested throughout the project to ensure agencies meet their promised in-kind match. All submissions shall include backup documentations, such as accounting/payroll detailed summaries, third-party invoices (consultant, contractor, and equipment) and are subject to Audit.

## Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

If a lead agency decides to cancel a project before completion of the entire project, for whatever reason, the agency shall notify OCTA as soon as possible. It is the responsibility of the project lead agency to repay OCTA for any funds received.

## Project Extensions

Local agencies are provided 36 months to expend the funds from the date of encumbrance. Agencies can request timely use of funds extensions through the SAR in accordance with the CTFP guidelines. Local agencies should issue a separate NTP when combining contracts for both the PI and O&M phases. NTP requirement should be identified in the initial contract/agreement to avoid obligation of both phases at the same time. If this procedure is followed by the local agency the NTP date will be considered the date of encumbrance for the O&M phase.

## Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board.

## Data Compatibility

All count data, including average daily traffic (ADT) and intersection turning movement (ITM), collected as part of any funded project shall be provided to OCTA ~~in one of the two following digital formats: 1) Intersection Turning Movement (ITM) counts in Microsoft Excel spreadsheet; and 2) Average Daily Traffic (ADT) counts in Excel spreadsheet format. NDS/Southland Car Counters style Excel spreadsheet; or 2) JAMAR comma separated value style text file.~~ The data shall then be loaded into the OCTA Roadway Operations and Analysis Database System (ROADS). Any data files containing numeric intersection or node identifiers shall use the same node identification (ID) numbers as is stored and maintained by OCTA. OCTA ~~shall~~ will provide a listing of intersections and corresponding unique node ID numbers upon request. Each count data file ~~name~~ shall ~~adhere to the following file naming~~ describe the year the counts were collected, agency, type of count file, intersection name, and OCTA node ID number. ~~or csv.~~ As an example, a turning movement count file recently collected for the intersection of Harbor Boulevard and Wilson Street in the City of Costa Mesa would be given the filename 2020\_CostaMesa\_ITM\_Harbor-Wilson\_2020-ITM-4534.csvxls.

All traffic signal synchronization data collected and compiled as part of any funded project for both existing (before) and final optimized (after) conditions shall be provided to OCTA in Synchro version 10 ~~csv latest Universal Traffic Data Format (UTDF) format and version combined data UTDF~~ format. This data shall include ~~the validated~~ network layout, node, link, lane, volume, timing, and phase data for all coordinated times. The nodes for these files shall also correspond to the OCTA node ID numbers. ~~All such data shall be consistent with the OCTA ROADS database.~~

## Project Summary Information

For each application that is recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. OCTA staff will request the PowerPoint when/if a project is recommended for funding.

## Exhibit 8-1

### Project P – Regional Traffic Signal Synchronization Program Application Checklist

Project P Application Checklist	Page
<b>RTSSP Online Application – submitted through OCFundTracker</b> 1. <del>Transportation Significance</del> <u>Vehicle Miles Traveled</u> 2. Benefit Cost Ratio 3. Project Characteristics 4. <del>Transportation Significance</del> 5. <del>4.</del> Maintenance of Effort 6. <del>5.</del> Project Scale 7. <del>6.</del> Number of Jurisdictions 8. <del>7.</del> Current Project <del>Readiness</del> <u>Status</u> 9. <del>8.</del> Funding Over-Match	Online
<b>Section 1: Key Technical Information</b> a. <u>Name of Project Corridor/</u> <del>Grid/Route</del> <u>Limits</u> b. <u>Project Limits</u> c. <u>Project Length</u> d. <u>Number of Signalized Intersections Along Corridor</u> e. <u>Participating Agencies/Traffic Forum Members</u> f. <u>Lead Agency</u> b.g. <u>Designation of the co</u> <del>Designation of the corridor to synchronize: priority corridor, signal synchronization network corridor, or master plan of arterial highways corridor</del> h. <u>Project start</u> <del>date and end date, including any commitment to operate signal synchronization beyond the three-year grant period</del> i. <u>Previous funding</u> e.i. <u>Contact Information</u> d. <del>Signalized intersections that are part of the project</del> k. <u>Project Map Depicting the Project Limits</u> e.l. <u>Traffic Forum members</u>	
<b>Section 2: <del>Lead Agency</del> <u>Regional Significance</u></b>	
<b>Section 3: <del>Resolutions of Support from the Project's Traffic Forum Members</del> <u>Acknowledgement of Required Tasks</u></b>	
<b>Section 4: <del>Preliminary Plans for the Proposed Project</del> <u>Funding Needs/Costs for Proposed Project by Task</u></b> a. <del>The plans shall include details about both phases of the project: Primary Implementation (PI) and Ongoing Operations and Maintenance (O&amp;M). The plan should be organized using the following setup:</del> b. <del>—</del> c. <del>Primary Implementation shall include details about the following:</del> d. <del>Task 1: Project Administration (required)</del> e. <del>Task 2: Data Collection (required)</del> f. <del>Task 3: Field Review and Plans Specifications and Estimates (required)</del> g. <del>Task 4: Corridor "Before" Study (required)</del> h. <del>Task 5: Signal Timing Optimization and Implementation (required)</del> i. <del>Task 6: Corridor "After" Study (required)</del> j. <del>Task 7: Synchronization System Construction (required)</del> k. <del>Task 8: Project Report (required)</del> l. <del>Task 9: On-going Operations and Maintenance (required)</del> m. <del>Ongoing O&amp;M will begin after the PI of the project is completed. It shall include details about the following:</del> n.a. <del>Monitoring and improving optimized signal timing (required)</del> <u>Summary of Project Cost</u> e.b. <del>Communications and detection support (optional)</del> <u>Summary of Cost by Agency</u> c. <u>Table I: Agency Improvement Preferences</u>	

# Comprehensive Transportation Funding Programs



<del>p.d. Table II: O&amp;M Final Memorandum (required)</del>	Description of Work by Intersection	
<b>Section 5: <del>Total Proposed Project Cost by Task</del></b>	<b><u>Detailed Local Match Commitment</u></b>	
<del>Table I: Summary of Improvements</del>		
<del>Table II: Detailed Improvement Breakdown</del>		
<b>Section 6: Project Schedule for the 3 Year Grant Period by Task</b>		
a. <u>Project State and End Dates</u>		
b. <u>Project Schedule by Task</u>		
a:c. <u>Agency Commitment of Extended Monitoring and Maintenance</u>		
<b><del>Section 7: Matching Funds</del></b>		
<b><del>Section 8: Environmental Clearances and Other Permits</del></b>		
<b><del>Section 9: Calculations Used to Develop Selection Criteria Inputs</del></b>		
<b><del>Section 10: Any additional Information Deemed Relevant by the Applicant</del></b>		
<b>Appendices</b>		
a. <u>Agency Resolutions</u>		
b. <u>Vehicle Miles Traveled (VMT)</u>		
c. <u>Calculations and Estimated Points</u>		
a:d. <u>Additional Information (Optional)</u>		

## Exhibit 8-2

### Sample Resolution for Orange County Regional Traffic Signal Synchronization Program Projects

A resolution of the \_\_\_\_\_ City Council approving the submittal of \_\_\_\_\_ improvement project(s) to the Orange County Transportation Authority for funding under the competitive Measure M2 Regional Traffic Signal Synchronization Program.

THE CITY COUNCIL OF THE CITY OF \_\_\_\_\_ HEREBY RESOLVES, DETERMINES, AND ORDERS AS FOLLOWS THAT:

- a) WHEREAS, the Measure M2 Regional Traffic Signal Synchronization Program targets over 2000 signalized intersections across Orange County to maintain traffic signal synchronization, improve traffic flow, and reduce congestion across jurisdictions; and
- b) WHEREAS, the City of \_\_\_\_\_ has been declared by the Orange County Transportation Authority to meet the eligibility requirements to receive revenues as part of Measure M2;
- c) WHEREAS, the CITY must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement.
- d) WHEREAS, the CITY authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors, if necessary.
- e) WHEREAS, the City of \_\_\_\_\_ has currently adopted a Local Signal Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local agencies' efforts to synchronizing traffic signals across local agencies' boundaries; and
- f) WHEREAS, the City of \_\_\_\_\_ will provide matching funds for each project as required by the Comprehensive Transportation Funding Programs Procedures Manual; and
- g) WHEREAS, the City of \_\_\_\_\_ will not use Renewed Measure M funds to supplant Developer Fees or other commitments; and
- h) WHEREAS, the City of \_\_\_\_\_ desires to implement multi-jurisdictional signal synchronization listed below; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The City Council of the City of \_\_\_\_\_ hereby requests the Orange County Transportation Authority allocate funds in the amounts specified in the City's application to said City from the ~~Transportation~~ Regional Traffic Signal Synchronization Program. Said funds, if approved, shall be matched by funds from said City as required and shall be used as supplemental funding to aid the City in signal synchronization along the following street(s):

\*Required language a-h



## Chapter 9 – Reimbursements and Reporting

### Procedures for Receiving Funds

An implementing agency must encumber funds OCTA awards to a project phase within the fiscal year the grant is programmed (July 1-June 30). Prior to the encumbrance of funds, an agency must have a fully executed letter agreement with OCTA. An agency encumbers funds by awarding a contract, completing the appraisal or issuing an offer letter for one parcel of right-of-way, or by providing expense reports with supporting documentation to prove an agency's workforce costs (provided that the agency intends to complete the phase with agency staff). OCTA shall consider the primary contract or the contract with the largest dollar amount, associated with the phase's tasks, when an agency uses a contract to show encumbrance of CTFP funds. Once an agency encumbers CTFP funds for a phase, it can begin the process for receiving payment of the funds.<sup>9</sup>

OCTA will release funds through two payments. The initial payment will provide up to 75 percent (75%) of the contract award or programmed amount, whichever is less. OCTA will disburse the final payment, 25 percent (25%) of eligible funds, after it approves the final report (See Precept 34).

For situations where a grant exceeds \$2 million, the final report retention shall be capped at \$500,000 per project phase but shall in no case be less than 10 percent (10%) of the grant for that phase. Should the 75/25 payment distribution ratio result in a final payment retention that exceeds \$500,000, the payment percentages will be adjusted to meet the \$500,000 cap until the 10 percent (10%) threshold is reached (See Precept 35).

Agencies shall submit payment requests to OCTA in a timely fashion. The M2 Ordinance requires the submittal of a final report within 180 days of the project phase completion date (See M2 Ordinance/definitions/Precept 36). Failure to submit a final report within the 180-day time frame will result in an agency being found ineligible to receive net revenues. Per the M2 Ordinance, no provision for extension is allowed. The term "project phase completion" refers to the date that the local agency has paid the final contractor/consultant invoice (including retention) for work performed and any pending litigation has been adjudicated for the engineering phase or for the ROW phase, and all liens/claims have been settled for the construction phase.

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<sup>9</sup> Funds from state and federal sources funds will undertake a separate process. Local agencies must contact Caltrans local assistance for reimbursement.



OCTA will provide a separate CTFP payment supplement that includes sample forms and instructions for payment submittals and can be downloaded from the OCFundtracker database. Payment submittals are described in this chapter and must be submitted through OCTA's online database, OCFundtracker: <http://ocfundtracker.octa.net>. Detailed instructions for OCFundtracker are available online at the previously mentioned website. Staff is also available to assist agencies with this process. Agencies must upload appropriate backup documentation to the database. OCTA may request hardcopy payment requests.

## Availability of Funds

The funds granted by OCTA for each phase will be available on July 1, the first day of the fiscal year in which the funds are programmed and upon implementation of the letter agreement for the specific project.

## Cancellation of Project

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible during the planning phase shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty. ROW funding received for property acquisition prior to cancellation shall be repaid upon cancellation, regardless of whether property has been purchased or not. Construction funding received prior to cancellation shall be repaid upon cancellation.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

## Project O - Regional Capacity Program Initial Payment

### Payment Requests

An agency shall use the report and checklist provided in the CTFP Payment Supplement (see [https://ocfundtracker.octa.net/report\\_payment\\_excel.asp](https://ocfundtracker.octa.net/report_payment_excel.asp)) in order to determine the reporting and documentation requirements for initial payment requests. Payment requirements are located in the Guidelines. Staff may request additional documentation that is not listed on the checklist prior to approving the request.

The interactive electronic versions of all payment forms can be downloaded via OCFundtracker at <http://ocfundtracker.octa.net>.

OCTA usually releases funds through two payments. The initial payment will constitute 75 percent (75%) of the eligible contract award or allocation amount, whichever is less. In addition to the bid abstract, OCTA will require local agencies to submit appropriate backup documentation for all project phases to support the initial payment request. OCTA will release the final payment of remaining balance, usually the final 25 percent (25%) of CTFP grant funds, when the project is complete and OCTA accepts the final report. The balance is determined based on final costs for CTFP eligible program expenditures. Prior to submitting the report, review the program specific section in these guidelines that addresses the final report process.

OCTA will reimburse costs associated with the Measure M informational signs (fabrication, installation, and removal) and do not count against a project's grant. Measure M informational "Funded By" sign removal costs should be requested in the Final Report.

Prior to submitting an initial payment request, a local agency may request a meeting with OCTA staff to determine eligible/ineligible items prior to requesting reimbursement.

Below is additional information regarding the documentation requirements of initial payment requests:

1. Invoice – For initial payments, an agency shall invoice for 75 percent (75%) of the contract amount or programmed amount, whichever is less. For situations where a grant exceeds \$2 million, the final report retention shall be capped at \$500,000 per project phase but shall in no case be less than 10 percent (10%) of the grant for that phase. Should the 75/25 payment distribution ratio result in a final payment retention that exceeds \$500,000, the payment percentages will be adjusted to meet the \$500,000 cap until the 10 percent (10%) threshold is reached (See Precept 35). Agencies seeking initial payment for the planning, environmental and preliminary engineering work performed by local agency forces, must submit payroll records and City Council budget allocation with the initial payment request. The payroll records should identify the project name, date of expenditures, amount, and employee position. It is recommended that a unique project key be created for each project and

all project charges be billed under that job code. OCTA staff can provide a sample of acceptable form of payroll report upon local agency request.

2. Project Certification Letter – The public works director, or appropriate equivalent, shall submit a certification letter, with applicable statements, using the Project Certification Form 10-2. This will include the certification that the project being reimbursed has meet the signage requirements laid out in Precept 21.
3. Documentation of the Contract Award – The agency shall submit a minute order, agency resolution, or other council/board action showing award of the contract and the contract amount. After contract award, the agency shall submit the project name, contractor/consultant company name, and project scope including bid/task list, for each contract. The city clerk, clerk of the board, or appropriate equivalent shall certify minutes. Agencies that use on-call consultants shall submit a purchase order or Notice to Proceed (NTP) that includes the project-specific scope of work for the contractor.
4. Revised Cost Estimate – The agency shall use the format provided in the Revised Costs Estimate Form 10-3.
5. Work Schedule – OCTA prefers a complete project schedule, but an agency may provide as little as the expected start and completion dates for preliminary engineering, final engineering, right-of-way, and construction phases on the Engineering & Construction Phase Initial Report Form 10-1A.
6. ROW Documents – Each parcel shall include an appraiser's report, written offer letter, plat map, and legal description. Agencies attempting to acquire five or more parcels for a project shall include a parcel location map. Initial payments for ROW will be considered after submittal of a signed ROW agreement with the property owners and/or upon City Council Resolution initiating a property acquisition in accordance with the Code of Civil Procedure per §1230.010, et. seq.
7. Plans, Specifications, & Estimate (PS&E) Certification – Agencies shall submit a PS&E certification using the PS&E Certification Form 10-4. The agency engineer shall certify that the local agency properly prepared and approved plans and specifications in accordance with authorized procedures and adopted standards, followed approved scope of work, and incorporated materials report.
8. Layout Plans – An agency shall not submit layout plans that print on paper larger than 11 inches by 17 inches.
9. Documentation of Decision to Use Local Agency Forces – For all project phases, for any work performed by local agency forces in lieu of a primary contract, local agency must document that local agency forces could perform the work more cost effectively or timely than a contractor; and documentation of this decision can be supplied in case of audit.

10. Documentation Supporting Local Agency Liability for Utility Relocation Costs – Local agency liability can be supported by the documentation of property rights, franchise rights/agreements, state and local statutes/ordinances, permits, or a finding by the local agency's counsel.

## Reimbursement

OCTA shall not reimburse for a project prior to the beginning of the fiscal year of the grant. If an agency receives an advancement and begins work prior to the start of the fiscal year of the grant, the agency may request an initial payment against the grant. If an agency receives an advancement and completes a project prior to the start of the fiscal year of the grant, OCTA shall disburse the grant in a single payment. OCTA must accept the final report prior to issuing a payment.

## Calculation of Payment

Once an agency encumbers Measure M funds, the agency may request a maximum of 75 percent (75%) of the contract award amount or programmed amount, whichever is less. For situations where a grant exceeds \$2 million, (See Precept 36). An example of calculating the initial funding request for a standard 75/25 payment is described below.

### Example:

CTFP Grant Allocation	OCTA Match Rate	Local Agency Match Rate
\$200,000	80%	20%

#### Step 1

Eligible Expenses x OCTA Match Rate = Product  
 \$ 225,000.00 X 80% = \$ 180,000.00

#### Step 2

Check if Product is greater than or less than

CTFP Allocation Amount: \$200,000

#### Step 3

Use the lower of the Product or Allocation \$ 180,000.00

In this case the \$180,000 amount is less

#### Step 4

Then multiply the \$180,000 amount by 75% (Initial Payment Percentage)

\$180,000	X	75%	=	\$135,000.00
Invoice Amount				

## Project O - Regional Capacity Program Final Report and Payment Process

The remaining CTFP funds are reimbursed to the lead agency following completion of the final reporting process. This final payment is calculated by considering the grant allocation amount, the minimum local agency match rate, how much has been previously reimbursed as part of the initial payment, and the total eligible costs that can be applied to the grant (see program specific eligibility sections). M2 funds are applied proportionally to all eligible project expenses. Prior to submitting the Final Report, review the following section which includes items important to the final reporting process. The CTFP Payment Supplement provides additional instructions and sample forms to complete payment requests. Payment requirements are located in this chapter.

### Project Cost Changes

If the contract price is lower than the amount programmed, and the agency requested additional items and/or change orders during construction/study, OCTA may approve the additional costs during the review of the final report. OCTA will review these reports to:

1. Determine that the agency submitted proper justification for the change order(s)
2. Determine if the items are eligible for reimbursement
3. Confirm that expenses are within the project's original scope of work
4. The lead agency should provide information supporting the need for the change orders in the final report. Changes in project limits for construction projects are not eligible for reimbursement.

### Final Payment Documentation Requirements

The items listed below are to be submitted to complete the final reporting process.

1. Invoice - For final payments, an agency shall invoice for the remaining balance of the contract amount or programmed amount, whichever is less. Final payment request invoices shall normally be approximately 25 percent (25%) of the eligible funds. Interest earned by an agency for initial payments received shall be applied to and deducted from the final payment balance amount.
2. Project Certification Letter – The public works director, or appropriate equivalent, shall submit a certification letter, with applicable statements, using the Project Certification Form 10-2. This will include the certification that the project being reimbursed has meet the signage requirements laid out in Precept 21.
3. Documentation of the Contract Award – The agency shall submit a minute order, agency resolution, or other council/board action showing award of the contract and the contract amount. After contract award, the agency shall submit the project name,

contractor/consultant company name, and project scope including bid/task list, for each contract. The city clerk, clerk of the board, or appropriate equivalent shall certify minutes. Agencies that use on-call consultants shall submit a purchase order that includes the scope of work for the contractor.

