



# **REVISED 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

**Thursday, September 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.



# **REVISED 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 M. Murphy

### **1. Public Comments**

### **Special Calendar**

There are no Special Calendar matters.

### **Consent Calendar (Items 2 through 4)**

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 August 3, 2020.



**3. Cooperative Agreement with the City of Mission Viejo for the Chrisanta Drive Community Soundwall**

Niall Barrett/James G. Beil

**Overview**

The City of Mission Viejo has requested funding assistance from the Orange County Transportation Authority to design a soundwall on private properties in the Chrisanta Drive community along northbound Interstate 5 between Oso Parkway and La Paz Road. Staff is requesting approval of a cooperative agreement with the City of Mission Viejo to fund the City of Mission Viejo's preparation of the plans, specifications, and estimates for the proposed soundwall.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2543 between the Orange County Transportation Authority and the City of Mission Viejo, in the amount of \$215,700, for the City of Mission Viejo to prepare the plans, specifications, and estimates for the Chrisanta Drive community soundwall.

**4. Active Transportation Program Regional Project Selection Process - Orange County Project Prioritization Methodology**

Denise Arriaga Ibarra/Kia Mortazavi

**Overview**

On March 25, 2020, the California Transportation Commission adopted the statewide 2021 Active Transportation Program Guidelines and issued a two-tiered call for bicycle and pedestrian projects. The State of California and the Southern California Association of Governments will administer the call for projects and project selection process. A proposal for the methodology that the Orange County Transportation Authority will use to prioritize projects in Orange County for the Southern California Association of Governments Active Transportation Program regional project selection process is presented for Board of Directors' approval.

**Recommendation**

Approve the Orange County project prioritization methodology for the 2021 Active Transportation Program regional project selection process and future Active Transportation Program cycles.



## **Regular Calendar**

**5. Interstate 405 Improvement Project Update**

Jeff Mills/James G. Beil

**Overview**

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

**Recommendation**

Receive and file as an information item.

## **Discussion Items**

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

**7. Committee Members' Reports**

**8. Closed Session**

There are no Closed Session items scheduled.

**9. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, October 5, 2020**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



# ***REVISED 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  
Miguel Pulido

### **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**

None

### **Call to Order**

The August 3, 2020 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:31 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**

The Assistant Clerk of the Board (COB) read into the record that a public comment was received by the Clerk of the Board Department from Craig Durfey and emailed to the Committee Members on Monday, August 3, 2020.

The Assistant COB stated the public comment will be retained as part of the record for today's committee meeting.

### **Special Calendar**

There were no Special Calendar matters.



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

### **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 July 6, 2020.

Director Pulido was not present to vote on this item.

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

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 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.

Director Pulido was not present to vote on this item.

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

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 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.

Director Pulido was not present to vote on this item.



# ***REVISED MINUTES***

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

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

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. 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.

Director Pulido was not present to vote on this item.

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

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 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.

Director Pulido was not present to vote on this item.



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

Director Bartlett pulled this item, who stated the three noted projects are located in south Orange County, part of the Fifth Supervisorial District that she represents, and thanked Orange County Transportation Authority for being a stakeholder. Director Bartlett also stated these projects will provide significant improvements to the air quality, regional mobility, and public safety and is pleased to see the projects moving forward.

A motion was made by Director Bartlett, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to receive and file as an information item.

Director Pulido was not present to vote on this item.

**Regular Calendar**

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

Charlie Larwood, Manager of Planning and Analysis, introduced, Warren Whiteaker, Senior Transportation Analyst, and Marissa Espino, Principal Community Relations Specialist, that were on-line to answer questions.

Mr. Larwood reported on the following:

- Long-range multimodal transportation study overview.
- Locally Preferred Strategy process.
- South Orange County Multimodal Transportation Study phases.
- Stakeholder and Partner Agency Engagement.

A discussion ensued regarding:

- Connectivity of Doheny Village and Doheny Beach in the City of Dana Point.
- Project planning process, prioritization at the policy level, development, and implementation.

No action was taken on this 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**

Kia Mortazavi, Executive Director of Planning, introduced, Amy Tran, Principal Transportation Analyst, and Virginia Abadessa, Director, Contracts Administration and Materials Management, that were on-line to answer questions.

Mr. Mortazavi reported on the following:

- Regional Traffic Signal Synchronization Program Project overview.
- Procurement approach.
- Consultant project manager experience.
- Staff recommendations.

A discussion ensued regarding:

- Terminus of the project and options for coordinating the other side of MacArthur Boulevard.