4. PS&E Certification – Agencies shall submit a PS&E certification using the PS&E Certification Form 10-4. The agency engineer shall certify that the local agency properly prepared and approved plans and specifications in accordance with authorized procedures and adopted standards, followed approved scope of work, and incorporated materials report.
5. Final Report Form – The local agency shall prepare a final report form using the Engineering & Construction Phase Final Report ~~final report~~ Form 10-5A.
6. Division of Costs – The Division of Costs Form 10-6. Supportive material shall equal the division of costs totals that are located in the final report form.
7. OCTA shall reimburse general lump sum pay items, appraisal cost, design, and construction engineering in the same ratio as the total ROW acquisition or construction costs.
8. Proof of Project Payment – The required documentation that will be submitted includes approved contract invoices and may also include, but is not limited to, supportive material for agency work forces, equipment, material, and corresponding proof of payment. Additional records are required to be maintained as outlined in the Audit (Chapter 10).
9. Layout Plans – An agency shall not submit layout plans that print on paper larger than 11 inches by 17 inches (where applicable).
10. Documentation of Decision to Use Local Agency Forces – For all project phases, for any work performed by local agency forces in lieu of a primary contract, local agency must document that local agency forces could perform the work more cost effectively or timely than a contractor; and documentation of this decision can be supplied in case of audit.
11. Documentation Supporting Local Agency Liability for Utility Relocation Costs – Local agency liability can be supported by the documentation of property rights, franchise rights/agreements, state and local statutes/ordinances, permits, or a finding by the local agency's counsel.
12. ROW Documents – Each parcel shall include an appraiser's report, written offer letter, plat map, and legal description. Agencies attempting to acquire five or more parcels for a project shall include a parcel location map.

13. Summary of ROW Acquisition – Agencies shall submit a summary of ROW acquisition as described in the Summary of ROW acquisition Form 10-5B.
14. Notice of Completion – An agency shall submit The Notice of Completion form to certify the phase completion date (Form 10-7). See Definition 22 for phase completion date.
15. Before and After Project Photos (where applicable) – photographs showing the project before and after the improvements.

Electronic copies of all payment forms can be downloaded from OCFundtracker.

## Timely Final Reports

OCTA will work with local agencies to ensure the timeliness of final reports by utilizing the following procedures:

1. Local agencies to notify OCTA of the project phase completion date within 30 days of completion.
2. Local agencies to file a final report within 180 days of project phase completion date.
3. OCTA to issue a notification to the project manager, public works directors or TAC representative(s) 90 days after the project completion date, as reported in OCFundtracker, to remind local agencies that the final report is due in 90 days. OCTA staff will provide guidance to assist in preparation of the final report.
4. OCTA to issue a final notice letter to the project manager, public works directors or TAC representative(s) with a copy to the agency's management and finance director if OCTA does not receive the final report within 180 days of the project completion date. The final notice letter will inform the local agencies that if OCTA does not receive a response to the final notice letter and the final report within 180 days, then the funds will be unencumbered and OCTA shall request that the agency return disbursed funds, plus interest.
5. OCTA to issue the final payment to local agencies within 60 days of receiving the complete final report and all supporting documentation.

## Failure to Submit Final Report

Agencies who fail to submit a Final Report will be required to repay applicable M2 funds received for the project in a manner consistent with the Master Funding Agreement and/or will be found ineligible to receive M2 Net Revenues.

## Excess Right-of-Way

Agencies that use Net Revenues (through CTFP or LFS programs) to acquire project ROW shall dispose of land deemed in excess of the proposed transportation use. Excess land



sold by the lead agency will be disposed of in accordance with the process established in Government Code, Article 8, Surplus Land, Section 54220-54232, etc. Seq. and the ROW acquisition/disposal plan submitted as part of the application process. The agency shall return proceeds from the sale to OCTA. OCTA shall return the funds to the program of origin for future use.

Proceeds from the sale of excess ROW shall be returned to OCTA in proportion to the amount of M2 funds used in the purchase.

Agencies shall submit ROW documents for all parcels utilizing M2 Net Revenues. Agencies must submit the following documents:

- Summary of the ROW required for the project
- Plat maps and legal descriptions for ROW acquisitions
- Parcel location map
- Identification of anticipated excess right-of-way, if any
- Appraisal reports for excess right-of-way
- ROW acquisition/disposal plan

OCTA shall consider excess ROW with a value of \$10,000.00 or less as an uneconomic remnant. OCTA shall determine if excess ROW is to be considered an uneconomic remnant.

The agency shall submit a fair market value appraisal report for the excess land of each parcel. Appraisers must conduct appraisals in accordance with the Uniform Standards of Professional Appraisal Practice (USPAP). If an agency suspects that the excess ROW has a value of \$10,000.00 or less, the agency may conduct a limited fair market value appraisal to confirm the value of the excess right-of-way. The agency shall submit the appraisals with the ROW final report.

OCTA shall retain from the final payment the value of excess ROW that is proportional to OCTA's percentage match rate to the project up to OCTA's match rate of ROW grant. However, if the local agency provided additional funds beyond what was original estimated, OCTA will be reimbursed based on its proportional share of the cost of right-of-way.

An agency may include incidental expenditures from the disposal of property in their final report for the ROW grant.

An agency shall begin the process to sell excess ROW within 60 days after acceptance of the construction improvements.

OCTA shall not close-out the ROW grant or construction grant until the agency and OCTA resolve questions regarding excess right-of-way.



## ***Example:***

OCTA's ROW grant:	\$500,000
OCTA grant match rate	75%
Parcel Costs:	
Cost – Parcel 1:	\$300,000
Cost – Parcel 2:	\$380,000
Cost – Parcel 3:	\$120,000
Cost – Parcel 4:	<u>\$100,000</u>
Total ROW Costs:	\$900,000
Payment with no excess ROW:	\$500,000

## Excess right-of-way

Value of excess ROW for parcel 1:	\$200,000
Value of excess ROW for parcel 2:	\$105,000
Value of excess ROW for parcel 3:	\$ 0
Value of excess ROW for parcel 4:	<u>\$ 0</u>
Total Value of excess ROW:	\$305,000

OCTA contribution to ROW acquisition:

CTFP ROW contribution ÷ Agency total cost of right-of-way

$$\$500,000 \div \$900,000 = 56\%$$

OCTA's shall reduce the final ROW payment by:

Parcel 1:	\$200,000 x 56% =		\$112,000
Parcel 2:	\$105,000 x 56% =	+	<u>\$58,800</u>
Total:			\$170,800
Payment (incorporating excess right-of-way):			\$500,000
		-	<u>\$170,800</u>
			\$329,200

## **Agency Workforce and Equipment Rental**

An agency must provide supporting documentation for work completed by agency staff. It is recommended that a unique project job key be created for each project and all project charges be billed under that job code. The agency shall multiply the fully burdened labor rate by the number of hours for each staff person assigned to the project. An agency may add actual overhead costs at an allowable rate up to 30 percent (30%) of payroll

and fringe benefits. Where an agency due to size cannot calculate its specific overhead rate, an agency may refer to the Cost Accounting Policies and Procedures Manual (CAPPM) of the California Uniform Public Construction Cost Accounting Commission, which allows for a fixed overhead rate billing dependent on city size. Where an agency has actual overhead costs that exceed 30 percent (30%), these will be accepted when a fully audited cost allocation plan is provided and approved by the appropriate governmental entity listed in the CAPPM or 2 Code of Federal Regulations Part 225.

An agency must provide supporting documentation for equipment used by local agency staff. An agency may use local agency or Caltrans surcharge and equipment rental rates.

## Technical and/or Field Review

Once an agency submits a final report for a project, OCTA shall review the report for compliance with the CTFP Guidelines and may conduct a technical and/or field review. As part of the technical/field review of a CTFP project, OCTA may:

- review ROW acquisitions and the potential for excess right-of-way
- compare hourly breakdown of staff time compared to staff time sheets
- conduct a project field review – ensure improvements are within scope
- review items that agencies self-certify
- verification of the reasonableness of project costs

OCTA may review all phases of the project.

OCTA will use the project cost estimate forms submitted with the application and revised where appropriate, project accounting records and the final report as the primary items to conduct the review. Agencies must maintain separate records for projects (i.e., expenditures, interest) to ensure compliance. OCTA will only reimburse eligible CTFP items listed on the cost estimate. The implementing agency is expected to complete the entire scope of work as presented in the original application.

See Chapter 10 for independent audit requirements beyond the technical/field review.

## Reporting of Local Fair Share (LFS)

For the purposes of reporting non-project work (maintenance, repair, and other non-project related costs) funded by Measure M LFS funds, the Measure M2 expenditure report cited M2 Ordinance, Section III(B)(8) shall satisfy reporting requirements. If LFS funds are used for projects, the local agency shall also include a list of those funds and/or other Measure M2 funds in the Project Final Report cited in Section III(B)(9).

## Project P - Regional Traffic Signal Synchronization Program Reimbursements and Reporting Requirements

The previous sections of this chapter outline the process and requirements regarding reimbursements and reporting for all competitive programs that are part of Measure M2. A lead agency shall also use the following additional reporting and documentation requirements specific to any competitive project funded through RTSSP (Project P) as part of the reimbursement process.

### Procedures for Receiving Funds

RTSSP (Project P) funds projects with a three (3) year grant. Projects are divided into two components for the purposes of reimbursements and reporting: PI and Ongoing O&M. ~~O&M will begin after the PI of the project is completed and be required for the remainder of the project and last for a minimum of two (2) years.~~

Primary Implementation (PI) includes the following:

- Project administration (required)
- Developing and implementing optimized signal synchronization timing (required)
- Producing a PI Report, which includes the Before and After Study for the proposed project (required)
- Engineering design of signal improvements for the project (optional)
- System integration (optional)
- Proposed signal improvements, construction support, and contingency (optional):
  - New or upgraded detection
  - New or upgraded communication systems
  - Intersection/field system modernization and replacement
  - Minor signal operation improvements
  - Traffic management centers
  - Real-time traffic actuated operations and demonstration projects
- Contingencies (optional)
- Construction management (optional)

Ongoing Operation and Maintenance (O&M) ~~will begin after the PI of the project is completed.~~ It includes the following:

- Monitoring and improving optimized signal timing (required)
- Communications support (optional)
- Detection support (optional)
- ~~Final~~ O&M report (required)

A lead agency must encumber funds OCTA allocates to a project within the fiscal year of the grant and after funding agreements with OCTA are executed. A lead agency encumbers funds by awarding a contract or providing expense reports to prove the lead or a participating agency's workforce costs, provided that the lead agency intends to complete the PI with lead agency or participating agency staff. Once an agency encumbers RTSSP (Project P) funds for PI, it can begin the process for receiving payment of the funds. Note that only the lead agency will receive payment of funds from OCTA. Any funds that are due to other participating agencies are the responsibility of the lead agency and not OCTA.

The project lead agency must submit payment requests through OCTA's online database, [OCFundtracker](#). Additional details about the retention caps, timely payment requests, project closeout, and payment are available in Chapter 9.

## Availability of Funds

The funds allocated for projects will be available to project lead agencies July 1<sup>st</sup> of the programmed year and after funding agreements with OCTA are executed.

## Initial Payment Requests for Primary Implementation

The initial payment will provide up to 75 percent (75%) of funds for the PI of the project. The following information specific to the RTSSP (Project P) Project is provided regarding the documentation requirements for initial payment of PI after an agency encumbers funds for the project.

The interactive electronic versions of all payment forms can be downloaded via OCFundtracker.

The PI-final report has been provided so a lead agency can determine the reporting and documentation required for an initial payment request. Staff may request additional documentation that is not listed on the PI Report prior to approving the request. The electronic versions of the forms are available through the OCFundtracker.

Below is additional information regarding documentation requirements for RTSSP payment requests. The CTFP Payment Supplement provides instructions and sample forms for the items listed.

- Invoice - For initial payments, the lead agency shall invoice for 75 percent (75%) of the contract amount or programmed amount of the project's PI, whichever is less. For final payments of the PI, the lead agency shall invoice the remaining balance of the project's PI phase contract amount or programmed amount, whichever is less
- Project Certification Letter (initial and final)

- Revised Cost Estimate (initial)
- PS&E Certification (initial and final)
- Certification of Phase (initial)
- ~~Final~~ Report Submission
- Division of Cost Schedule (final)
- Work Schedule - OCTA requires a complete project schedule, including expected start and completion dates for tasks in the PI and Ongoing O&M phases (initial and final)
- ROW Documents - No requirements as ROW is not a part of RTSSP

Detail on other aspects on Initial Payment Requests for PI including project advancement and reimbursement is available in this chapter.

## Example of Initial Reimbursement for Primary Implementation (PI):

CTFP Grant Allocation	OCTA Match Rate	Local Agency Match Rate
\$960,000.00	80%	20%

### Step 1

$$\text{Eligible Expenses} \times \text{OCTA Match Rate} = \text{Product}$$

$$\$1,000,000.00 \times 80\% = \$800,000.00$$

### Step 2

Check if **Product** is greater than or less than **CTFP Grant Allocation Amount**:  
**\$800,000** vs **\$960,000**

### Step 3

Use the lower of the **Product** or **CTFP Grant Allocation**  
 In this case, the **\$800,000.00** amount is lower

### Step 4

Then multiply the amount by **75%** (Initial Payment Percentage)

\$800,000.00	x	75%	=	\$600,000.00
				Invoice Amount

## Final Payment Requests for Primary Implementation

OCTA will release the remaining balance to the lead agency, approximately 25 percent (25%) of funds for the PI, when the project's PI phase is complete and OCTA receives the project Before and After Study. The balance is determined based on the final costs for the eligible RTSSP expenditures. The Before and After Study is defined as the following:

This study shall at minimum collect morning and evening peak period using travel times, average speeds, green lights to red lights, stops per mile, and the derived CSPI metric. In addition, greenhouse gas and gasoline savings should be identified. This information shall be developed both before any signal timing changes have been made and after the PI. The study shall compare the information collected both before and after the timing changes. Comparisons shall identify the absolute and percent differences for the entire corridor, by segment, direction, and time period. Segments will be defined by major traffic movements as observed during the project (e.g. commuting segments between freeways, pedestrian-friendly segments in a downtown area, etc.).

~~A template for the before and after study is available.~~ The PI Report, which includes the Before and After Study for RTSSP, shall be included as a requirement at the end of the Primary Implementation phase and as part of the Final Report as required by the M2 Ordinance, Attachment B, Section III.A.9~~for reimbursement purposes.~~

## Payment Requests for Ongoing Operations and Maintenance

The payments for the Ongoing O&M portion of the project award will cover the remainder of the grant period after the PI phase is completed and will be paid as a reimbursement upon proof of work/payment and receipt of invoice. The invoice should include the Final O&M report with details on the ongoing O&M work done including the required (1) work monitoring and improving optimized signal timing; and optional (2) communications and detection support.

### ~~O&M Project Final~~ O&M Report


The ~~project f~~Final ~~O&M R~~O&M report shall be completed in accordance with all CTFP Guidelines upon the end of the ~~\_three-year grant period~~O&M phase. In addition, the ~~final~~O&M R report shall summarize the ~~full project through the three-year grant period~~O&M period, ~~include the Before and After Study from the PI phase, and report on additional updates/information that result from the Ongoing Operation and Maintenance phase.~~ documenting the O&M efforts and procedures for continuing maintenance shall be prepared. At ~~the~~a minimum, the ~~f~~O&M R report shall include when travel runs were conducted and issues and solutions throughout the phase. The ~~memorandum~~report shall document all planned and programmed improvements on the study corridor as well as

recommendations for further infrastructure improvements that would likely  
improveenhance the corridor signal coordination project results.



**August 3, 2020**

**To:** Regional Planning and Highways Committee

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

**Subject:** Grant Acceptance for the Orange County Bike Connectors Gap Closure Feasibility Study

### **Overview**

The Orange County Transportation Authority was recently awarded \$160,000 for the Orange County Bike Connectors Gap Closure Feasibility Study through the statewide Sustainable Transportation Planning Grant Program. In order to utilize these grant funds, staff is seeking Board of Directors' approval to accept the award and enter into agreements with the granting agencies.

### **Recommendations**

- A. Adopt Orange County Transportation Authority Resolution No. 2020-064 and authorize the Chief Executive Officer to accept the Sustainable Transportation Planning Grant award and execute grant-related agreements and documents with the California Department of Transportation and the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer to amend the Federal Transportation Improvement Program and process all necessary amendments to facilitate the recommendation above.

### **Background**

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) mission to provide a safe, sustainable, integrated, and efficient transportation system to enhance the State of California's economy and livability. On August 16, 2019, Caltrans issued a fiscal year 2020-21 Sustainable Transportation Planning Grant statewide call for projects, which made available approximately \$34 million to regional and local agencies for transportation planning grants. In response to this opportunity, the Orange County Transportation Authority (OCTA) submitted a request for \$160,000 for the Orange County Bike Connectors Gap Closure Feasibility Study.



The planning effort would evaluate the potential to expand regional bikeway connections throughout Orange County. This will build on the OC Loop concept identifying additional branded regional bikeways throughout Orange County.

### ***Discussion***

On June 18, 2020, OCTA was notified that Caltrans selected the study for funding. This study builds on previously-envisioned bikeways across the County building on prior studies by the Southern California Association of Governments and OCTA. These studies culminated in the first countywide active transportation plan called “OC Active” completed in December 2019. OC Active, developed in conjunction with local agencies, identified the almost-complete OC Loop (north), and newly-proposed bikeways called South Loop and Central Loop, as well as a cross-county connector, which will link all three bicycle “loops” connecting to regional and local bikeway networks.

The plan will result in a study with recommendations for the most cost-effective solutions to provide a continuous and high-quality bikeway network. Cost estimates and project details will be developed, positioning local jurisdictions for funding pursuits or utilization of local funds to advance the bikeways.

The award of \$160,000 will be matched with \$40,000 State Transportation Improvement Program Planning, Programming, and Monitoring funds, for a total cost of \$200,000, and will support the study in its entirety. In order to execute the grant agreement, OCTA is seeking Board approval of Resolution No. 2020-064 (Attachment A).

### **Next Steps**

Following execution of the Caltrans Sustainable Transportation Planning grants, staff will follow OCTA’s procurement process to award professional services contracts in the fall or winter of 2020.

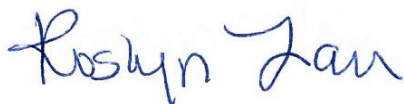
### ***Summary***

OCTA was awarded \$160,000 through a competitive grant from Caltrans. A resolution to accept the grant award and authorization to enter into grant-related agreements and documents is presented for adoption as required by the grant program.

***Attachment***

- A. Resolution No. 2020-064 of the Orange County Transportation Authority,  
2020-2021 Sustainable Transportation Planning Grant Program  
Authorization

**Prepared by:**



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**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
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**RESOLUTION NO. 2020-064  
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2020-2021 SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM  
AUTHORIZATION**

**WHEREAS**, the California Department of Transportation administers the Sustainable Transportation Planning Grant Program to support its mission, which is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability; and

**WHEREAS**, the Orange County Transportation Authority, as an eligible grantee of the California Department of Transportation's Sustainable Transportation Planning Grant Program, applied for and was awarded \$160,000 in grant funds for the Orange County Bike Connectors Gap Closure Feasibility Study; and

**WHEREAS**, the California Department of Transportation requires the grantee to certify, by resolution, the acceptance of awarded grant funds and authority to execute grant-related agreements;

**WHEREAS**, the Orange County Transportation Authority will provide a cash match of \$40,000 in State Transportation Improvement Program Planning, Programming, and Monitoring funds to complete the Bike Connectors Gap Closure Feasibility Study; and

**THEREFORE, BE IT RESOLVED** that the Orange County Transportation Authority Board of Directors accepts the awarded grant funds and authorizes the Chief Executive Officer, or designee, to file and execute grant applications and agreements, certifications and assurances, and other documents for and on behalf of Orange County Transportation Authority with the California Department of Transportation.

ADOPTED, SIGNED, AND APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

AYES:

NOES:

ABSENT:

ATTEST:

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Laurena Weinert  
Clerk of the Board


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Steve Jones, Chairman  
Orange County Transportation Authority



**August 3, 2020**

**To:** Regional Planning and Highways Committee

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

**Subject:** Comprehensive Transportation Funding Programs Semi-Annual Review – March 2020

### **Overview**

The Orange County Transportation Authority recently completed the March 2020 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. This semi-annual review cycle was unique since it was heavily influenced by project and personnel impacts of the coronavirus and the Governor's stay-at-home order. Project adjustments and proposed guidelines exemptions are presented for review and approval.

### **Recommendations**

- A. Approve requested adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share Program funds.
- B. Due to the unique circumstances created by the coronavirus, exempt certain Comprehensive Transportation Funding Programs and Measure M2 Eligibility Guidelines (documented in this staff report and attachments) in order to incorporate requested project adjustments.

### **Background**

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism which the Orange County Transportation Authority (OCTA) uses to administer funding for street, road, signal, transit, and water quality projects. The CTFP contains a variety of funding programs and sources, including Measure M2 (M2) revenues, State-Local Partnership Program funds,

and Local Partnership Program funds. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants.

Throughout the semi-annual review, OCTA meets with representatives from local agencies as necessary to review the status of projects and proposed project changes. This process is known as the semi-annual review. The goals of the semi-annual review are to review project status, determine the continued viability of projects, address local agency concerns, confirm availability of local match funds, and ensure timely closeout of all projects funded through the CTFP.

### ***Discussion***

The March 2020 semi-annual review process was originally scheduled to close on March 13, 2020. However, within a few days of its original closing, Governor Newsom issued Executive Order N-33-20 (stay-at-home order), which mandated that all California residents stay at home in order to combat the spread of the coronavirus (COVID-19). It quickly became apparent that the stay-at-home order was going to have significant impacts upon local agencies' abilities to conduct normal business, such as conducting city council meetings, awarding contracts, and scheduling procurements. As a result, OCTA reopened the semi-annual review process in order to accommodate new project adjustment requests. In total, after the March semi-annual review process was reopened, OCTA received an additional 51 project adjustment requests.

In total, 77 project adjustment requests including 18 delays, 11 timely use of funds extensions for CTFP projects, 15 timely use of funds extensions for the Local Fair Share Program, four scope changes, 24 project transfers, one cancellation, and four "other" requests are being recommended for Board of Directors (Board) approval. All recommended adjustment requests are itemized in Attachment A and described in Attachment B.

Local agencies identified several reasons for proposed project adjustment requests, which generally included the following.

- Delays were requested due to procurement, staffing, COVID-19-related impacts, utility, construction, and/or federal funding coordination issues.
- Extensions were requested because of delays in obtaining approvals and/or permits, right-of-way processes taking longer than expected, COVID-19-related impacts, design, staffing, project closeout, contractor scheduling, and coordination issues.
- Scope changes were requested due to either improvements on the original scope of work or to address design issues that emerged.

- Transfers of savings were requested by M2 Project V service providers (who ceased operations during COVID-19) in order to preserve unspent funds for use in subsequent fiscal years.
- A cancellation was requested due to the inability to resolve utility and contractor coordination issues.
- “Other” changes were required in order to document Project P administrative changes toward evaluation of multi-phased projects and a CTFP Guidelines exception, which was required during the CTFP Project O call for projects.

A summary of projects by phase and funding is included in the table below. Since inception of M2, OCTA has awarded approximately half a billion dollars in competitive funds, including approximately \$38 million in state and federal funds. Changes to this original allocation amount reflect the reduction in programming of approximately \$3.6 million, resulting in a cumulative total revised allocation of \$497.9 million as of March 31, 2020.

M2 CTFP Summary Table				
Project Status	September 2019 Semi-Annual Review		March 2020 Semi-Annual Review	
	Project Phases	Allocation	Project Phases	Allocations <sup>1</sup> (after adjustments)
Planned <sup>2</sup>	66	\$ 33.7	51	\$ 29.0
Started <sup>3</sup>	125	\$204.2	111	\$178.5
Pending <sup>4</sup>	86	\$ 54.1	96	\$ 82.4
Completed <sup>5</sup>	341	\$166.9	367	\$169.6
Cancelled <sup>6</sup>	50	\$ 37.9	50	\$ 38.4
<b>Total</b>	<b>668</b>	<b>\$496.8</b>	<b>675</b>	<b>\$497.9</b>

<sup>1</sup> Allocations in millions, subject to change pending final reconciliation.

<sup>2</sup> Planned - indicates that funds have not been obligated and/or are pending contract award.

<sup>3</sup> Started - indicates that the phase is underway, and funds are obligated.

<sup>4</sup> Pending - indicates that phase work is completed, and final report submittal/approval is pending.

<sup>5</sup> Completed - indicates that phase work is complete, final report is approved, and final payment has been made.

<sup>6</sup> Cancelled - indicates that the phase work will not be completed, and project savings will be returned to the program.

\* Note: the project phase and allocations listed above are subject to frequent and regular changes due primarily to project status updates, final reconciliations, and project closeout processes.

As shown above, local agencies have made considerable progress since the last semi-annual review cycle in delivering and closing out CTFP projects. Demonstrating that progress, 15 projects have advanced from “planned” to “started” phase, and 96 projects are “pending” (meaning work is complete and final submittals are pending and/or need to be finalized). Additionally, 26 projects were completed between September 2019 and March 2020.

Furthermore, additional progress not reflected in the table includes over \$1.2 million in program savings due to projects being completed under programmed amounts. In total, this brings cumulative program savings to an estimated \$48 million (including both completed and cancelled projects). All savings are returned to the source program after closeout and are made available to all agencies in subsequent competitive funding cycles.

Additionally, OCTA takes every step possible to maintain M2 requirements consistent with its various guiding policy documents and requirements. However, as discussed above, this semi-annual review cycle was highly unique due to COVID-19-related impacts. As such, some requirements identified in either the CTFP Guidelines or the M2 Eligibility Guidelines require exemption (for this cycle only) in order to approve the recommended project adjustment requests. In total, there are seven guidelines exemption requests, which are primarily related to when submittals, city council approvals, or when back up and/or supporting documentation were due. These instances are noted and/or described in the attachments A, B, and C.

From a CTFP administrative perspective, the proposed project adjustments identified in this report are appropriate and necessary. With respect to the recommended guidelines exemptions, while exceedingly rare, staff is recommending Board approval given the unique, challenging, and unforeseen environment that emerged during the COVID-19 pandemic.

This report and its recommendations were reviewed by the OCTA Technical Advisory Committee in June. Board approval of the proposed March 2020 semi-annual review adjustments and waivers is recommended. If these recommendations are approved by the Board, staff will monitor implementation of these changes through both the OCFundtracker database and future semi-annual review cycles, which are reported to the Board biannually.

### **Summary**

OCTA has recently reviewed the status of 312 active project phases funded through the CTFP. Staff recommends approval of the recommendations, project adjustments, and waivers requested by local agencies for the March 2020 semi-annual review cycle.

***Attachments***

- A. Comprehensive Transportation Funding Programs, March 2020  
Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs, March 2020  
Semi-Annual Review Adjustment Request Descriptions
- C. Summary of Proposed Guidelines Exemptions

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**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
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**Comprehensive Transportation Funding Programs**  
**March 2020 Semi-Annual Review Adjustment Requests**

Delay Requests									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay (Months)	Proposed FY
1	Anaheim	19-ANAH-STIS-3928 <sup>1</sup>	W	Anaheim Safe Transit Stop Improvements	CON	19/20	\$ 480,000	24	21/22
2	Costa Mesa	19-CMSA-STIS-3929 <sup>2</sup>	W	Costa Mesa Safe Transit Stop Improvements	CON	19/20	\$ 74,500	24	21/22
3	Fullerton	19-FULL-TSP-3936 <sup>1,3</sup>	P	Harbor Boulevard Corridor	IMP	19/20	\$ 2,105,395	24	21/22
4	Fullerton	19-FULL-TSP-3936 <sup>1,3</sup>	P	Harbor Boulevard Corridor	O&M	20/21	\$ 69,600	24	22/23
5	Irvine	17-IRVN-ICE-3863 <sup>5</sup>	O	University/Ridgeline Intersection Improvement	CON	19/20	\$ 1,724,024	24	21/22
6	Laguna Hills	19-LHLL-STIS-3931 <sup>1</sup>	W	Laguna Hills Safe Transit Stop Improvements	CON	19/20	\$ 35,000	12	20/21
7	Laguna Niguel <sup>7</sup>	19-LNIG-CBT-3954 <sup>1,3</sup>	V	Laguna Niguel Summer Trolley - Southern Section	CAP	19/20	\$ 218,160	24	21/22
8	Laguna Niguel <sup>7</sup>	19-LNIG-CBT-3954 <sup>1,3</sup>	V	Laguna Niguel Summer Trolley - Southern Section	O&M	19/20	\$ 667,922	24	21/22
9	Mission Viejo	18-MVJO-ACE-3904 <sup>3,6</sup>	O	La Paz Bridge and Road Widening from Muirlands to Chrisanta	CON	19/20	\$ 3,300,843	12	20/21
10	Newport Beach <sup>8</sup>	19-NBCH-ECP-3950 <sup>3</sup>	X	Newport Bay Trash Mitigation Project Phase 2	CON	19/20	\$ 55,099	12	20/21
11	OCTA	19-OCTA-STIS-3953 <sup>3,5</sup>	W	OCTA Safe Transit Stop Improvements (Laguna Hills Transit Center and Newport Beach Transit Center)	CON	19/20	\$ 15,000	12	20/21
12	OCTA	16-OCTA-TSP-3794 <sup>5</sup>	P	Brookhurst Street Traffic Signal Synchronization (Commonwealth Avenue to Pacific Coast Highway)	O&M	19/20	\$ 111,360	12	20/21
13	OCTA	16-OCTA-TSP-3795 <sup>5</sup>	P	Magnolia Avenue Traffic Signal Synchronization (Commonwealth Avenue to Banning Avenue)	O&M	19/20	\$ 96,000	12	20/21
14	OCTA	18-OCTA-TSP-3894 <sup>1</sup>	P	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	O&M	19/20	\$ 53,280	24	21/22
15	OCTA	18-OCTA-TSP-3897 <sup>1</sup>	P	Garden Grove Boulevard TSSP (Valley View Street to Bristol Street)	O&M	19/20	\$ 36,720	24	21/22
16	OCTA	18-OCTA-TSP-3901 <sup>1</sup>	P	Main Street RTSSP	O&M	19/20	\$ 50,688	24	21/22
17	OCTA	18-OCTA-TSP-3905 <sup>1</sup>	P	Los Alisos Boulevard Route Project	O&M	19/20	\$ 31,140	24	21/22
18	Orange	19-ORNG-STIS-3933 <sup>3,5</sup>	W	Orange Safe Transit Stop Improvements	CON	19/20	\$ 98,300	12	20/21
<b>Delays - Total Phase Allocations (18)</b>							<b>\$ 9,223,031</b>		

**Reasons for Project Adjustments**

1. Procurement related
2. Staffing issue
3. Coronavirus (COVID-19) related
4. Utility coordination
5. Construction coordination
6. Federal funding coordination

**Exemption requests**

7. CTFP Guidelines - city council concurrence to be submitted with semi-annual review requests and prior to Board approval.
8. CTFP Guidelines - Project X Tier I projects are not eligible for delay requests.

**Acronyms**

Board - Board of Directors  
CAP - Capital  
CON - Construction  
CTFP - Comprehensive Transportation Funding Programs  
FY - Fiscal Year  
IMP - Implementation  
O&M - Operations and Maintenance  
OCTA - Orange County Transportation Authority  
RTSSP - Regional Traffic Signal Synchronization Program  
TSSP - Traffic Signal Synchronization Program

**Comprehensive Transportation Funding Programs**  
March 2020 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Requests - CTFP Programs*									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension (Months)	Proposed Expenditure Deadline
1	Anaheim	17-ANAH-ACE-3860 <sup>1,2</sup>	O	Lincoln Avenue Widening (East Street to Evergreen Street)	ROW	17/18	\$ 1,147,669	24	9/27/2022
2	Brea	16-BREA-FST-3802 <sup>2</sup>	O	SR-57 & Lambert Road Interchange Improvements	ROW	17/18	\$ 3,109,857	24	6/6/2022
3	County of Orange	17-ORCO-ACE-3868 <sup>3,7</sup>	O	Cow Camp Road Segment 2A & 2B Construction	CON	17/18	\$ 4,522,774	12	6/15/2022
4	Irvine	17-IRVN-TSP-3875 <sup>4</sup>	P	Irvine Boulevard Signal Synchronization Project	O&M	18/19	\$ 80,640	24	5/22/2024
5	Irvine	18-IRVN-TSP-3902 <sup>5</sup>	P	Culver Drive / Bonita Canyon Drive / Ford Road RTSSP	IMP	18/19	\$ 1,064,848	24	4/24/2024
6	Irvine	18-IRVN-TSP-3902 <sup>5</sup>	P	Culver Drive / Bonita Canyon Drive / Ford Road RTSSP	O&M	19/20	\$ 74,880	24	6/2/2025
7	Laguna Woods	14-LWDS-TSP-3707 <sup>3,6</sup>	P	El Toro Road Regional Traffic Signal Synchronization	O&M	15/16	\$ 28,800	24	6/17/2022
8	Laguna Woods	14-LWDS-TSP-3708 <sup>3,6</sup>	P	Moulton Parkway Regional Traffic Signal Synchronization	O&M	15/16	\$ 71,040	24	6/17/2022
9	Santa Ana	16-SNTA-ACE-3814 <sup>2</sup>	O	Warner Avenue Improvements and Widening (Main Street to Oak Street)	ROW	16/17	\$ 1,697,153	24	8/16/2022
10	Santa Ana	17-SNTA-ACE-3869 <sup>2</sup>	O	Warner Avenue Improvements - Oak Street to Grand Avenue	ENG	17/18	\$ 811,125	24	8/14/2022
11	Santa Ana	17-SNTA-ACE-3870 <sup>2</sup>	O	Warner Avenue Improvements from Main Street to Orange Avenue	ROW	17/18	\$ 8,586,900	24	8/16/2022
CTFP Timely Use of Funds Extensions (11) - Total Phase Allocations							\$ 21,195,686		

**Reasons for Project Adjustments**

- Delays in obtaining necessary plan approvals and/or permits
- ROW issues and/or delays
- COVID-19 related
- Design issues
- Staffing issue
- Project closeout
- Contractor scheduling and utility coordination

**Acronyms**

- ROW - Right-of-Way  
SR-57 - State Route 57  
ENG - Engineering

\*Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request a one-time extension of up to 24 months.

**Comprehensive Transportation Funding Programs**  
March 2020 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Requests - LFS*							
No	Agency	FY	Disbursement Date	Disbursement	Proposed Extension Amount	Proposed Interest Extension Amount	Extension Deadline
1	Brea	17/18	11/7/2017	\$ 155,700	\$ 155,700	\$ -	11/7/2022
2	Costa Mesa	17/18	11/7/2017	\$ 405,346	\$ 405,346	\$ -	11/7/2022
3-11	Villa Park <sup>1,2</sup>	15/16	6/30/2016	\$ 15,339	\$ 15,339	\$ -	6/30/2021
		16/17	9/13/2016	\$ 13,599	\$ 13,599	\$ -	9/13/2021
			11/15/2016	\$ 13,711	\$ 13,711	\$ -	11/15/2021
			1/10/2017	\$ 16,538	\$ 16,538	\$ -	1/10/2022
			3/14/2017	\$ 14,465	\$ 14,465	\$ -	3/14/2022
			5/23/2017	\$ 12,731	\$ 12,731	\$ -	5/23/2022
			6/30/2017	\$ 15,345	\$ 15,345	\$ -	6/30/2022
		17/18	9/12/2017	\$ 13,650	\$ 13,650	\$ -	9/12/2022
			11/7/2017	\$ 14,509	\$ 14,509	\$ -	11/7/2022
12-15	Yorba Linda	16/17	5/23/2017	\$ 146,012	\$ 146,012	\$ -	5/23/2022
			6/30/2017	\$ 175,993	\$ 175,993	\$ -	6/30/2022
		17/18	9/12/2017	\$ 157,305	\$ 157,305	\$ -	9/12/2022
			11/7/2017	\$ 167,004	\$ 167,004	\$ -	11/7/2022
LFS Timely Use of Funds Extensions (15) - Total					\$ 1,337,247		

\*The Expenditure Guidelines specify that net revenues received by local jurisdictions through the LFS Program shall be expended or encumbered within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds. OCTA uses the check date as the date of receipt of funds. Requests for extension must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds. Requests for extension must include a plan of expenditure.

**Exemption requests**

1. M2 Eligibility Guidelines - funds extensions must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds.
2. CTFP and M2 Eligibility Guidelines - a plan of expenditure be submitted with semi-annual review timely use of funds extension requests.

**Acronyms**

LFS - Local Fair Share

M2 - Measure M2

**Comprehensive Transportation Funding Programs**  
 March 2020 Semi-Annual Review Adjustment Requests

Scope Change Requests								
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
1	Fullerton	15-FULL-TSP-3769 <sup>1</sup>	P	Malvern Avenue/Chapman Avenue Corridor RTSSP	O&M	18/19	\$ 127,200	\$ 127,200
2	Irvine	16-IRVN-TSP-3791 <sup>2</sup>	P	Irvine Center Drive/Edinger Avenue Signal Synchronization	IMP	16/17	\$ 1,714,560	\$ 1,714,560
3	Irvine	16-IRVN-TSP-3792 <sup>2</sup>	P	Von Karman Avenue/Tustin Ranch Road Signal Synchronization	IMP	16/17	\$ 1,353,580	\$ 1,353,580
4	La Habra	15-LHAB-TSP-3773 <sup>2</sup>	P	Imperial Highway/State Route-90 Corridor	IMP	15/16	\$ 1,745,240	\$ 1,745,240
<b>Scope Changes (4) - Total Phase Allocations</b>							<b>\$ 4,940,580</b>	<b>\$ 4,940,580</b>

**Reasons for Project Adjustments**

1. Technology upgrades/ enhanced project benefits
2. Design Issue

**Comprehensive Transportation Funding Programs**  
March 2020 Semi-Annual Review Adjustment Requests

Transfer Requests										
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation	
1	County of Orange	16-ORCO-CBT-3822 <sup>1</sup>	V	Orange County RanchRide	O&M	19/20M	\$ 1,929,137	TBD	TBD	
2	Dana Point	14-DPNT-CBT-3742 <sup>1</sup>	V	Summer Weekend Trolley/Harbor Shuttle	O&M	19/20M	\$ 420,576	TBD	TBD	
3	Dana Point	16-DPNT-CBT-3823 <sup>1</sup>	V	Dana Point PCH Trolley	O&M	19/20M	\$ 388,272	TBD	TBD	
4,5	Dana Point	18-DNPT-CBT-3911 <sup>1</sup>	V	Dana Point Trolley Continuity and Expansion and Weekend Service	CAP	19/20M	\$ 110,250	TBD	TBD	
					O&M	19/20M	\$ 1,082,566	TBD	TBD	
6	La Habra	16-OCTA-CBT-3835 <sup>1</sup>	V	La Habra Special Event Shuttle Services	O&M	19/20M	\$ 89,757	TBD	TBD	
7,8	Laguna Beach	18-OCTA-CBT-3912 <sup>1</sup>	V	Summer Breeze Bus Service	CAP	19/20M	\$ 4,680	TBD	TBD	
					O&M	19/20M	\$ 536,725	TBD	TBD	
9,10	Laguna Niguel	19-LNIG-CBT-3954 <sup>1</sup>	V	Laguna Niguel Summer Trolley - Southern Section	CAP	19/20M	\$ 218,160	TBD	TBD	
					O&M	19/20M	\$ 667,922	TBD	TBD	
11	Lake Forest*	16-LFOR-CBT-3829 <sup>1</sup>	V	Shuttle Service between train station and Panasonic	O&M	19/20M	\$ 778,035	TBD	TBD	
12,13	Mission Viejo	16-OCTA-CBT-3836 <sup>1</sup>	V	Mission Viejo Local Transit Circulator	CAP	19/20M	\$ 475,300	TBD	TBD	
					O&M	19/20M	\$ 2,445,982	TBD	TBD	
14,15	Newport Beach	16-NBCH-CBT-3832 <sup>1</sup>	V	Balboa Peninsula Trolley	CAP	19/20M	\$ 262,768	TBD	TBD	
					O&M	19/20M	\$ 348,705	TBD	TBD	
16,17	Newport Beach	18-NBCH-CBT-3913 <sup>1</sup>	V	The Balboa Peninsula Shuttle Expansion Program	CAP	19/20M	\$ 110,400	TBD	TBD	
					O&M	19/20M	\$ 168,000	TBD	TBD	
18	Irvine	16-OCTA-CBT-3833 <sup>1</sup>	V	Irvine iShuttle Route West - Tustin Station - Irvine Business Complex	O&M	19/20M	\$ 2,168,913	TBD	TBD	
19	Irvine	16-OCTA-CBT-3834 <sup>1</sup>	V	Irvine iShuttle Route East - Irvine Station - East	O&M	19/20M	\$ 2,162,639	TBD	TBD	
20	San Clemente	16-SCLM-CBT-3840 <sup>1</sup>	V	San Clemente Summer Trolley	O&M	19/20M	\$ 510,598	TBD	TBD	
21	San Clemente	16-SCLM-CBT-3841 <sup>1</sup>	V	San Clemente Rideshare Services	O&M	19/20M	\$ 845,283	TBD	TBD	
22	San Clemente	18-SCLM-CBT-3914 <sup>1</sup>	V	San Clemente Trolley Expansion	O&M	19/20M	\$ 1,104,215	TBD	TBD	
23, 24	San Juan Capistrano	18-SJCP-CBT-3915 <sup>1</sup>	V	Special Event and Weekend Summer Trolley Service	CAP	19/20M	\$ 304,164	TBD	TBD	
					O&M	19/20M	\$ 654,478	TBD	TBD	
Transfer Requests (24) - Total Project Allocations							\$ 17,787,525	\$ -	\$ -	

**Reasons for Project Adjustment**

1. COVID-19 related; project savings in earlier phases/years can support work in later awarded phases/years.

**Acronyms**

PCH - Pacific Coast Highway

\* Note: This project is currently pending cancellation in August 2020.