A motion was made by Director Pulido, seconded by Director R. Murphy, and following a roll call vote, declared passed 7-0, to:

- 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**

Rose Casey, Director of Highway Programs, reported the following:

- Interstate 605/Katella Avenue interchange improvement project overview.
- Procurement approach.
- Consultant project manager experience.
- Staff recommendations.

A motion was made by Director R. Murphy, seconded by Committee Chairman M. Murphy, and following a roll call vote, declared passed 7-0, to:

- 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, Project Manager, and Fernando Chavarria, Community Relations Officer, co-presented a PowerPoint presentation as follows:

- Project Area;
- Project Improvements;
- Estimated Construction Schedule;
- Segment 2 – Current Activities;
- Retaining Wall Aesthetics;
- Segment 1 – Current Activities;
- Traffic Management Plan;
- Public Outreach; and
- Public Outreach Contacts.

No action was taken on this information item.



# **REVISED MINUTES**

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

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

Darrell E. Johnson, Chief Executive Officer, reported on "Construction Outreach" as follows:

- The Interstate 5 South County Improvements Project team are hosting a series of interactive presentations called "Webinar Wednesday's."
- On Thursday, August 6 at 4:00 p.m., the Interstate 405 Improvement Project is hosting a virtual neighborhood meeting to provide updates on the Heil Avenue Pedestrian Bridge.
- The virtual format is being well received by many residents.

### **13. Committee Members' Reports**

There were no Committee Member's reports.

### **14. Closed Session**

There were 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.

ATTEST

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Mark A. Murphy  
Committee Chairman

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Martha M. Ochoa  
Assistant Clerk of the Board



**September 3, 2020**

**To:** Regional Planning and Highways Committee

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

**Subject:** Cooperative Agreement with the City of Mission Viejo for the Chrisanta Drive Community Soundwall

### **Overview**

The City of Mission Viejo has requested funding assistance from the Orange County Transportation Authority to design a soundwall on private properties in the Chrisanta Drive community along northbound Interstate 5 between Oso Parkway and La Paz Road. Staff is requesting approval of a cooperative agreement with the City of Mission Viejo to fund the City of Mission Viejo's preparation of the plans, specifications, and estimates for the proposed soundwall.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2543 between the Orange County Transportation Authority and the City of Mission Viejo, in the amount of \$215,700, for the City of Mission Viejo to prepare the plans, specifications, and estimates for the Chrisanta Drive community soundwall.

### **Discussion**

The Orange County Transportation Authority (OCTA) is funding and implementing the Interstate 5 (I-5) improvement project between State Route 73 and El Toro Road (Project) as part of the Measure M2 (M2) freeway program. Soundwalls meeting state and federal noise mitigation criteria are included in the Project. One area that did not meet the criteria to be included to receive a soundwall was the Chrisanta Drive community in the City of Mission Viejo (City). While the environmental documentation indicated a soundwall was required to mitigate noise, a soundwall at this location was not deemed reasonable, or cost effective, due primarily to physical constraints. In order to be feasible and effectively provide the required noise mitigation, this soundwall would need to be constructed on private property, all affected owners would need to agree to

construction and maintenance of the soundwall, and as recordation of the soundwall as a permanent burden on the owner's property.

In September 2015, as part of the final design of the Project, a feasibility study was performed by OCTA's design consultant to investigate construction of a soundwall along the rear property lines of 31 affected homes adjacent to the freeway. The study concluded a soundwall can be constructed that will mitigate the highway noise affecting the residences, provided it is built on those private properties. In April 2016, an offer of \$55,000 per residence was made by OCTA to the City to construct the soundwall. This offer also included an appropriate level of design and construction support to be funded by OCTA. At the City's request, an escalation factor of four percent per year has been included in the funding amounts.

The City has requested a cooperative agreement with OCTA to fund the preparation of the plans, specifications, and estimates (PS&E) for the soundwall. If approved by the Board of Directors (Board), staff will enter into an agreement with the City for the City to act as the lead agency to prepare the PS&E and to address issues, including encroachment permits, right-of-way, and recording the homeowners' agreements with the County Recorder's office.

The City will prepare a preliminary design, sufficient for the City to obtain written agreements from each of the homeowners to allow construction, inspection, and maintenance of the soundwall by the City. Should the City fail to obtain written agreements from all 31 homeowners, OCTA and the City will agree as to what part, if any, of the proposed soundwall can feasibly be constructed. If an agreement is not reached between OCTA and the City, OCTA will not provide funding to the City for final design or construction of the soundwall. If OCTA and the City reach agreement on the extent of the proposed soundwall, OCTA will provide final design funding, up to a maximum of \$215,700, to the City.

If the City meets the requirements of the cooperative agreement to proceed to construction, staff will return with a request for Board approval to amend the agreement to include additional funding up to a maximum of \$2,157,000 for construction capital, and up to a maximum of \$215,700 for construction support to construct soundwalls along 31 properties, for a total maximum obligation of \$2,588,400 in M2 funds. The design is scheduled to be completed in early 2022, with construction beginning in late 2022.

#### **Fiscal Impact**

The total cost of design, including legal fees, is estimated to be \$215,700. Funding for this cooperative agreement with the City is included in OCTA's Fiscal Year 2020-21 Budget, Capital Programs Division, Account 0017-7831-FC105-1O6, and is funded with M2 funds.

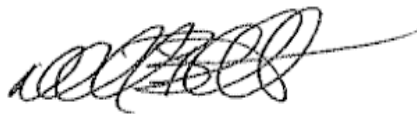
***Summary***

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2543 with the City for City services, in the amount of \$215,700, to prepare the PS&E for the Chrisanta Drive community soundwall.

***Attachment***

None.

**Prepared by:**

A handwritten signature in black ink, appearing to read 'Niall Barrett'.

Niall Barrett, P.E.  
Program Manager  
(714) 560-5879

A handwritten signature in blue ink, appearing to read 'Virginia Abadessa'.

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

**Approved by:**


A handwritten signature in blue ink, appearing to read 'James G. Beil'.

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



**September 3, 2020**

**To:** Regional Planning and Highways Committee

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

**Subject:** Active Transportation Program Regional Project Selection Process  
– Orange County Project Prioritization Methodology

### **Overview**

On March 25, 2020, the California Transportation Commission adopted the statewide 2021 Active Transportation Program Guidelines and issued a two-tiered call for bicycle and pedestrian projects. The State of California and the Southern California Association of Governments will administer the call for projects and project selection process. A proposal for the methodology that the Orange County Transportation Authority will use to prioritize projects in Orange County for the Southern California Association of Governments Active Transportation Program regional project selection process is presented for Board of Directors' approval.

### **Recommendation**

Approve the Orange County project prioritization methodology for the 2021 Active Transportation Program regional project selection process and future Active Transportation Program cycles.

### **Background**

The Active Transportation Program (ATP) was approved as part of SB 99 (Chapter 359, Statutes of 2013) on September 26, 2013, and includes federal and state funds for bicycle and pedestrian calls for projects (call) statewide. The 2021 ATP call will provide funding for projects over a four-year period, covering fiscal years 2021-22 through 2024-25.

On March 25, 2020, the California Transportation Commission (CTC) adopted the statewide 2021 ATP Guidelines (CTC ATP Guidelines) and issued a call. A fact sheet outlining the CTC ATP Guidelines is provided in Attachment A.

The purpose of the ATP is to encourage increased use of active (non-motorized) modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by bicycling and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

In addition to the goals listed in statute, the ATP will also consider the goals and provisions set forward in Executive Order N-19-19, which directs state agencies to increase efforts statewide to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

Project applications will be submitted in two tiers, state and regional. Project applications for quick-build projects, which are semi-permanent improvements meant for testing and collecting community input prior to permanent construction, were due on July 15, 2020, and all other applications are due on September 15, 2020. Orange County agencies may submit applications to the state for the first tier of the call, which will provide approximately \$220.800 million for projects throughout the state.

Projects not selected in the statewide tier can be considered for the regional tier of the call through the Southern California Association of Governments (SCAG) project selection process, which will make available approximately \$14.930 million for Orange County projects.

On June 24, 2020, the CTC approved SCAG's ATP Regional Guidelines (SCAG Regional Guidelines), which outline the project selection process through the regional tier of the call. The adopted SCAG Regional Guidelines differ from the statewide CTC ATP Guidelines in the following areas:

- Awards funding to projects in two program categories:
  - Implementation projects – allocated to the highest-scoring projects in each county using population-based funding targets
  - Planning and capacity building projects – utilizing five percent of the regional share, allocated through a supplemental call.
- Utilizes a regional definition of disadvantaged communities with additional criteria including environmental justice areas and communities of concern.



- Establishes additional scoring criteria and weighting through county transportation commissions. This allows each county transportation commission to prioritize implementation projects by adding up to 20 points to projects that are consistent with plans adopted by local and regional governments within their jurisdiction.