**Comprehensive Transportation Funding Programs**  
 March 2020 Semi-Annual Review Adjustment Requests

Cancellation Requests								
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
1	Cypress	14-CYPR-ECP-3731 <sup>1,2</sup>	X	Priority Sediment/ Pollution Removal	CON	14/15	\$ 211,840	\$ -
<b>Cancellations (1) - Total Phase Allocations</b>							<b>\$ 211,840</b>	<b>\$ -</b>

**Reasons for Project Adjustments**

1. Utility coordination issues
2. Contractor coo 2. Contractor coordination issues

**Comprehensive Transportation Funding Programs**  
**March 2020 Semi-Annual Review Adjustment Requests**

Other: CTFP Requests										
No	Agency	Project Number	Project	Project Title	Phase	Initial Contract Award Date <sup>1</sup>	Notice to Proceed Date <sup>2</sup>	Expenditure Deadline (Based off NTP)	Board Approved Time Extension (Months)	Updated Expenditure Deadline
1	Buena Park	14-BPRK-TSP-3703	P	Artesia Boulevard Corridor Signal Synchronization (Valley View Avenue to Dale Street)	O&M	6/23/2015	9/26/2018	9/26/2021	24 <sup>3</sup>	9/26/2023
2	Santa Ana	14-SNTA-TSP-3710	P	Harbor Boulevard Corridor Traffic Signal Synchronization	O&M	4/21/2015	4/30/2018	4/30/2021	24 <sup>4</sup>	4/30/2023
3	Santa Ana <sup>5</sup>	20-SNTA-ACE-3968	O	Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue	CON	N/A	N/A	N/A	N/A	N/A
4	Santa Ana <sup>5</sup>	20-SNTA-ACE-3969	O	Bristol Street Improvements Phase 4 - Warner Avenue to St. Andrew Place	CON	N/A	N/A	N/A	N/A	N/A

<sup>1</sup> Initial contract constitutes the combined contract for both PI and O&M phases.

<sup>2</sup> Per the CTFP Guidelines, local agencies should issue a separate NTP while combining contracts for both the PI and O&M phases. NTP date will be considered the date of encumbrance for the O&M phase.

<sup>3</sup> Approved by the Board on December 12, 2016 during September 2016 semi-annual review.

<sup>4</sup> Approved by the Board on June 12, 2017 during March 2017 semi-annual review.

**Exemption request**

<sup>5</sup> Due to the COVID-19 pandemic and the timing of when OCTA reinstated the City of Santa Ana's (City) eligibility to receive M2 funds, the City was unable to comply with the CTFP Guidelines requirement specifying that final city council resolutions be submitted at least four weeks prior to the consideration of programming recommendations by the OCTA Board.

**Acronyms**

NTP - Notice to Proceed

PI - Primary Implementation

**Comprehensive Transportation Funding Programs  
March 2020 Semi-Annual Review Adjustment Request Descriptions**

**Delays**

Local agencies may request up to an additional 24-months to obligate funds. During the March 2020 semi-annual review cycle, the following delay requests were submitted:

The City of Anaheim (Anaheim) is requesting a 24-month delay for the construction (CON) phase of the Anaheim Safe Transit Stop Improvements Project (19-ANAH-STS-3928). Anaheim is engaged in a bus shelter maintenance and operations contract, which is set to expire in December 2020. Upon expiration, a request for proposals for a new contract will be released, which will include new shelter types and designs. The additional time will allow Anaheim to procure bus shelters under the new contract and ensure consistency in shelter design throughout the city.

The City of Costa Mesa is (Costa Mesa) requesting a 24-month delay for the CON phase of the Costa Mesa Safe Transit Stop Improvements Project (19-CMSA-STS-3929) due to limited staff availability.

The City of Fullerton is requesting a 24-month delay for both the primary implementation (IMP) and the operation and maintenance (O&M) phases of the Harbor Boulevard Corridor Project (19-FULL-TSP-3936) to allow additional time to finalize the award of an engineering consultant contract. This request is due to unforeseen delays and impacts caused by Executive Order N-33-20 issued in response to the coronavirus (COVID-19).

The City of Irvine (Irvine) is requesting a 24-month delay for the CON phase of the University/Ridgeline Intersection Improvement Project (17-IRVN-ICE-3863). The additional time will bring the timing of the construction in line with the construction of another street improvement project: University Drive Widening from Ridgeline Drive to Interstate 405. Aligning the construction schedules of the two projects on University Drive will minimize construction impacts on commuters and residents.

The City of Laguna Hills (Laguna Hills) is requesting a 12-month delay for the CON phase of the Laguna Hills Safe Transit Stop Improvements Project (19-LHLL-STS-3931). The project is currently under design and the additional time will allow Laguna Hills to finalize the award of a construction contract.

The City of Laguna Niguel (Laguna Niguel) is requesting a 24-month delay for the Capital (CAP) and (O&M) phases of the Laguna Niguel Summer Trolley – Southern Section (19-LNIG-CBT-3954) to allow additional time to finalize selection and execution of a contractor agreement. This request is due to unforeseen delays and impacts caused by Executive Order N-33-20 issued in response to COVID-19. Note: as part of this adjustment, Board of Directors' (Board) approval of a waiver to the Comprehensive



## **Comprehensive Transportation Funding Programs March 2020 Semi-Annual Review Adjustment Request Descriptions**

Transportation Funding Programs (CTFP) requirement that city council concurrence be submitted with semi-annual review delay requests and prior to Board approval is requested.

The City of Mission Viejo (Mission Viejo) is requesting a 12-month delay for the CON phase of the La Paz Bridge and Road widening from Muirlands to Chrisanta Project (18-MVJO-ACE-3904). This project includes federal grant funding and Mission Viejo is requesting a delay due to unforeseen delays in the federal authorization process, as well as the unforeseen delays and impacts caused by Executive Order N-33-20 issued in response to COVID-19. The additional time will bring the timing for the Measure M2 (M2) grant funding in line with the federal grant funding.

The City of Newport Beach (Newport Beach) is requesting a 12-month delay for the CON phase of the Newport Bay Trash Mitigation Project Phase 2 Project (19-NBCH-ECP-3950) due to unforeseen delays and impacts caused by Executive Order N-33-20 issued in response to COVID-19. Note: as part of this adjustment, Board approval of a waiver to the CTFP requirement that Project X Tier I projects not be granted delays is requested.

The Orange County Transportation Authority (OCTA) is requesting a 12-month delay for the CON phase of the OCTA Safe Transit Stop Improvements at Laguna Hills Transit Center and Newport Beach Transit Center (19-OCTA-STS-3953) due to unforeseen delays in construction, as well as unforeseen delays and impacts caused by Executive Order N-33-20 issued in response to COVID-19.

OCTA, as administrative lead is requesting two 12-month delays for the O&M phase for the following projects. The request is due to unforeseen delays in construction.

- Brookhurst Street Traffic Signal Synchronization from Commonwealth Avenue to Pacific Coast Highway Project (16-OCTA-TSP-3794)
- Magnolia Avenue Traffic Signal Synchronization from Commonwealth Avenue to Banning Avenue Project (16-OCTA-TSP-3795)

OCTA, as administrative lead, is requesting 24-month delays for the O&M phase for the following projects. The request is due to protracted procurement efforts necessary to execute the contract and start the implementation phase (IMP).

- Katella Avenue/Villa Park Road/Santiago Canyon Road Regional Traffic Signal Synchronization Project (RTSSP [18-OCTA-TSP-3894])
- Garden Grove Boulevard Traffic Signal Synchronization Project (TSSP) from Valley View Street to Bristol Street (18-OCTA-TSP-3897)

## **Comprehensive Transportation Funding Programs March 2020 Semi-Annual Review Adjustment Request Descriptions**

- Main Street RTSSP (18-OCTA-TSP-3901)
- Los Alisos Boulevard Project (18-OCTA-TSP-3905)

The City of Orange is requesting a 12-month delay for the CON phase of the Orange Safe Transit Stop Improvements Project (19-ORNG-STS-3933) to allow additional time for cost benefit analysis with regard to shelter installation/construction coordination, as well as unforeseen delays and impacts caused by Executive Order N-33-20 issued in response to COVID-19.

### **CTFP Timely Use of Funds Extensions**

Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request an extension(s) of up to 24 months. During this semi-annual review cycle, the following CTFP timely use of funds extension requests were submitted:

Anaheim is requesting a 24-month timely use of funds extension for the right-of-way (ROW) phase of the Lincoln Avenue Widening Project (17-ANAH-ACE-3860) from September 2020 to September 2022. Additional time is required due to delays in obtaining necessary permits and ROW acquisitions.

The City of Brea (Brea) is requesting a 24-month timely use of funds extension for the ROW phase of the State Route 57 and Lambert Road Interchange Improvements Project (16-BREA-FST-3802) from June 2020 to June 2022. Additional time is required to finalize ROW processes, which include sign relocation work, site restoration, and relinquishment of a ROW portion that will be under California Department of Transportation's (Caltrans) purview.

The County of Orange is requesting a 12-month timely use of funds extension for the CON phase of the Cow Camp Road Segment 2A and 2B Construction Project (17-ORCO-ACE-3868) from June 2021 to June 2022. Additional time is required due to unforeseen delays and impacts caused by Executive Order N-33-20 issued in response to COVID-19, including contractor scheduling and utility relocation coordination challenges.

Irvine is requesting a 24-month timely use of funds extension for the O&M phase of the Irvine Boulevard Signal Synchronization Project (17-IRVN-TSP-3875) from May 2022 to May 2024. The request is due to reassessment and redesign of the initial signal synchronization plans during the IMP that contributed to the protracted length of time for construction.

## **Comprehensive Transportation Funding Programs March 2020 Semi-Annual Review Adjustment Request Descriptions**

Irvine is requesting a 24-month timely use of funds extension for both the IMP and O&M phases of the Culver Drive/Bonita Canyon Drive/Ford Road RTSSP (18-IRVN-TSP-3902) from April 2023 to April 2025. The request is due to staffing changes that contributed to the protracted length of time for the entire project.

The City of Laguna Woods is requesting a 24-month timely use of funds extension from June 2020 to June 2022 for the following two projects listed below to allow additional time for project closeout due to unforeseen closing delays and impacts caused by Executive Order N-33-20 issued in response to COVID-19.

- The O&M phase of the El Toro Road RTSSP (14-LWDS-TSP-3707)
- The O&M phase of the Moulton Parkway RTSSP (14-LWDS-TSP-3708)

The City of Santa Ana (Santa Ana) is requesting a 24-month timely use of funds extension from August 2020 to August 2022 for the following three projects. Additional time will allow for negotiation with remaining property and business owners to provide relocation assistance and to carry out the design improvements until acquisition is completed.

- The ROW phase of the Warner Avenue Improvements and Widening from Main Street to Oak Street Project (16-SNTA-ACE-3814)
- The engineering (ENG) phase of the Warner Avenue Improvements from Oak Street to Grand Avenue Project (17-SNTA-ACE-3869)
- The ROW phase of the Warner Avenue Improvements from Main Street to Orange Avenue Project (17-SNTA-ACE-3870)

### **Local Fair Share (LFS) Timely Use of Funds Extensions**

Once issued, LFS funds expire 36 months from the check issuance date. Local agencies may request an extension(s) of up to 24-months. During this semi-annual review cycle, the following timely use of funds LFS extension requests were submitted:

Brea is requesting a 24-month timely use of funds extension of \$155,700 from November 2020 to November 2022. The funds being considered for extension were disbursed in one installment and must be expended by the extension deadline provided in Attachment A.

Costa Mesa is requesting a 24-month timely use of funds extension of \$405,346 from November 2020 to November 2022. The funds being considered for extension were disbursed in one installment and must be expended by the extension deadlines provided in Attachment A.

## **Comprehensive Transportation Funding Programs March 2020 Semi-Annual Review Adjustment Request Descriptions**

The City of Villa Park is requesting a 24-month timely use of funds extension for \$129,887. The funds being considered for the extension were disbursed in nine separate installments and must be expended by the extension deadlines provided in Attachment A. Note: as part of this adjustment, Board approval of a waiver to the M2 Eligibility Guidelines requirement that funds extensions must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds is requested. A waiver to the CTFP and Eligibility Guidelines requirement that a plan of expenditure be submitted as part of an LFS timely use of funds extension request is also requested.

- \$15,339, from June 2019 to June 2021
- \$13,599, from September 2019 to September 2021
- \$16,538, from January 2020 to January 2022
- \$14,465, from March 2020 to March 2022
- \$12,731, from May 2020 to May 2022
- \$15,345, from June 2020 to June 2022
- \$13,650, from September 2020 to September 2022
- \$14,509, from November 2020 to November 2022

The City of Yorba Linda is requesting a 24-month timely use of funds extension for \$646,314. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$146,012, from May 2020 to May 2022
- \$175,993, from June 2020 to June 2022
- \$157,305, from September 2020 to September 2022
- \$167,004, from November 2020 to November 2022

### **Scope Changes**

Local agencies may request minor scope changes for CTFP projects if they can assure that project benefits as committed to in the initial application can still be delivered. During this semi-annual review cycle, the following scope change requests were submitted:

The City of Fullerton, as administrative lead for the Malvern Avenue/Chapman Avenue Corridor RTSSP (15-FULL-TSP-3769), is requesting a scope change to the O&M phase. The change includes central system software/hardware upgrades at respective city management centers, video detection installation upgrades, uninterruptible power supply system upgrades in traffic signal cabinets, and communication upgrades. These scope changes were identified during construction and were deemed to be beneficial to the overall intent and goals of the project.

## **Comprehensive Transportation Funding Programs March 2020 Semi-Annual Review Adjustment Request Descriptions**

Irvine, as administrative lead for the Irvine Center Drive/Edinger Avenue Signal Synchronization Project (16-IRVN-TSP-3791), is requesting a scope change to the IMP phase. The change includes the addition of an Automated Traffic Signal Performance Measures (ATSPM) application, the Signal Performance Measures (SPM) application installed for Irvine, and the CentraCS SPM module for the City of Tustin (Tustin). The scope change will improve the monitoring of the signal timing at all project intersections.

Irvine, as administrative lead for the Von Karman Avenue/Tustin Ranch Road Signal Synchronization Project (16-IRVN-TSP-3792), is requesting a scope change to the IMP phase. The scope change includes the addition of an ATSPM application, the SPM application installed for both Irvine and Tustin and the addition of a television monitor to Tustin's traffic management center. The scope changes will improve the monitoring of the signal timing at all project intersections.

The City of La Habra (La Habra), as administrative lead for the Imperial Highway/State Route 90 Corridor Project (15-LHAB-TSP-3773), is requesting a scope change to the IMP phase. The proposed change includes removing communications equipment installation, which was included in the initial application at the direction of Caltrans. The security and firewall equipment necessary for video sharing communication requested by Caltrans will be purchased and implemented through the Caltrans Integrated Corridor Management instead. The scope change also includes installation of additional conduit needed to separate power cable from fiber optic connections at various intersections due to conduit-overfill conditions, which were identified during the inventory and design stages. The cost savings from removing the communications equipment will go towards funding the additional conduit. As such, the proposed modifications will be accommodated within the existing approved grant allocation.

### **Transfers**

The CTFP Guidelines allow agencies to request to transfer 100 percent of savings of funds between subsequent phases or years within a project. Funds can only be transferred to a phase or year that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review. During this review cycle, the following transfer requests were submitted as a result of the impacts of COVID-19 and the need to suspend Project V services:

The County of Orange is requesting a transfer for the Orange County Ranch Ride (16-ORCO-CBT-3822). The transfer includes savings from fiscal year (FY) 2019-20 and from all FYs moving forward from the O&M phase in an amount to be determined and is to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

**Comprehensive Transportation Funding Programs  
March 2020 Semi-Annual Review Adjustment Request Descriptions**

The City of Dana Point (Dana Point) is requesting a transfer for the Summer Weekend Trolley/Harbor Shuttle (14-DPNT-CBT-3742). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the O&M phase in an amount to be determined and is to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

Dana Point is requesting a transfer for the Dana Point Pacific Coast Highway Trolley (16-DPNT-CBT-3823). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the O&M phase in an amount to be determined and is to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

Dana Point is requesting a transfer for the Dana Point Trolley Continuity and Expansion and Weekend Service (18-DNPT-CBT-3911). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the CAP and O&M phases in amounts to be determined and are to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

La Habra is requesting a transfer for the La Habra Special Event Shuttle Services (16-OCTA-CBT-3835). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the O&M phase in an amount to be determined and is to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

The City of Laguna Beach is requesting a transfer for the Summer Breeze Bus Service (18-OCTA-CBT-3912). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the CAP and O&M phases in amounts to be determined and are to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

Laguna Niguel is requesting a transfer for the Laguna Niguel Summer Trolley - Southern Section (19-LNIG-CBT-3954). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the CAP and O&M phases in amounts to be determined and are to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

The City of Lake Forest is requesting a transfer for the Shuttle Service between the Irvine Metrolink Station and Panasonic (16-LFOR-CBT-3829). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the O&M phase in an amount to be determined and is to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis. Note: this project is currently pending cancellation in August 2020. As such, this proposed transfer is only being advanced in the event that the proposed cancellation either does not occur or occurs later than currently anticipated.

**Comprehensive Transportation Funding Programs  
March 2020 Semi-Annual Review Adjustment Request Descriptions**

Mission Viejo is requesting a transfer for the Mission Viejo Local Transit Circulator (16-OCTA-CBT-3836). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the CAP and O&M phases in amounts to be determined and are to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

Newport Beach is requesting a transfer for the Balboa Peninsula Trolley (16-NBCH-CBT-3832). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the CAP and O&M phases in amounts to be determined and are to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

Newport Beach is requesting a transfer for the Balboa Peninsula Shuttle Expansion Program (18-NBCH-CBT-3913). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the CAP and O&M phases in amounts to be determined and are to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

Irvine is requesting to transfer project savings from FY 2019-20 and from all FYs moving forward from the O&M phase in amounts to be determined and to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis for the following two projects.

- Irvine iShuttle Route West – Tustin Station – Irvine Business Complex (16-OCTA-CBT-3833)
- Irvine iShuttle Route East – Irvine Station – East (16-OCTA-CBT-3834)

The City of San Clemente (San Clemente) is requesting a transfer for the San Clemente Summer Trolley (16-SCLM-CBT-3840). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the O&M phase in an amount to be determined and is to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

San Clemente is requesting a transfer for the San Clemente Rideshare Services (16-SCLM-CBT-3841). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the O&M phase in an amount to be determined and is to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

San Clemente is requesting a transfer for the San Clemente Trolley Expansion (18-SCLM-CBT-3914). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the O&M phase in an amount to be determined and is to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

## **Comprehensive Transportation Funding Programs March 2020 Semi-Annual Review Adjustment Request Descriptions**

The City of San Juan Capistrano is requesting a transfer for the Special Event and Weekend Summer Trolley Service (8SJCP-CBT-3915). The transfer includes savings from FY 2019-20 and from all FYs moving forward from the CAP and O&M phases in amounts to be determined and are to be distributed to FY 2020-21 or the immediate subsequent year on a go forward basis.