### ***Discussion***

The CTC ATP Guidelines require the statewide call and the SCAG 2021 ATP regional project selection process to occur sequentially. Initially, all eligible project applications submitted through the statewide call will be screened by CTC staff and ranked. The CTC is expected to approve and program funding for quick-build projects in December 2020, and for all other statewide-awarded projects in June 2021.

Projects in the SCAG region, which are not selected in the statewide tier, are then considered for the regional tier of funding through the SCAG regional project selection process. This process allows for a local prioritization methodology to be developed by each of the county transportation commissions and augment the scores assigned to the projects through the statewide tier scoring. By statute, the methodology must be based on adopted local and regional plans.

On October 8, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the prioritization methodology for the previous ATP call. Consistent with the SCAG Regional Guidelines, OCTA's approved local project prioritization methodology is based on the project's inclusion in local and regional plans that focus on bicycle and pedestrian gap closures and corridors, local community needs related to activities, such as Safe Routes to Schools, active transportation, and complete streets. Staff has updated the methodology. The existing methodology was developed to recognize prior planning and coordination for active transportation proposals at regional, sub-regional, or local levels. The proposed methodology will broaden the range of types of safety plans that can be used for this purpose, consistent with ATP goals. In addition to Safe Routes to School Plans, applications will be able to receive points for inclusion in Local Roadway Safety Plans, Vision Zero Plans, or for consistency with the Orange County Systemic Safety Plan. The details for the prioritization methodology are provided in Attachment B and OCTA will assist local agencies to identify eligible plans and assign points consistent with the approved methodology.

**Next Steps**

Once the submitted 2021 ATP applications are available in the fall, points will be assigned consistent with the methodology. Staff will then return to the Board to request approval of the recommended point assignments in order to submit to SCAG for the final award of regional ATP funds to the highest-ranking projects.

**Summary**

As part of the 2021 ATP call, any Orange County project applications that do not receive statewide funding will be considered for funding in the SCAG regional project selection metropolitan planning organizations call (\$14.930 million for Orange County). OCTA may assign an additional 20 points to each project based on regional planning priorities. Updates to the methodology to assign points to projects are presented for approval.

**Attachments**

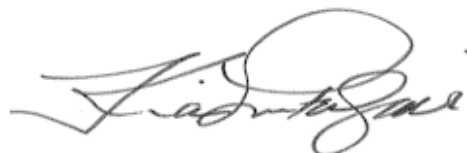
- A. 2021 Active Transportation Program Fact Sheet
- B. 2021 Orange County Transportation Authority, Active Transportation Program Project Prioritization Methodology

**Prepared by:**



Denise Arriaga Ibarra  
Transportation Funding Analyst  
(714) 560-5489

**Approved by:**



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

## 2021 Active Transportation Program Fact Sheet

### Background

The Active Transportation Program (ATP) was created by SB 99 (Chapter 359, Statutes of 2013) and AB 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as bicycling and walking. Fifty percent of funds will be awarded on a statewide basis. Forty percent of funds will be awarded to large metropolitan planning organizations (MPO) with populations greater than 200,000. Ten percent of funds will be awarded to small and rural regions with populations less than 200,000.

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by bicycling and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

In addition to the goals listed in statute, the ATP will also consider the goals and provisions set forward in Executive Order N-19-19, including state housing goals.

### Summary of Requirements

|   |  |
|---|--|
| Eligible Applicants                     | <ul style="list-style-type: none"> <li>• Orange County cities</li> <li>• County of Orange</li> <li>• Orange County Transportation Authority</li> <li>• California Department of Transportation (Caltrans)</li> <li>• Transit agencies</li> <li>• Schools and school districts</li> <li>• Public land and natural resource agencies</li> <li>• Tribal governments</li> <li>• Nonprofits</li> </ul>  |
| Projected Funding Estimate <sup>1</sup> | <ul style="list-style-type: none"> <li>• State and federal fund source</li> <li>• \$445.5 million available over four years <ul style="list-style-type: none"> <li>○ \$4.0 million – conservation corps set-aside</li> <li>○ \$220.800 million – State of California call for projects (call)</li> <li>○ \$44.1 million – Small urban and rural agencies</li> <li>○ \$176.6 million – Large MPOs</li> </ul> </li> <li>• \$93.419 million – Southern California Association of Governments (SCAG) call (estimated \$14.930 million to Orange County projects)</li> <li>• Funds must be programmed in fiscal years 2021-22 through 2024-25</li> <li>• \$250,000 minimum request (infrastructure projects)</li> <li>• 25 percent of funds to disadvantaged communities<sup>2</sup></li> <li>• No match required through statewide call</li> </ul> |

<sup>1</sup> Projected fund estimate is based on adopted 2021 ATP fund estimate and SCAG population-based funding targets.