### **Cancellations**

Local agencies may request to cancel projects. Cancelled projects are eligible to reapply upon resolution of the issues that led to the original project cancellation. During this review cycle, the following cancellation request was received:

The City of Cypress is requesting to cancel the CON phase for the Priority Sediment/Pollution Removal Project (14-CYPR-ECP-3731) due to utility conflicts and the contractor's availability.

### **Other**

Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request an extension(s) of up to 24 months. For Project P grants, local agencies should issue a single Notice to Proceed (NTP) for the O&M phase when a combined contract/agreement is awarded for both the primary implementation (PI) and O&M phases. The NTP date will be considered the date of encumbrance for the O&M phase. The following timely use of funds extension deadlines were approved by the Board in previous semi-annual reviews and fund expenditure deadlines are being updated based off the O&M NTP issuance date.

The City of Buena Park received Board approval for a 24-month timely use of funds extension during the September 2016 semi-annual review for the O&M phase of the Artesia Boulevard Corridor Signal Synchronization, Valley View Avenue to Dale Street Project (14-BPRK-TSP-3703). The extension to June 23, 2020 was based off the combined contract award date of June 23, 2015 for both the PI and O&M phases. The NTP for O&M was issued on September 26, 2018, thus the expenditure deadline for the O&M phase is September 26, 2021. With the previously Board-approved action, the updated expenditure deadline is now September 26, 2023.

The City of Santa Ana (Santa Ana) received Board approval for a 24-month timely use of funds extension during the March 2017 semi-annual review for the O&M phase of the Harbor Boulevard Corridor Traffic Signal Synchronization Project (14-SNTA-TSP-3710). The extension to April 21, 2020 was based off the combined contract award date of April 21, 2015 for both the PI and O&M phases. The NTP for O&M was issued on April 30, 2018, thus the expenditure deadline for the O&M phase is April 30, 2021.



**Comprehensive Transportation Funding Programs  
March 2020 Semi-Annual Review Adjustment Request Descriptions**

With the previously Board-approved action, the updated expenditure deadline is now April 30, 2023.

Santa Ana was programmed by the Board to receive Regional Capacity Program construction funds in May 2020 for the following two projects.

- Bristol Street Improvements Phase 3A – Civic Center Drive to Washington Avenue  
20-SNTA-ACE-3968
- Bristol Street Improvements Phase 4 – Warner Avenue to St. Andrew Place  
20-SNTA-ACE-3969

Due to the COVID-19 pandemic and the timing of when OCTA reinstated Santa Ana's eligibility to receive M2 funds, Santa Ana was unable to comply with the CTFP Guidelines requirement specifying that final city council resolutions be submitted at least four weeks prior to the consideration of programming recommendations by the Board. As such, this CTFP Guidelines exception is noted here (along with all other guidelines exceptions) for documentation purposes.

## Summary of Proposed Guidelines Exemptions

Guidelines Document	Requirement	Rationale	Resolution/Remedy	Project Phases Requesting Exemption(s)
CTFP Guidelines	City council concurrence to be submitted with semi-annual review requests and prior to Board approval.	Due to limited staffing and competing challenges as a result of the COVID-19 pandemic, evidence of council approval was not submitted as of the publishing of this staff report.	City council concurrence submitted on July 22, 2020.	19-LNIG-CBT-3954 (CAP)
CTFP Guidelines	City council concurrence to be submitted with semi-annual review requests and prior to Board approval.	Due to limited staffing and competing challenges as a result of the COVID-19 pandemic, evidence of council approval was not submitted as of the publishing of this staff report.	City council concurrence submitted on July 22, 2020.	19-LNIG-CBT-3954 (O&M)
CTFP Guidelines	Project X Tier I projects are not eligible for delay requests.	Due to competing challenges as a result of the COVID-19 pandemic and the timing of the encumbrance deadline, the City of Newport Beach was unable to meet its encumbrance deadline and comply with the CTFP Guidelines requirement.	Remedy for this requirement provided through the Board action.	19-NBCH-ECP-3950
M2 Eligibility Guidelines	Funds extensions must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds.	Due to staffing turnover and competing challenges, this request was not submitted prior to the third year from the date of receipt of funds.	Remedy for this requirement provided through the Board action.	9 Local Fair Share Funds Allocations
CTFP Guidelines and M2 Eligibility Guidelines	A plan of expenditure must be submitted with semi-annual review timely use of funds extension requests.	Due to limited staffing, competing challenges, and the need to locate older documents, a plan of expenditure was unable to be submitted as of the publishing of this staff report. This plan is anticipated to be submitted with future M2 eligibility submittals.	The actual expenditures for FY 2016-17, FY 2017-18, and FY 2018-19 will be provided with the annual expenditure reports that are being submitted for the current eligibility cycle.	9 Local Fair Share Funds Allocations
CTFP Guidelines	Final city council resolutions need to be submitted at least four weeks prior to the consideration of programming recommendations by the OCTA Board.	Due to the COVID-19 pandemic and the timing of when OCTA reinstated the City of Santa Ana's eligibility to receive M2 funds, the City of Santa Ana was unable to comply with the CTFP Guidelines requirement specifying that final city council resolutions be submitted at least four weeks prior to the consideration of programming recommendations by the OCTA Board.	The Santa Ana City Council resolution was approved on April 21, 2020.	20-SNTA-ACE-3968
CTFP Guidelines	Final city council resolutions need to be submitted at least four weeks prior to the consideration of programming recommendations by the OCTA Board.	Due to the COVID-19 pandemic and the timing of when OCTA reinstated the City's eligibility to receive M2 funds, the City of Santa Ana was unable to comply with the CTFP Guidelines requirement specifying that final city council resolutions be submitted at least four weeks prior to the consideration of programming recommendations by the OCTA Board.	The Santa Ana City Council resolution was approved on April 21, 2020.	20-SNTA-ACE-3969
<b>Exemption Requests - (7) Total</b>				

### Acronyms

CTFP - Comprehensive Transportation Funding Programs

Board - Board of Directors

M2 - Measure M2

OCTA - Orange County Transportation Authority

COVID-19 - Coronavirus pandemic

FY - Fiscal year



**August 3, 2020**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Update on South Orange County Transportation Projects

### **Overview**

In April 2020, the Board of Directors directed staff to work with agencies to advance project development efforts for a non-tolled extension of Los Patrones Parkway, widening of Ortega Highway, and Interstate 5 high-occupancy vehicle lane improvements in the San Clemente area. A status report is provided on these three key projects that will address short-term south Orange County traffic needs.

### **Recommendation**

Receive and file as an information item.

### **Background**

In March 2020, consensus was reached by the Orange County Transportation Authority (OCTA), the Transportation Corridor Agencies (TCA), and the California Department of Transportation (Caltrans) on near-term project development efforts for three key south Orange County transportation improvements. These improvements include: (1) a non-tolled Los Patrones Parkway extension from Cow Camp Road to Avenida La Pata; (2) Ortega Highway widening between Calle Entradero and Reata Road; and (3) an Interstate 5 (I-5) high-occupancy vehicle (HOV) lane extension from Avenida Pico to the Orange/San Diego County line area (Attachment A).

These key projects are focused on meeting travel demand over the next decade. Longer-term multimodal solutions will be defined through OCTA's South Orange County Multimodal Transportation Study (SOCMTS), which is now underway. This overall strategy emerged from the technical analysis, public input, and comments that TCA and Caltrans received through the now concluded South County Traffic Relief Effort (SCTRE). This report focuses on the status of the three projects mentioned above, and a separate report provides an update on the SOCMTS.

***Discussion***

Following the consensus reached in March 2020, the OCTA Board of Directors (Board) approved recommendations in April 2020 that emerged from the conclusion of the TCA/Caltrans SCTRE. These recommendations directed staff to:

- (1) Work with TCA, the County of Orange (County), and all stakeholders in the preparation of a project development plan for a non-tolled extension to Los Patrones Parkway;
- (2) Work with Caltrans and the City of San Juan Capistrano (City) to advance funding for the final design for the widening of Ortega Highway; and
- (3) Work with Caltrans and the San Diego Association of Governments (SANDAG) to advance funding for the environmental process for I-5 HOV improvements.

As part of the April 2020 action, the Board also directed staff to return with a status report on the SOCMTS. All these efforts are moving forward now, and project updates are provided below.

**Los Patrones Parkway Non-Tolled Extension: Project Development Plan Underway**

As a first step in the preparation of the project development plan, OCTA has been participating in working sessions with the County, cities, Rancho Mission Viejo Development Company, and other stakeholders. The goal of the initial working sessions has been to identify the schedule and process to add an approximately 3.5-mile, non-tolled Los Patrones Parkway extension to the County's general plan and OCTA's Master Plan of Arterial Highways (MPAH). These efforts will require a programmatic environmental process under the California Environmental Quality Act (CEQA) for changes to the County's general plan. The CEQA process is also required to ultimately add the extension to the MPAH. Roadways that are on the MPAH are eligible for competitive Measure M2 (M2) Comprehensive Transportation Funding Programs (CTFP). The current schedule calls for completion of the County's general plan update and MPAH amendment by early 2021. Following these actions, the County can apply for CTFP funds for preliminary engineering of the new facility or use County funds for this effort. At this point in time, specific alignments and cost estimates have not been finalized, and these details will be worked out in the preliminary engineering phase that could start as early as late 2021, contingent upon available funding.

**Ortega Highway Widening: Final Design Starting**

The two-lane section (one lane in each direction) of Ortega Highway between Calle Entradero in the City and Reata Road (near the boundary between the City and unincorporated County line) is a critical system bottleneck in south Orange County. This project will widen Ortega Highway from one lane in each direction to two lanes in each direction in this 1.1-mile section. The project is now environmentally cleared under CEQA and the National Environmental Protection Act (NEPA). NEPA clearance, approved in mid-2020, allows federal funds to be used on the project. Caltrans will lead final design of the widening effort using state/federal funds made available by OCTA and the California Transportation Commission through the State Transportation Improvement Program. Excluding prior work, the project cost is estimated at \$67.6 million for final design, right-of-way, and construction. OCTA is working with Caltrans, the City, and the County to secure full funding for the project. With full funding, the project could open to traffic as soon as late 2025, based on schedules provided by Caltrans.

**I-5 Widening from San Diego County Line Area to Avenida Pico: Environmental Clearance Starting**

This I-5 Improvement Project, from the San Diego County line area to Avenida Pico, proposes to add one HOV lane in each direction, re-establish existing auxiliary lanes, modify ramps at select locations, and widen bridge structures, where applicable. This 3.5-mile project will extend the HOV improvements that were completed as part of Project C in the M2 Freeway Program, and complete most of the remaining HOV lane network in Orange County. OCTA is currently underway with the procurement for professional services for a project report and environmental document. Staff expects to bring a consultant selection to the Board in November 2020 for consideration and approval. The environmental phase of the project is anticipated to begin in spring 2021 and be completed by 2024, so it is shelf-ready for potential advancement as additional funding becomes available. As outlined in the cooperative agreement approved by the Board on June 8, 2020, OCTA will be the implementing agency, and Caltrans will have final approval under NEPA and CEQA. OCTA will lead stakeholder involvement process with various agencies including local cities, SANDAG, and other stakeholders. Detailed cost estimates and schedules will be worked out in the preliminary engineering phase, which is part of the environmental process.

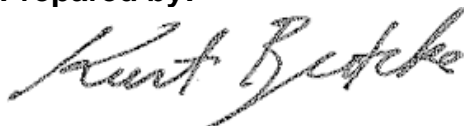
***Summary***

Three major projects to address short-term south county traffic needs are moving in the project development process, including a non-tolled extension of Los Patrones Parkway, widening of Ortega Highway, and extension of the I-5 HOV lane. The comprehensive SOCMTS will consider other future multimodal improvements. Future updates will be provided as project details are developed and available by lead agencies, including OCTA.

***Attachment***

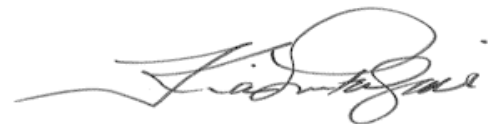
- A. Key South Orange County Transportation Projects

**Prepared by:**



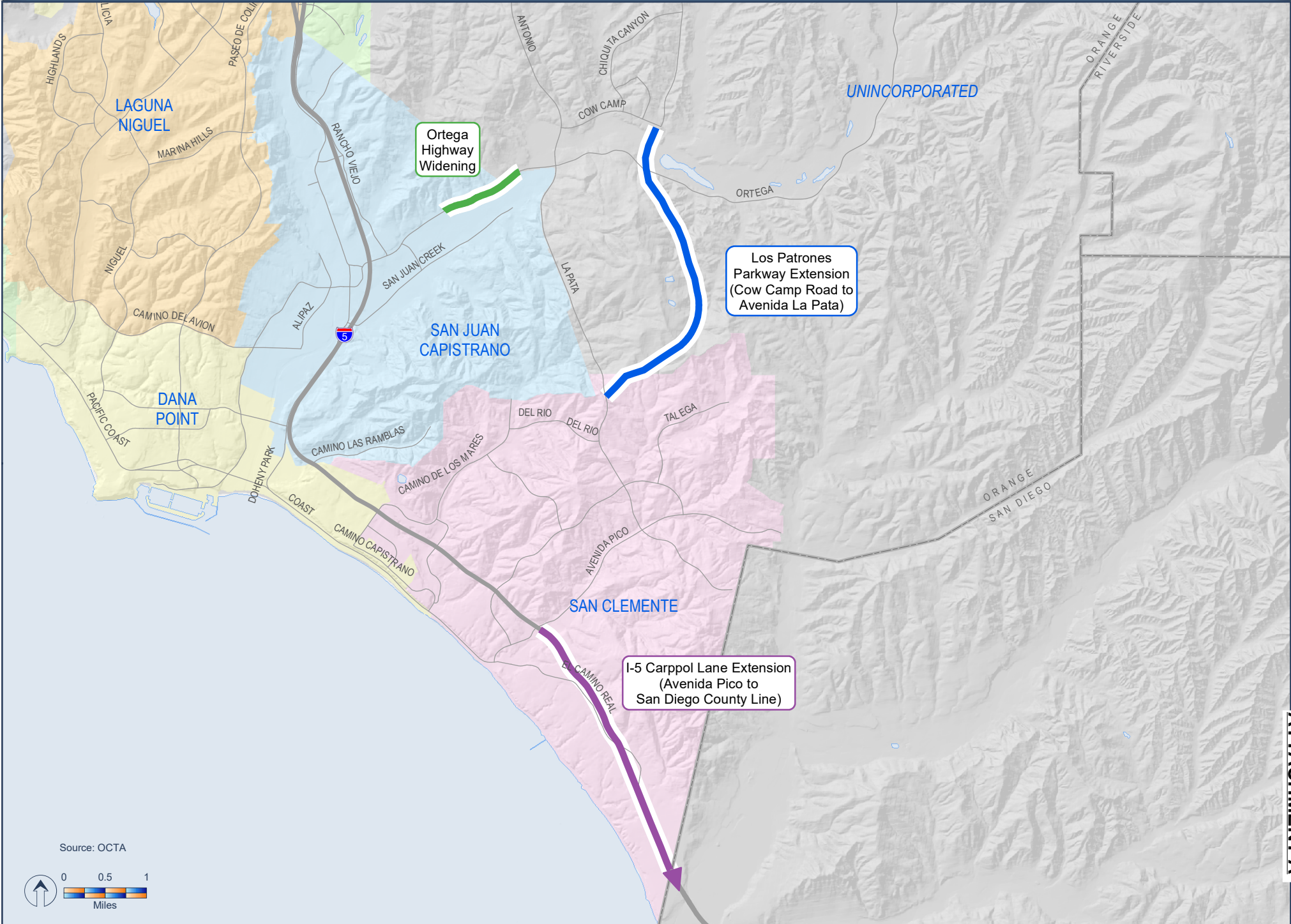
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# Key South Orange County Transportation Projects








***August 3, 2020***

**To:** Regional Planning and Highways Committee

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

**Subject:** South Orange County Multimodal Transportation Study Update

### ***Overview***

The Orange County Transportation Authority is conducting a long-range multimodal transportation study for the south Orange County area. Objectives of the study are to document transportation issues and opportunities, engage with key stakeholders, partner agencies, and the public to identify potential multimodal solutions. A status report on the study is provided for information purposes.

### ***Recommendation***

Receive and file as an information item.

### ***Background***

The Orange County Transportation Authority (OCTA) conducts planning studies to address the long-term transportation needs of Orange County. Multimodal transportation studies serve as the foundation of the long-range planning process by engaging stakeholders, providing focused analysis of corridor-specific transportation issues, and recommending a vision for the corridor or study area. The vision is often referred to as the locally preferred strategy (LPS).

Once an LPS is approved by the Board of Directors (Board), the recommended improvements advance to subsequent phases of the long-range planning process. First, improvements are considered for inclusion in the Long-Range Transportation Plan (LRTP) financially constrained project list. Next, OCTA uses the LRTP financially constrained project list as input for the Regional Transportation Plan (RTP) developed by the Southern California Association of Governments (SCAG). Finally, projects included in the RTP are then eligible to proceed through project-level development and implementation processes and compete for state and federal funding.



Achieving consensus on an LPS typically involves local jurisdictions' technical staff, transportation and environmental resource agencies, elected officials, residents, business and homeowner associations, and other key community organizations in the study screening and decision-making processes. As such, the improvement recommendations represent a locally supported vision for the study area's long-term transportation needs. With the conclusion of the South County Traffic Relief Effort (SCTRE) by the California Department of Transportation (Caltrans) and the Transportation Corridor Agencies (TCA), it is timely for OCTA to revisit the long-term transportation vision for southern Orange County.

### ***Discussion***

The South Orange County Multimodal Transportation Study (SOCMTS) will provide an updated transportation vision for the area<sup>1</sup> depicted in Attachment A, which was previously studied in the 2008 South Orange County Major Investment Study (SOCMIS). Since 2008, most of the recommendations from the SOCMIS LPS have been implemented or are underway, including the recently completed Interstate 5 (I-5) carpool lanes between San Juan Creek Road and Avenida Pico, and the I-5 widening between State Route 73 (SR-73) and El Toro Road, which is currently under construction.

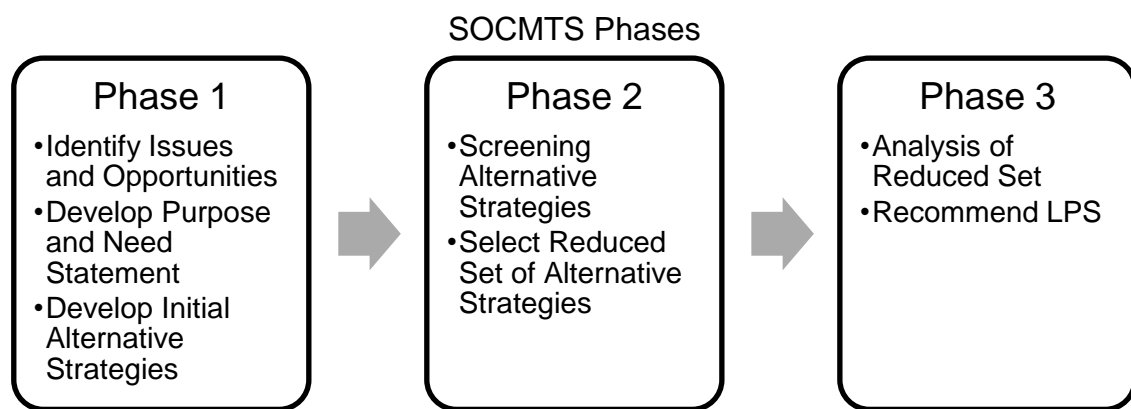
There have also been significant changes since 2008 within south Orange County, including the elimination of the proposed State Route 241 (SR-241) southerly extension (assumed in the 2008 SOCMIS baseline scenario). In addition, Los Patrones Parkway opened as a north-south local arterial within a similar alignment as the eliminated SR-241 extension. Other notable changes impacting south Orange County include downscaled socioeconomic growth projections, a decline in transit ridership, the introduction of transportation network companies, demand responsive transit services, community-based transit circulators, an expanding fleet of electric vehicles, widespread use of navigation/traffic apps, and emerging connected and autonomous vehicle technologies. More recently, public health directives, in response to the coronavirus (COVID-19) pandemic, have had immediate impacts on travel, economic activity, and transit service in south Orange County. The long-term impacts of which may not be known for some time.

The transportation planning context has also changed significantly, including additional planning and funding requirements to analyze and consider greenhouse gas (GHG) emissions and vehicle miles traveled (VMT). This will likely continue to evolve as new legislation and guidance focusing on reducing growth in VMT, GHG emissions, and encouraging alternatives to driving alone is developed.

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<sup>1</sup> The study area is generally bounded by State Route 55 to the north, Santiago Canyon Road to the east, the San Diego County line to the south, and the Pacific Ocean coastline to the west.

The objective of the SOCMTS is to develop consensus on an LPS of multimodal transportation investments for potential implementation over time. SOCMTS will be completed in three phases. Phase 1 of the study will: (1) document current and projected future transportation issues and opportunities in south Orange County; (2) develop the Purpose and Need Statement; and (3) develop a broad range of multimodal alternative strategies addressing the Purpose and Need Statement. Phase 2 will evaluate these strategies and recommend a reduced set of conceptual alternatives. Phase 3 will identify an LPS. All three phases are expected to be completed by late 2021.



Current study activities entail documenting study area transportation issues and opportunities, which will provide the foundation for the Purpose and Need Statement. Combined, these two initial steps provide the basis for defining alternatives for consideration, comparing alternative strategies, and ultimately, selecting an LPS. The transportation issues and opportunities along with the Purpose and Need Statement provide a starting point in forming the evaluation measures that will be used to screen alternative strategies in favor of more competitive options during the study process.

An initial evaluation of transportation issues and opportunities in the study area yield the following observations:

- There is consistently heavy traffic on I-5 and Interstate 405 (I-405) and heavy peak-period travel demand on major east-west arterials, which result in substantial congestion and low travel time reliability on many study area roadways. Projected population and employment increases are expected to exacerbate roadway congestion in the future in the absence of planned improvements.
- The toll roads that generally parallel I-5 and I-405 (i.e., SR-73 and SR-241) experience limited peak-period congestion.

- Average commute trips in the study area are longer distance than the countywide average.
- Low-density land-use patterns inhibit greater transit use in south Orange County.
- There is low usage of active transportation in south Orange County, attributable to factors including gaps in the bikeway network, challenging topography, a somewhat circuitous road network, and relatively few short-distance trips due to dispersed, low-density land-use patterns.

The transportation issues and opportunities analysis will be used to guide the development of the Purpose and Need Statement. As a point of reference, the Purpose and Need Statement from the 2008 SOCMIS highlighted the following key issues:

- |                               |                                    |
|-------------------------------|------------------------------------|
| • Freeway congestion          | • Rail corridor constraints        |
| • Arterial roadway congestion | • Economic/quality of life         |
| • Weekend congestion          | • Maximize existing infrastructure |
| • Lack of transit choices     | • System gaps                      |

#### Stakeholder and Partner Agency Engagement

To ensure the study receives input from a broad range of stakeholders and the general public, the engagement program will use both traditional and non-traditional outreach methods. Methods will be responsive to public health directives while striving to obtain the greatest level of public involvement possible. OCTA will seek input from the general public through various tactics that may include social media, online surveys, virtual open houses, webinars, and a community hotline. Additionally, OCTA will conduct an elected official roundtable, a stakeholder roundtable, a technical working group, and a transportation agency working group.

While the OCTA Board will make policy decisions with respect to the study, elected official roundtables will provide input on significant policy issues, such as the Purpose and Need Statement, strategies and alternatives considered, evaluation criteria, and the selection of an LPS. An elected official roundtable will be convened on an as-needed basis throughout the duration of the study and will solicit input from elected officials from south Orange County cities and the County of Orange.

The stakeholder roundtable will provide a forum for more in-depth discussions about the Purpose and Need Statement and the proposed conceptual alternative strategies and will be convened on an as-needed basis. Stakeholder roundtable participants will be comprised of a broad range of interest groups including civic and community organizations, business and environmental leaders, major employers, and transportation advocates.

The Technical Working Group will be comprised of technical planning and public works staff from the cities within the study area and the County of Orange. The Transportation Agencies Working Group will be comprised of staff from Caltrans, TCA, SCAG, the San Diego Association of Governments, the Southern California Regional Rail Authority, and the Federal Highway Administration. These two working groups will support the exchange of technical information, review interim work products, and work to resolve technical issues that may surface during the study process. The two working groups will meet every other month.

During the next few months, OCTA will engage with the general public, stakeholders, and partner agencies to confirm the transportation issues and opportunities, draft the Purpose and Need Statement, and identify an initial set of conceptual alternative strategies. The conceptual alternative strategies are envisioned to represent a broad range of potential solutions to the challenges and opportunities presented in the Purpose and Need Statement. Furthermore, the conceptual strategies will incorporate assumed investments, such as Measure M2 commitments and the recommendations following the conclusion of the SCTRE (i.e., non-tolled extension to Los Patrones Parkway, Ortega Highway widening, and I-5 high-occupancy vehicle lane improvements). Additionally, the study will focus on long-term needs and not on near-term responses to the COVID-19 pandemic while acknowledging that the long-term impacts from the COVID-19 pandemic will not be fully realized or known for some time. It is anticipated that the study will need to be refreshed periodically to reflect changing conditions and priorities.

### ***Summary***

OCTA is working to develop strategies to improve travel in the south Orange County area. Study objectives are presented for Board review. Technical analysis, in conjunction with input from stakeholder engagement efforts, will guide the development of the Purpose and Need Statement and initial set of alternative strategies and will be brought to the Board for consideration later this year.

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***Attachment***

A. South Orange County Multimodal Study Area

**Prepared by:**



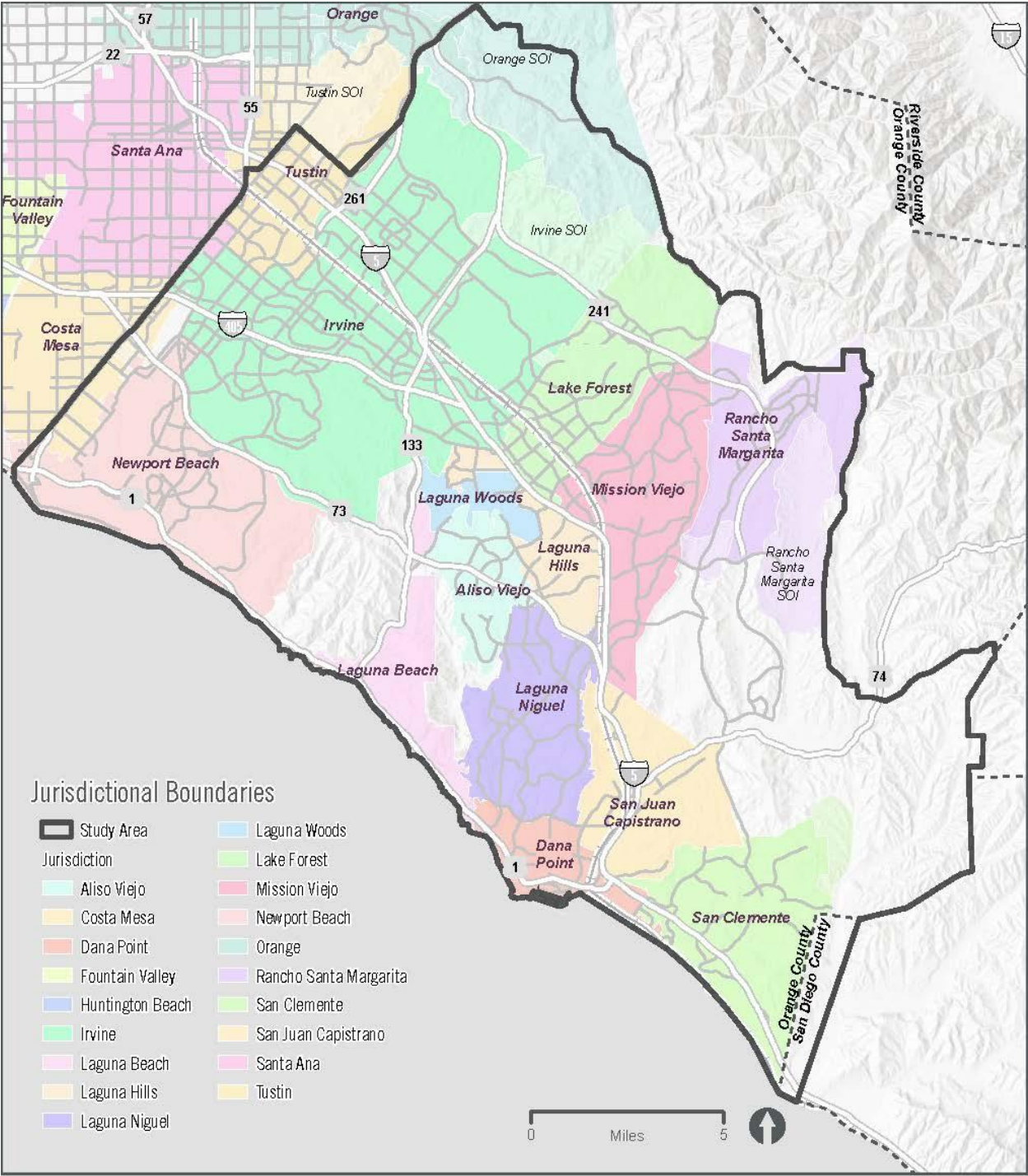
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**Approved by:**



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**South Orange County Multimodal Study Area**





**August 3, 2020**

**To:** Regional Planning and Highways Committee

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

**Subject:** Consultant Selection for Traffic and Intelligent Transportation Systems Engineering Services for the MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project

### **Overview**

On January 27, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for a consultant to provide traffic and intelligent transportation systems engineering services for the MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project. Board of Directors' approval is requested for the selection of the firm to perform the required work.

### **Recommendations**

- A. Approve the selection of Albert Grover and Associates, Inc., as the firm to provide traffic and intelligent transportation systems engineering services for the MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2019 between the Orange County Transportation Authority and Albert Grover and Associates, Inc., to provide traffic and intelligent transportation systems engineering services for the MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project.

### **Discussion**

The Orange County Transportation Authority (OCTA) was awarded funds from the Solutions for Congested Corridors Program (SCCP) for the MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program (RTSSP) Project. Through a cooperative agreement, OCTA will lead and administer this multi-agency traffic signal synchronization project. OCTA requires the services of a highly-specialized traffic and intelligent transportation systems (ITS) engineering firm to deliver this project.

The MacArthur Boulevard/Talbert Avenue RTSSP Project will synchronize approximately 26 signalized intersections over approximately seven miles. The limits of the project are from Walmart Driveway (east of Beach Boulevard), to MacArthur Place (west of State Route 55) and include participation by the cities of Fountain Valley, Huntington Beach, and Santa Ana. The project goals are to improve travel times, reduce emissions, and provide savings to motorists in reduced fuel consumption through new optimized coordinated synchronized traffic signal timing at all intersections along the project limits, consistent with previous countywide signal synchronization goals.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA's Board of Directors (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 based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

The Board authorized the release of Request for Proposals (RFP) No. 0-2019 on March 24, 2020, which was electronically issued on CAMM NET. The project was advertised on March 24 and 30, 2020, in a newspaper of general circulation. A pre-proposal conference was held on March 31, 2020, with 27 attendees representing ten firms. Three addenda were issued to provide pre-proposal conference information, responses to questions received, and handle administrative issues related to the RFP.

On April 23, 2020, five proposals were received. An evaluation committee consisting of members from Contracts Administration and Materials Management and Strategic Planning departments, and external representatives from the cities of Fountain Valley and La Habra met to review all submitted proposals.



**Consultant Selection for Traffic and Intelligent Transportation  
Systems Engineering Services for the MacArthur Boulevard/  
Talbert Avenue Regional Traffic Signal Synchronization  
Program Project**

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**Page 3**

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

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

Several factors were considered in developing the criteria weightings. Qualifications of the firm evaluated the firm's experience in performing work of similar scope and size. Staff assigned the greatest level of importance to staffing and project organization, as the qualifications and availability of the project manager, key task leaders, and staff resources are of most significant to the successful and timely delivery of the project. Likewise, high importance was given to the work plan criterion to emphasize the importance of the team's understanding of the project, project challenges, and the team's approach to implementing the various elements of the scope of work. The technical approach to the project is critical to its successful performance.

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

Firm and Location

Advantec Consulting Engineers (ACE)  
Irvine, California

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

DKS Associates (DKS)  
Anaheim, California

On May 27, 2020, 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. 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, work plans, 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 as the firm to provide traffic and ITS engineering services for the MacArthur Boulevard/Talbert Avenue RTSSP Project. This firm ranked highest amongst the proposing firms based on the team's relevant experience in traffic and ITS engineering services. AGA's proposed team is comprised of qualified key personnel with relevant and recent experience in traffic signal synchronization and ITS projects. The 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**

AGA is a multi-disciplinary engineering firm specializing in municipal and transportation engineering services. The firm was founded in 1993 and has relevant experience with traffic engineering, traffic signal synchronization, transportation planning, project management, monitoring and operational controls of traffic signal systems, and ITS-related services. AGA has an office in the City of Fullerton with 19 employees and has provided services to local agencies in Southern California for traffic engineering and ITS projects. Recent and relevant projects for OCTA and other agencies in Orange County include: Orange County Traffic Signal Coordination Program, Euclid Street Demonstration Project, Chapman Avenue Proposition 1B/Traffic Light Signal Project, Tustin Avenue/Rose Drive, Bolsa Avenue/First Street RTSSP, Irvine Center Drive/Edinger Avenue RTSSP, Adams Avenue, La Paz Road, and Antonio Parkway Traffic Signal Synchronization Project (TSSP) projects. AGA was instrumental in the design and consensus building between the City of Rancho Santa Margarita, County of Orange, and California Department of Transportation (Caltrans) in providing new and future ITS communications infrastructure.

ACE has specialized in multimodal transportation planning, engineering, and technology services since 1998. The firm has 35 employees and six offices, including an office in City of Irvine. ACE has demonstrated proficiency in traffic engineering, traffic studies, transportation planning and engineering, complete streets, smart cities, traffic signal timing, traffic coordination and operations, ITS, and automated transportation technologies. Recent and relevant projects include: OCTA's traffic engineering and ITS RTSSP for Los Alisos and Garden Grove Boulevard, Irvine Boulevard Regional TSSP, San Clemente Camino Vera Cruz Corridor TSSP, Fairview Road Traffic Signal Synchronization (TSS) Plan, Citywide Traffic Message Center (TMC) and ITS Improvements, Regional TSS Program, and work for the Coachella Valley Association of Governments.

DKS has provided transportation planning and engineering services to public agencies across the United States since 1979. The firm has 139 professionals in seven offices nationally, and ten staff locally in the City of 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 required consensus building amongst multiple agencies. DKS' recent and relevant projects for OCTA and entities in Orange County include: State College Boulevard, Westminster Avenue/17th Street, Anaheim Boulevard, Olympiad Road – Felipe Road RTSSP, Los Alisos Boulevard Corridor RTSSP, and the Magnolia Street corridor RTSSP.

#### **Staffing and Project Organization**

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

AGA's proposed team is experienced in traffic engineering operational projects 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 with over 40 years of experience who has been extensively involved in ITS design, traffic signal interconnect, coordination plans, traffic signal system implementation, and streetlight evaluation and design. AGA's senior transportation engineers have been instrumental in developing hundreds of signal timing plans throughout Orange County under OCTA's TSSP. AGA's key personnel and support staff have experience in traffic operations and transportation engineering services, including traffic signal timing, operational analysis, traffic signal and communication design, and systems engineering for ITS.

AGA's team presented knowledge of traffic impact studies, development of transportation planning models to evaluate long-range impacts, development of signals, master plan coordination, intersection design improvement plans, and traffic signal interconnect plans that include the latest advancements in ITS technologies. AGA's proposed team has worked together for over 20 years, and the team has successfully implemented numerous transportation signal timing and synchronization projects. AGA's experienced staff, resources, and availability are important to the project goals and the successful delivery and implementation of the project.

ACE proposed an experienced project team with knowledge and relevant experience in transportation engineering, transportation planning, and traffic engineering. The proposed project manager has 30 years of experience as project manager and operations task leader in traffic operations and traffic engineering, conducting and managing traffic signal synchronization and ITS projects. ACE's proposed task leader has 21 years of experience in the field of ITS engineering, transportation planning and design, and traffic engineering services. The project team consists of senior advisors, transportation planners, civil and traffic engineers, and signal synchronization and traffic coordinators. ACE's key personnel and specialists are experienced in ITS, traffic engineering, traffic safety, operations, maintenance and monitoring, systems communications, data collection, and TMC and signal improvements. The project team and key support staff have demonstrated experience working together on recent projects of similar size and scope.

DKS' proposed team is skilled in signal timing and synchronization projects and have experience in traffic operations and transportation engineering including traffic signal timing, operational analysis, and systems engineering for ITS. DKS' proposed project manager has 30 years of experience managing corridor studies, arterial signal systems projects, and ITS planning and development projects. The proposed senior transportation engineer and signal timing lead has over 25 years of experience in the implementation and delivery of traffic signal synchronization projects, and has expertise and knowledge in signal timing, troubleshooting software and hardware issues, and evaluating signal systems. The project team's task leaders and support staff are experienced in ITS, traffic engineering, operations, maintenance and monitoring, systems communications, traffic data collection, signal improvements, and demonstrated knowledge through recent projects in signal synchronization, signal improvement, communication design, and equipment implementation and installation. DKS' key personnel have successfully worked together on recent and 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.

### **Work Plan**

The work plans of all three short-listed firms met the scope requirements of the RFP, and each firm effectively discussed its approach to the project.

The work plan for AGA demonstrated a clear understanding of project requirements and project challenges. AGA discussed their project approach through specific tasks to be accomplished and by how they would perform operations and timing analysis to develop a coordination of signal timing.

The work plan proposed recommendations for new or modified traffic signal equipment to improve synchronization and traffic enhancement solutions. AGA demonstrated knowledge and research on the corridor and its understanding to the current traffic signal synchronization and explained unpredictable schedule impacts. AGA incorporated the latest technology recommendations by performing field reviews, foundation checks, product demonstrations, and assessing the respective agencies' needs on this project. AGA's work plan addressed high-traffic volumes at certain intersections, split phase operations and heavy-traffic volumes, and pedestrian traffic challenges. The firm demonstrated a thorough understanding of traffic conditions and signal synchronization timing and delays. AGA discussed possible corridor issues and proposed solutions for traffic signal optimization and signal timing analysis implementation during the interview.

The work plan for ACE conveyed a clear and distinct project understanding, the project management approach, quality assurance and quality control methods, implementation of optimized timing, and infrastructure signal improvements. The firm's work plan demonstrated knowledge of the project objectives and the goals of traffic signal analysis and implementation plans, upgrades to equipment to improve synchronization, and identification of traffic conditions and solutions. ACE proposed several enhancements including: review of existing transportation infrastructures along the corridor, use of data sources to determine origin/destination patterns, and application of case studies along the corridors to assess the effects of proposed improvements on actual operations of the streets, including detailed routes with regards to traffic flow and corridor synchronization. The work plan described traffic management center improvements, with regards to closed circuit television equipment, video management/detection systems, communication/hardware equipment, and other various traffic management systems equipment. In the interview, ACE discussed the approach and solution to the traffic data collection during various planned roadway closures of the Interstate 405 (I-405) overcrossings due to the ongoing I-405 Widening Project and continued impact of the Governor's stay-at-home order.

The work plan for DKS demonstrated an understanding of the project's key requirements, challenges, recommendations, and solutions. The work plan addressed traffic volumes and synchronization performance, signal cycle timing, pedestrian and bicycle detection, and proposed corridor improvements. DKS proposed a proactive team approach to include weekly project meetings, hands-on relationships with the cities, effective budget controls, and value

engineering techniques. DKS proposed efficient signal synchronization timing to be performed at each corridor and suggested traffic signal upgrade recommendations. The firm presented its project management approach, quality assurance and quality control methods, and adherence to the project schedule.

DKS discussed solutions for traffic signal optimization and the use of automated traffic signal performance measures in the performance of their work. DKS demonstrated their understanding of project issues and proposed solutions in the interview, and recommended traffic equipment upgrades to improve signal synchronization.

#### **Procurement Summary**

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of AGA as the top-ranked firm to provide traffic and ITS engineering services for the MacArthur Boulevard/Talbert Avenue RTSSP Project. AGA demonstrated a firm understanding of the project requirements and submitted a comprehensive work plan addressing key issues and proposed improvements. AGA presented a thorough interview highlighting the firm's availability of staff and resources, which is critical to the successful delivery of the project.

#### **Fiscal Impact**

The project is included in OCTA's Fiscal Year 2020-21 Budget, Strategic Planning Division, Account No. 0017-7519-SPF31-P57. Staff has secured funds in the amount of \$2,950,770 (80 percent from the SCCP {SB 1 [Chapter 5, Statutes of 2017]}). Measure M2 will provide \$590,154 (16 percent). The local agencies will provide \$148,076 (four percent) of the total project cost in matching funds.

#### **Summary**

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Agreement C-0-2019 with AGA to provide traffic and ITS engineering services for the MacArthur Boulevard/Talbert Regional Traffic Signal Synchronization Program Project.

**Consultant Selection for Traffic and Intelligent Transportation Systems Engineering Services for the MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project**

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***Attachments***

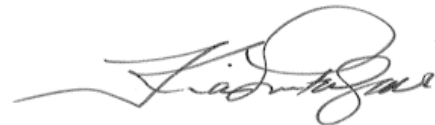
- A. Review of Proposals, Request for Proposals 0-2019 Consultant Services for Traffic and Intelligent Transportation Systems Engineering Services for MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project
- B. Proposal Evaluation Criteria Matrix – A&E, RFP 0-2019 Consultant Services for Traffic and Intelligent Transportation Systems Engineering Services for MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project
- C. Contract History for the Past Two Years, RFP 0-2019: Consultant Services for Traffic and Intelligent Transportation Systems Engineering Services for MacArthur Boulevard/Talbert Avenue, Regional Traffic Signal Synchronization Program Project

**Prepared by:**

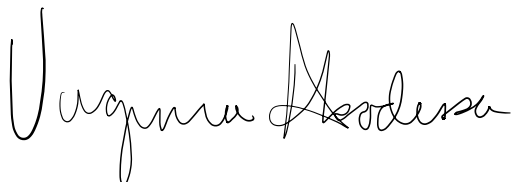


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# Review of Proposals

## Request for Proposals 0-2019 Consultant Services for Traffic and Intelligent Transportation Systems Engineering Services for MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project

Presented to Regional Planning and Highways Committee - August 3, 2020

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

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	86	<b>Albert Grover &amp; Associates, Inc.</b> Fullerton, California	National Data & Survey Services  Crosstown Electrical and Data, Inc.  Aim Traffic Data LLC	Experienced firm in traffic engineering, signal synchronization, transportation planning, and intelligent transportation systems (ITS). Project manager has over 25 years of experience in traffic engineering, transportation planning, and signal synchronization projects. Proposed project team experienced in traffic engineering operational projects for traffic signal timing and coordination utilizing in-house traffic management systems. Proposed key personnel have successfully worked on relevant signal timing synchronization and ITS projects. Proposed team has experienced staff, resources, and availability for successful delivery and implementation of the project. Work plan demonstrated a clear understanding of project key requirements, challenges, and proposed solutions. Interview discussed issues and proposed enhancements for signal optimization and implementation.
2	82	<b>Advantec Consulting Engineers, Inc.</b> Irvine, California	Crosstown Electrical and Data, Inc.  Counts Unlimited, Inc.  Rock Miller	Experienced firm in multimodal transportation planning, engineering, and technology services. Proposed project manager has 30 years of experience in ITS and traffic engineering projects. Proposed team has experience in transportation engineering/planning, technology, and traffic engineering projects. Proposed team has demonstrated experience working on projects of similar size and scope. Work plan demonstrated understanding of the project constraints, solutions, and enhancements. Interview discussed project approach, operational impacts, and solutions.
3	79	<b>DKS Associates</b> Anaheim, California	Crosstown Electrical and Data, Inc.  Ferreira Construction	Experienced firm in traffic operational analysis, traffic synchronization, and ITS. Proposed project manager has 30 years of experience with transportation corridor and traffic engineering projects, ITS planning, and development projects. Proposed project team has experience in transportation engineering, transportation planning, and traffic engineering. Proposed team has worked on relevant signal timing, traffic engineering, operation maintenance and monitoring, systems communications, and traffic data collection. Work plan demonstrated knowledge of the project's key requirements, challenges, recommendations, and solutions. Interview demonstrated understanding of project requirements and challenges.

### Evaluation Panel:

Internal:  
Contracts Administration and Materials Management (1)  
Strategic Planning (3)  
External:  
City of Fountain Valley (1)  
City of La Habra (1)

### Proposal Criteria

Qualifications of the Firm  
Staffing and Project Organization  
Work Plan

### Weight Factors

25%  
40%  
35%



PROPOSAL EVALUATION CRITERIA MATRIX - A&ERFP 0-2019 Consultant Services for Traffic and Intelligent Transportation Systems Engineering Services for  
MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project

Firm: Albert Grover & Associates, Inc.							Weightings	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.5	4.0	5.0	4.5	4.0	5.00	21.7
Staffing/Project Organization	4.0	4.5	4.0	4.5	5.0	4.0	8.00	34.7
Work Plan	4.5	4.5	4.0	4.5	4.0	4.0	7.00	29.8
Overall Score	83.5	90.0	80.0	92.5	90.5	80.0		86

Firm: Advantec Consulting Engineers, Inc.							Weightings	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.5	4.0	4.5	4.5	4.0	5.00	21.3
Staffing/Project Organization	3.0	4.0	4.0	4.5	3.5	3.5	8.00	30.0
Work Plan	4.0	4.5	4.5	4.5	4.5	4.5	7.00	30.9
Overall Score	72.0	86.0	83.5	90.0	82.0	79.5		82

Firm: DKS Associates							Weightings	Criteria Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.5	4.0	5.0	3.5	4.0	5.00	20.8
Staffing/Project Organization	3.5	4.0	3.5	4.0	4.0	3.5	8.00	30.0
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	7.00	28.0
Overall Score	76.0	82.5	76.0	85.0	77.5	76.0		79

The range of scores for non short-listed firms is 69 to 71

A&E - Architectural and engineering

RFP - Request for Proposals

### Contract History for the Past Two Years

#### RFP 0-2019: Consultant Services for Traffic and Intelligent Transportation Systems Engineering Services for MacArthur Boulevard/Talbert Avenue Regional Traffic Signal Synchronization Program Project

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Albert Grover and Associates, Inc.</b>						
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-0-1810	On- Call Traffic Engineering and Intelligent Transportation Systems Services	June 17, 2020	June 30, 2024		
Subconsultants:						
National Data & Surveying Services						
Crosstown Electrical and Data, Inc.						
<b>Sub Total</b>						<b>\$4,597,825</b>
<b>Advantec Consulting Engineers, Inc.</b>						
Contract Type: Contract Task Order	C-2-1417	Consulting Services Jeronimo Road Traffic Signal Synchronization Project	May 15, 2014	May 31, 2019		\$ 307,621
Subconsultants:						
Pacific Traffic Data Services						
Crosstown Electric & Data, Inc.						
Contract Type: Time and Expense	C-8-1627	Intelligent Transportation Systems On-Call Support Services				\$ 50,000
Subconsultants: None						
Contract Type: Contract Task Order	C-2-1418	Traffic Engineering Services Edinger Avenue Traffic Signal Synchronization Project	June 18, 2016	December 31, 2018		\$ 803,019
Subconsultants:						
Pacific Traffic Data Services						
Crosstown Electric & Data, Inc.						
Contract Type: Firm-Fixed Price	C-8-1910	Intelligent Transportation Systems and Traffic Engineering Services for Garden Grove Boulevard	September 19, 2019	June 30, 2023		\$ 2,480,653
Subconsultants:						
Counts Unlimited, Inc.						
Contract Type: Firm-Fixed Price	C-9-0940	Intelligent Transportation Systems and Traffic Engineering Services for Los Alisos Boulevard	September 19, 2019	June 30, 2023		\$ 2,028,365
Subconsultants:						
AimTD, LLC.						
Counts Unlimited, Inc.						
<b>Sub Total</b>						<b>\$5,669,658</b>
<b>DKS Associates</b>						
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						

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
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.						
Contract Type: Contract Task Order	C-9-1513	On- Call Traffic Engineering and Intelligent Transportation Systems Services	May 20, 2020	June 30, 2025		\$ -
Subconsultants:						
National Data & Surveying Services						
Crosstown Electrical and Data, Inc.						
Ferreira Construction						
Contract Type: Firm-Fixed Price	C-0-2018	Traffic Engineering and Intelligent Transportation Systems Services for Edinger Avenue	TBD	TBD		\$ -
Subconsultants:						
Ferreira Construction						
Crosstown Electrical and Data, Inc.						
Sub Total						\$5,150,228

RFP - Request for Proposals



**August 3, 2020**

**To:** Regional Planning and Highways Committee

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

**Subject:** Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the Interstate 605/Katella Avenue Interchange Improvement Project

### **Overview**

On April 13, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the Interstate 605/Katella Avenue Interchange improvement project. Board of Directors' approval is requested for the selection of a firm to perform the required work.

### **Recommendations**

- A. Approve the selection of Michael Baker International, Inc., as the firm to prepare the plans, specifications, and estimates for the Interstate 605/Katella Avenue Interchange improvement project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2186 between the Orange County Transportation Authority and Michael Baker International, Inc., for the preparation of plans, specifications, and estimates for the Interstate 605/Katella Avenue Interchange improvement project.

### **Discussion**

The Interstate 605 (I-605)/Katella Avenue Interchange improvement (Project) is identified as Project M in the Measure M2 (M2) freeway program. In the Next 10 Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2019, the Project is one of the M2 freeway projects that is approved through construction. The Project is now scheduled to move into the design phase using M2 funding, as approved by the Board.

The Project will modify interchange ramps and provide operational improvements along Katella Avenue between Coyote Creek Channel and Civic Center Drive.

The final environmental document was approved by California Department of Transportation (Caltrans), District 12 on October 3, 2018, and build alternative 2 was identified as the preferred alternative by the Project development team. Therefore, the Project is ready to proceed into the final design phase.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the staffing and project organization, workplan approach, and the qualifications of the firm. 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 based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On April 13, 2020, the Board authorized the release of Request for Proposals (RFP) 0-2186 which was electronically issued on CAMM NET. The Project was advertised on April 13 and April 20, 2020, in a newspaper of general circulation. A pre-proposal conference was held on April 21, 2020, with 20 attendees representing 17 firms. Four addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On May 13, 2020, three proposals were received. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management and Highway Programs departments, as well as external representatives from Caltrans and the City of Los Alamitos, met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weights:

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

The evaluation criteria are consistent with the weighting developed for similar A&E procurements. The qualifications of the firm evaluated the firm's experience in performing work of similar scope and size. The greatest importance was assigned to staffing and project organization of the firm, as the qualifications of the project manager and other key personnel are very important to the successful and timely delivery of the Project. Similarly, high importance was given to the work plan criterion to emphasize the importance of the team's understanding of the Project, its challenges, and its approach to implementing the various elements of the scope of work (SOW). The technical approach to the Project is critical to the successful performance of the Project.

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

Firm and Location

Mark Thomas & Company, Inc. (Mark Thomas)  
Irvine, California

Michael Baker International, Inc. (MBI)  
Santa Ana, California

Moffatt & Nichol (M&N)  
Costa Mesa, California

On June 10, 2020, the evaluation committee interviewed the three 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 also discussed its staffing plan, work plan, and perceived Project challenges. Each firm was asked general questions related to qualifications, relevant experience, Project organization, and approach to the work plan. All firms were asked questions specific to each firm's proposals regarding its team's approach to the requirements of the SOW, management of the Project, coordination with various agencies, experience with similar projects, and the proposed solutions toward achieving the Project goals. After considering responses to the questions asked during the interviews, the evaluation committee adjusted the preliminary scores for each firm; however, MBI remained the top-ranked firm with the highest cumulative score.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends MBI as the top-ranked firm to prepare the plans, specifications, and estimates (PS&E) for the Project. MBI's proposal received the highest ranking, largely due to the team's successful management and implementation of recent and relevant PS&E projects of similar scale and scope, the firm's comprehensive understanding of the Project objectives and constraints, and presentation of relevant technical solutions. The firm's proposal and interview demonstrated understanding of the Project requirements through a detailed work plan addressing key issues that are critical to the success of the Project. The following is a brief summary of the proposal evaluation results.

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

All short-listed firms are established firms with recent and relevant experience and qualified to perform the services.

MBI, a privately-held corporation, was founded in 1940 and is a full-service planning and engineering firm with over 3,000 nationwide professionals in 90 offices that has successfully delivered infrastructure for public and private sector clients. MBI has over 300 local experts in various disciplines. The firm has seven southern California offices, including one in Santa Ana. MBI's highway experience includes the preparation of over 75 Caltrans design reports to include project study reports (PSR), project reports (PR) and combined PSR/PRs, and over 150 final PS&E projects statewide. Recent relevant firm experience includes the I-605 Katella Interchange PSR/project development support (PDS) and project approval/environmental document (PA/ED), State Route 91 (SR-91) westbound widening PS&E from State Route 57 (SR-57) to Interstate 5 (I-5), and SR-57 northbound widening PA/ED and PS&E (Orangethorpe Avenue to Yorba Linda Boulevard).

M&N, an employee-owned California corporation, headquartered in Long Beach, was founded in 1945 and provides transportation solutions for highways, bridges, grade separations, railways, and intermodal facilities from conceptual planning and preliminary engineering through final design and construction support. M&N has over 850 professionals worldwide and 230 in southern California. The southern California offices include Long Beach, Costa Mesa, San Diego, and a newly opened office in Ontario. The team has successfully delivered infrastructure projects for OCTA, Caltrans, and other southern California transportation agencies. Recent relevant firm experience includes the Interstate 405 (I-405) corridor from State Route 73 to I-605, and I-5/French Valley Parkway Interchange in Temecula, California.

Mark Thomas, a well-established transportation engineering firm with 93 years' experience, provides planning, design, and delivery of local roadway improvement projects, including highway and interchange projects throughout California. Mark Thomas has over 250 professionals in 12 offices statewide and has successfully delivered highway improvement design interchange projects for OCTA, Caltrans, and other local agencies from planning and preliminary engineering through final design and construction support. Mark Thomas has completed numerous Caltrans projects similar in scope and size, including PS&E for improvements to the US Route 50/Watt Avenue interchange in Sacramento, California, as well as a new State Route 60/Potrero Boulevard interchange near Beaumont, California. Mark Thomas is also currently working on the Highway 101 high-occupancy vehicle (HOV) widening and rehabilitation project in Santa Barbara, California.

#### **Staffing and Project Organization**

All firms proposed qualified project managers, key personnel, and subconsultants with relevant PS&E experience in interchange and freeway widening projects.

MBI proposed a qualified project team with relevant experience and comprehensive understanding of the Project issues, risks, and challenges. The team is proficient in various disciplines required for the Project and has extensive recent OCTA and Caltrans experience. The team has demonstrated experience working on projects of similar size and scope. The proposed project manager has 22 years of direct experience in planning, managing, and successfully delivering various transportation projects from preliminary studies through final design. The project manager has successfully delivered nine interchange PS&E projects in southern California within budget and schedule. The proposed roadway lead has 16 years of experience in civil engineering, construction, 3D modeling, and has demonstrated ability to model projects to foresee and resolve potential design conflicts during the design phase. The proposed drainage lead has 21 years of experience in stormwater management and regional drainage projects involving state highway improvements, and has worked on over 20 regional flood control facility improvement projects.

MBI's proposed project team demonstrated relevant experience delivering OCTA and Caltrans PS&E projects, including the I-605/Katella Interchange PSR/PDS and PA/ED, SR-91 westbound widening PS&E (SR-57 to I-5), and SR-57 northbound widening PA/ED and PS&E from Orangethorpe Avenue to Yorba Linda Boulevard. The MBI team includes staffing from Advanced Civil Technologies, with applicable experience in staging construction plans, and staffing from Earth Mechanics, Inc., with extensive knowledge of geotechnical conditions in Orange County and experienced in preparation of geotechnical foundational reports for bridges and retaining walls.



M&N proposed a qualified project team with relevant experience that showed understanding of the Project issues, risks, and challenges. The team, including subconsultants, are experienced in various disciplines required for the Project and have relevant local and Caltrans experience and OCTA PS&E project experience. The team and subconsultants have working relationships with demonstrated experience working on projects of similar size and scope. The proposed project manager has 26 years of relevant experience planning, managing, and leading a variety of transportation projects from preliminary studies through final design (PS&E). The project manager has facilitated workshops for stakeholders for other projects and has provided leadership on those project teams. The proposed roadway lead has over 10 years' experience in engineering and geometric design for roadway and bike infrastructure traffic control, and staged construction design. The proposed drainage lead has experience working on drainage solutions for freeway interchange, roadway widening, and grade separation projects.

M&N's proposed project team demonstrated relevant experience delivering OCTA and Caltrans PS&E projects, including OCTA's I-405/Beach Boulevard and I-405/Magnolia Avenue interchanges. M&N has working relationships with proposed subconsultants. The teams are established with relevant local, Caltrans, and OCTA PS&E experience.

Mark Thomas proposed a qualified project team with relevant experience and showed understanding of the Project issues, risks, and challenges. The team has recent OCTA and Caltrans experience. The team also has prior working relationship with subconsultants and demonstrated experience working on projects of similar size and scope. The proposed project manager has 22 years' direct experience in planning, managing, and successfully delivering various transportation projects from preliminary studies through final design (PS&E). The project manager successfully delivered 20 interchange and freeway widening projects in southern California and has direct experience with transportation projects. The project manager completed the PSR/PDS and PA/ED for the I-605/Katella Avenue Interchange project. The proposed roadway lead has 22 years' experience as a technical lead and project engineer for highway, roadway, bicycle, and pedestrian facility improvement projects. The proposed drainage/water quality lead has 15 years' experience delivering infrastructure projects and coordinating with multiple agencies throughout southern California, including OCTA and Caltrans, on various interchange improvement projects.

Mark Thomas' proposed team members demonstrated relevant experience delivering OCTA, Caltrans, and other local agencies' projects, including the PA/ED and PS&E for Interstate 15/State Route 79 in Temecula, California, and supporting roles on the I-5 widening from Oso Parkway to Alicia Parkway in Orange County, California. Mark Thomas is also currently working on the Highway 101 HOV widening and rehabilitation project in Santa Barbara, California.

#### **Work Plan**

All short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

MBI presented a comprehensive and viable work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The plan proposed detailed recommendations and solutions on complete streets enhancements to multiple ramps to improve safety. The plan identified considerations for mainline and ramp improvements, acknowledged recent updates to the Caltrans Highway Design Manual, and identified locations where non-standard design features could be improved on the northbound on-ramp. The plan also accounted for the potential need to design an upgrade of the Katella Avenue storm channel, if a deviation was not granted by the Orange County Flood Control District (OCFCD). The plan also provided a comprehensive Project schedule that includes an outline of the first 60-day tasks which include critical path items related to preliminary design, right-of-way (ROW) needs, and management.

The overall approach to Project execution described in the work plan and presented during the interview included a thorough discussion of disciplines that are critical for successful PS&E performance. The interview confirmed the technical knowledge and expertise of the MBI team and its comprehensive understanding of Project challenges, risks, and requirements. The MBI team demonstrated in-depth knowledge of its proposed approach to the SOW by providing detailed Project-specific responses to all interview questions.

M&N presented a detailed work plan that demonstrated an understanding of the Project requirements, challenge, and risks. The plan proposed general discussions on complete streets enhancements to multiple ramps to improve safety, and featured a spanning culvert extension modification to minimize disruptions to the existing Los Alamitos Channel and minimize earthwork. The plan discussed innovative solutions for minimizing risks associated with ROW acquisition by proposing geometric adjustments to reduce overall parcels

affected, improving storm water quality treatment, and streamlining water quality documentation.

The overall approach to Project execution described in the work plan and presented during the interview demonstrated an understanding of the SOW, challenges, risks, and Project requirements. The M&N team presented an interview with detailed specific responses to all interview questions.

Mark Thomas presented a work plan identifying issues, recommendations, challenges, and potential solutions that demonstrated an understanding of the SOW, challenges, and risks associated with the Project. The plan included general discussion on complete streets and proposed geometric enhancements to the southbound on-ramp location to improve safety. The plan discussed pursuing deviations for drainage channel improvements from OCFCD, and discussed minimizing risks associated with ROW acquisition, utility relocations, and other appurtenances.

The overall approach to Project execution described in the work plan and presented during the interview demonstrated the firm's knowledge of the SOW, objectives, challenges, and risks associated with the Project. The Mark Thomas team presented an interview with Project-specific detailed responses from all personnel to interview questions, demonstrating an experienced cohesive team with Project relevant experience.

#### **Procurement Summary**

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of MBI as the top-ranked firm to prepare the PS&E for the Project.

#### **Fiscal Impact**

The Project is included in OCTA's Fiscal Year 2020-21 Budget, Capital Programs Division, Account 0017-7519-FM003-F17, and will be funded through M2.

#### **Summary**

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-0-2186 with Michael Baker International, Inc., as the firm to prepare the plans, specifications, and estimates for the Interstate 605/Katella Avenue Interchange improvement project.

***Attachments***

- A. Review of Proposals, RFP 0-2186 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 605/Katella Avenue Interchange Improvement Project
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 0-2186 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 605/Katella Avenue Interchange Improvement Project
- C. Contract History for the Past Two Years, RFP 0-2186 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 605/Katella Avenue Interchange Improvement Project

**Prepared by:**



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**Approved by:**



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Executive Director, Capital Programs  
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**Review of Proposals**  
**RFP 0-2186 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 605/Katella Avenue Interchange Improvement Project**  
Presented to RP&H Committee - August 3, 2020

**Three proposals were received, Three firms were interviewed, One firm is being recommended**

Overall Ranking	Overall Score	Firm and Location	Subcontractors	Evaluation Committee Comments
1	86	Michael Baker International, Inc. Santa Ana, California	Advanced Civil Technologies Earth Mechanics, Inc.	Highest-ranked firm overall. Firm has recent and relevant experience managing and delivering design transportation projects of similar size and scope. Qualified team includes project manager, key personnel, technical staff, and subconsultants with demonstrated experience working together on recent plans, specifications, and estimates (PS&E) projects. Project manager has direct experience planning, managing, and successfully delivering numerous transportation projects from preliminary studies through final design (PS&E). Comprehensive work plan identifying key issues, providing sound recommendations and viable solutions. Proposed a "First 60-Day Plan" that identified critical tasks and milestones. Detailed team presentation and interview with project-specific responses to all questions.
2	78	Moffatt & Nichol Costa Mesa, California	EXP U.S. Services, Inc. Fugro USA Land, Inc. Hout Construction Services, Inc. Iteris, Inc. Leighton Consulting, Inc. Lynn Capouya, Inc. Paleo Solutions, Inc. Psomas Q4 Transportation Solutions	Firm has recent and relevant experience managing and delivering design transportation projects of similar size and scope. Qualified team includes project manager, key personnel, and subconsultants with experience working together on recent PS&E projects. Project manager is qualified with relevant experience planning, managing, and successfully delivering transportation projects from preliminary studies through final design (PS&E). Work plan proposed modifications and innovative solutions to minimize disruptions and risks with the existing channel and right-of-way. Good presentation and interview with thorough responses to all interview questions.
3	77	Mark Thomas & Company, Inc. Irvine, California	Advance Civil Technologies Q3 Consulting Earth Mechanics, Inc. ICF Jones & Stokes, Inc. Psomas	Firm has recent and relevant experience managing and delivering design transportation projects of similar size and scope. Qualified team includes project manager, discipline leads, key and technical staff, and subconsultants with proven experience working together on recent PS&E projects. Project manager has excellent direct experience planning, managing, and successfully delivering numerous transportation, highway, and bridge projects for OCTA and Caltrans in all phases, from preliminary studies through final design (PS&E). Work plan included general discussions on complete streets and proposed geometric enhancements to southbound on-ramp locations to improve safety. Good team presentation and interview with detailed project-specific responses to all interview questions.

**Evaluation Panel: 6 Members**

Internal:

Contracts Administration and Materials Management (1)

Highway Programs (2)

External:

California Department of Transportation (2)

City of Los Alamitos (1)

**Evaluation Criteria:**

Staffing and Project Organization

Work Plan

Qualifications of the Firm

**Weight Factors**

40%

35%

25%

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)**

**RFP 0-2186 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the  
Interstate 605/Katella Avenue Interchange Improvement Project**

<b>Firm: Michael Baker International, Inc.</b>								
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>Weights</b>	<b>Criteria Score</b>
Qualifications of Firm	4.5	4.5	4.5	4.5	4.0	4.5	5	22.1
Staffing/Project Organization	4.0	4.0	4.5	4.5	4.0	4.5	8	34.0
Work Plan	4.5	4.0	4.0	4.5	4.5	4.0	7	29.8
<b>Overall Score</b>	<b>86.0</b>	<b>82.5</b>	<b>86.5</b>	<b>90.0</b>	<b>83.5</b>	<b>86.5</b>		<b>86</b>

<b>Firm: Moffatt &amp; Nichol</b>								
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>Weights</b>	<b>Criteria Score</b>
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4.0	5	20.0
Staffing/Project Organization	4.0	3.5	4.0	4.0	3.5	4.0	8	30.7
Work Plan	4.0	3.5	4.0	4.0	4.0	4.0	7	27.4
<b>Overall Score</b>	<b>80.0</b>	<b>72.5</b>	<b>80.0</b>	<b>80.0</b>	<b>76.0</b>	<b>80.0</b>		<b>78</b>

<b>Firm: Mark Thomas &amp; Company, Inc.</b>								
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>Weights</b>	<b>Criteria Score</b>
Qualifications of Firm	4.0	4.0	3.5	4.0	4.0	4.0	5	19.6
Staffing/Project Organization	4.0	3.5	4.0	4.0	4.0	4.0	8	31.3
Work Plan	3.5	4.0	4.0	3.5	4.0	3.5	7	26.3
<b>Overall Score</b>	<b>76.5</b>	<b>76.0</b>	<b>77.5</b>	<b>76.5</b>	<b>80.0</b>	<b>76.5</b>		<b>77</b>

**CONTRACT HISTORY FOR THE PAST TWO YEARS**  
**RFP 0-2186 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 605/Katella Avenue Interchange Improvement Project**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Michael Baker International, Inc.</b>						
Contract Type: Firm-Fixed Price	C-3-1701	Project approval/environmental document for State Route 91 from State Route 57 to State Route 55	January 19, 2015	June 30, 2021		\$ 7,726,965
Subconsultants:						
Advanced Civil Technologies					\$ 349,969	
CLR Analytics Inc.					\$ 202,740	
Earth Mechanics Inc..					\$ 192,889	
Geospatial Prof Solns Inc.					\$ 101,369	
Kleinfelder					\$ 1,217,162	
Mars Services, Inc.					\$ 116,363	
Overland, Pacific & Cutler, LLC					\$ 278,262	
System Metrics Group					\$ 478,883	
Transystems					\$ 1,097,487	
Value Management Strategies					\$ 95,862	
Contract Type: Firm-Fixed Price	C-5-3729	Consultant services to prepare the project report/environmental document for Interstate 605/Katella Avenue Interchange	August 18, 2016	June 30, 2019		\$ 1,009,209
Subconsultants:						
Advanced Civil Technologies					\$ 179,849	
Cogstone Resource Management					\$ 40,216	
Earth Mechanics, Inc.					\$ 28,361	
Iteris, Inc.					\$ 115,543	
Contract Type: Firm-Fixed Price	C-7-2102	Consultant to prepare annual update for State Route 91 implementation plan PM: Alison Army	February 13, 2018	February 28, 2021		\$ 175,000
Subconsultants: None						
<b>Mark Thomas &amp; Company, Inc.</b>				<b>Subtotal</b>		<b>\$ 8,911,174</b>
Contract Type: None						
Subconsultants: None						
<b>Moffatt &amp; Nichol</b>				<b>Subtotal</b>		<b>\$ -</b>
Contract Type: None						
Subconsultants: None						
				<b>Subtotal</b>		<b>\$ -</b>



# Update on Interstate 5 Widening Project Between State Route 73 and El Toro Road





# Project Area



## Project Segments

### Segment 1

State Route 73 to Oso Parkway

### Segment 2

Oso Parkway to Alicia Parkway

### Segment 3

Alicia Parkway to El Toro Road

**Total length: 6.5 miles**

**Total estimated cost: \$565m**

## Local Cities

Mission Viejo, Laguna Niguel

Mission Viejo, Laguna Hills

Laguna Hills, Laguna Woods,  
Lake Forest

# Project Improvements



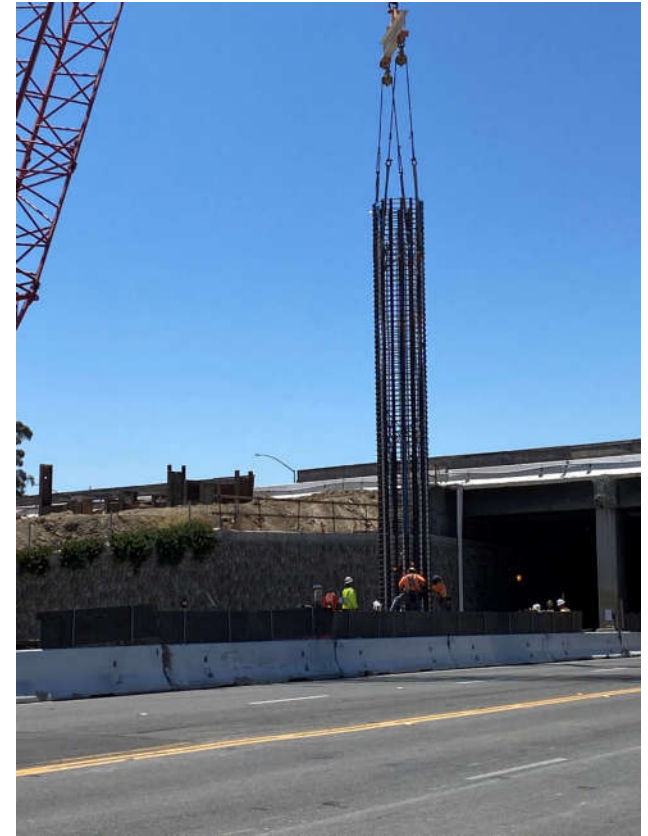
- 1 Add one general purpose lane in both directions from Avery Parkway to Alicia Parkway
- 2 Extend second high-occupancy vehicle (HOV) lane in both directions from Alicia Parkway to El Toro Road
- 3 Reconstruct Avery Parkway and La Paz Road interchanges and Los Alisos Boulevard overcrossing
- 4 Reconstruct and add auxiliary lanes
- 5 Realign and/or improve on- and off-ramps
- 6 Convert existing HOV lanes to continuous access throughout the project area

# Estimated Construction Schedule



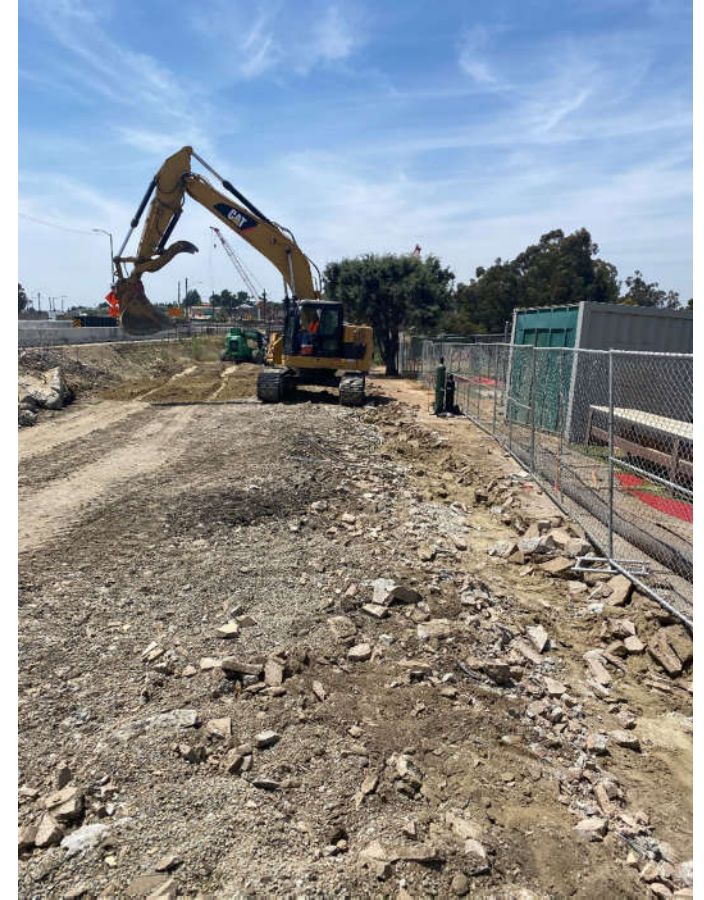
Segment	Estimated Schedule
<b>Segment 2</b> Oso Parkway to Alicia Parkway	<b>Late May 2019 – Late 2023</b> <i>Under Construction</i>
<b>Segment 1</b> State Route 73 to Oso Parkway	<b>Early 2020 – Early 2025</b> <i>Under Construction</i>
<b>Segment 3</b> Alicia Parkway to El Toro Road	<b>Late 2020 – Mid 2024</b>

# Segment 2 – Current Activities



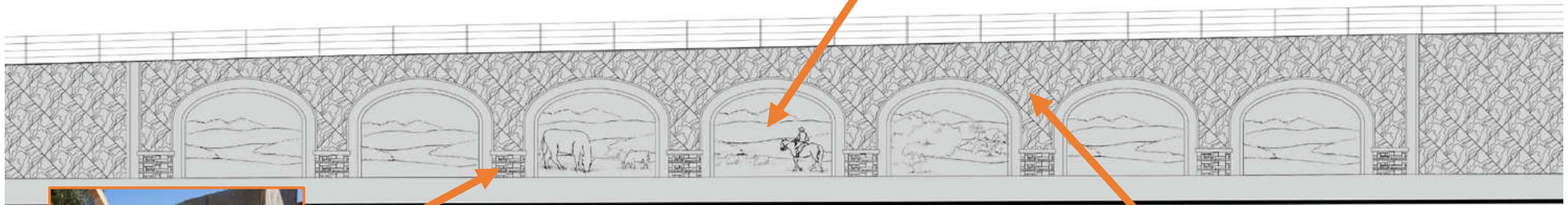


# Segment 2 – Current Activities



# Retaining Wall Aesthetics

## Major Retaining Walls *Pastoral Ranch Theme*



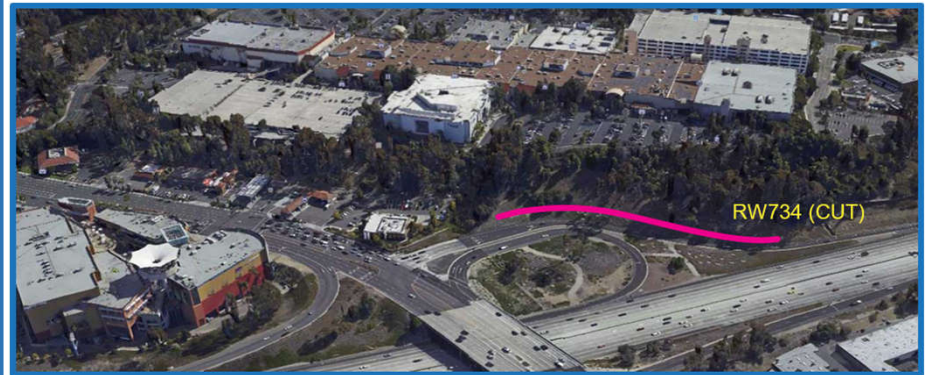
*Stacked Stone Texture*



*Slate Stone Texture*



# Segment 1 - Current Activities



# Traffic Management Plan



55 mph zone  
K-rail  
CHP-enforced  
Closures



Off-peak  
Overnight  
2 lanes



Short-term  
28 hour  
55 hour



Caltrans  
Cities  
CHP



# Public Outreach



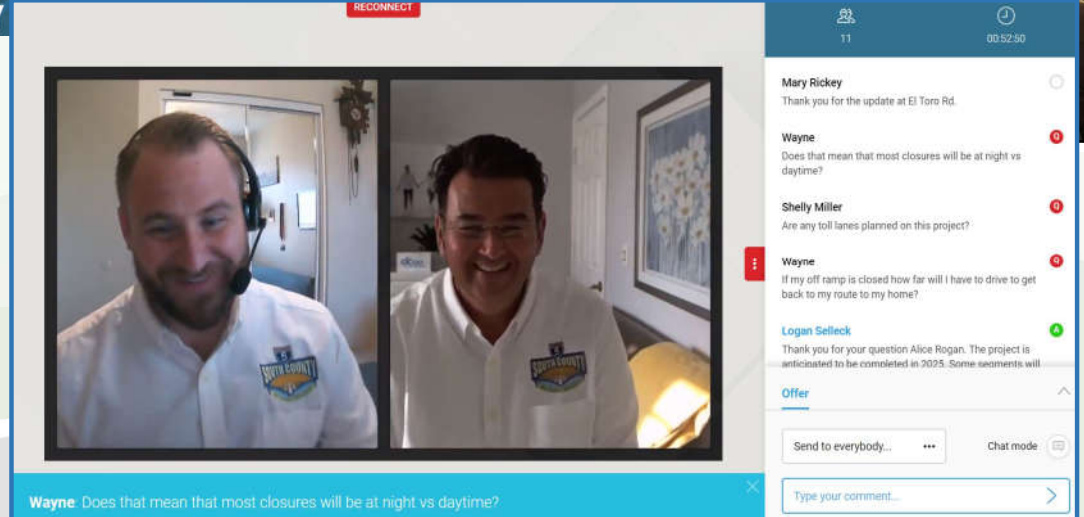
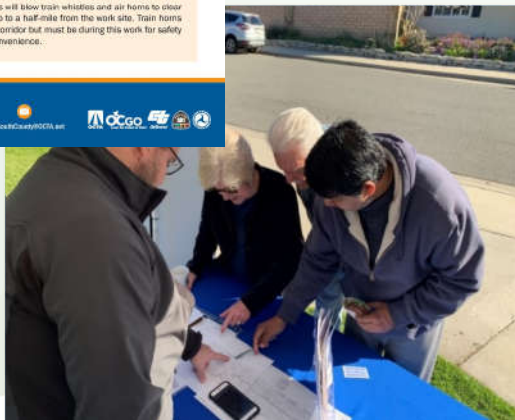
**WHAT** Crews will be performing emergency bridge deck repairs of I-5 above the railroad tracks adjacent to the La Paz Road interchange. This work is not anticipated to require lane closures.

**WHY** This emergency work must be performed for safety reasons.

**WHEN** Work will be performed from 9:30 p.m. to 3:30 a.m. Monday through Thursday, beginning Aug. 19 and is expected to continue for up to four weeks.



**WHAT TO EXPECT** As required by law, train conductors will blow train whistles and air horns to clear tracks of any construction crews up to a half-mile from the work site. Train horns are not regularly blown within the corridor but must be during this work for safety reasons. We apologize for the inconvenience.



# Public Outreach Contacts



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**Project Help Line**

949-614-0202



Facebook.com/OCI5SouthCounty