<sup>2</sup> Disadvantaged community eligibility is determined based on one of the following criteria: Census Tract median household income, CalEnviroScreen score, National School Lunch Program, Healthy Places Index score, and regional definitions as identified through the current Regional Transportation Plan/Sustainable Communities Strategy.

## 2021 Active Transportation Program Fact Sheet

|   |   |   |
|---|---|---|
| Eligible Project Types                  | <ul style="list-style-type: none"> <li>Infrastructure projects – capital improvements consistent with ATP goals, including environmental, design, right-of-way (ROW), and construction</li> <li>Plans – development of plans consistent with ATP goals (i.e., communitywide bicycle, pedestrian, Safe Routes to Schools, active transportation plans, etc.)</li> <li>Non-infrastructure – education, encouragement, enforcement activities consistent with ATP goals</li> <li>Quick-build (pilot) – interim capital improvements consistent with ATP goals</li> </ul> |   |
| Additional Requirements/ Considerations | <ul style="list-style-type: none"> <li>A minimum of 25 percent of funds will be provided to disadvantaged communities.</li> <li>Conservation Corps partnership (if applicable)</li> <li>Semi-annual reporting</li> <li>Compliance with the National Environmental Policy Act, Caltrans ROW certification, and Federal Highways Administration authorization to proceed (if applicable)</li> </ul>   |   |
| Timeline                                | Date<br>(Subject to Change)   | Action  |
|   | March 25, 2020  | <ul style="list-style-type: none"> <li>California Transportation Commission (CTC) approves guidelines</li> <li>Call open</li> </ul>                               |
|   | July 15, 2020   | <ul style="list-style-type: none"> <li>Project applications due – quick-build applications</li> </ul>   |
|   | September 14, 2020  | <ul style="list-style-type: none"> <li>Local project prioritization methodology presented to the Board of Directors (Board)</li> </ul>                            |
|   | September 15, 2020  | <ul style="list-style-type: none"> <li>Project applications due – non-quick-build applications</li> <li>Staff recommendations for quick-build released</li> </ul> |
|   | December 2, 2020  | <ul style="list-style-type: none"> <li>CTC adoption of the quick-build program of projects</li> </ul>   |
|   | December 14, 2020   | <ul style="list-style-type: none"> <li>Local project prioritization point assignment to regional program presented to Board for approval</li> </ul>               |
|   | January 1, 2021   | <ul style="list-style-type: none"> <li>Local project prioritization point assignment recommendations due to SCAG</li> </ul>                                       |
|   | February 15, 2021   | <ul style="list-style-type: none"> <li>Staff recommendations for statewide and small urban/rural component released</li> </ul>                                    |
|   | March 2021<br>(CTC meeting)   | <ul style="list-style-type: none"> <li>CTC adoption of the statewide and small urban/rural component</li> </ul>   |
|   | May 14, 2021  | <ul style="list-style-type: none"> <li>Final recommendations for MPO-selected projects due to CTC</li> </ul>  |
|   | June 2021<br>(CTC meeting)  | <ul style="list-style-type: none"> <li>CTC adoption of the MPO selected projects</li> </ul>   |

### Additional Information

CTC ATP - <https://catc.ca.gov/programs/active-transportation-program>

SCAG ATP - <http://www.scag.ca.gov/programs/Pages/ActiveTransportation.aspx?opentab=1>

## **2021 Orange County Transportation Authority Active Transportation Program Project Prioritization Methodology**

On October 8, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a local prioritization methodology for projects submitted for Active Transportation Program (ATP) funding, consistent with plans adopted by local and regional governments within the County. Prioritization of ATP projects is also consistent with Board direction through the state and federal programming guidelines for bicycle projects that list a project's readiness as a priority for funding.

For the 2021 ATP cycle, staff is proposing to use the updated methodology below. There are no proposed changes to point values at this time.

| Plan  | Point Value<br>(Maximum of<br>20 Points <sup>1</sup> ) |
|---|--|
| A planned bikeway in the Orange County Commuter Bikeways Strategic Plan or OC Active  | 10   |
| Project is included in the Orange County district bikeway strategies  | 10   |
| Project is included in the OCTA non-motorized Metrolink Accessibility Strategy  | 10   |
| Project is a sidewalk along a roadway on the Master Plan of Arterial Highways   | 5  |
| Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan  | 5  |
| <del>Project is included in a local Safe Routes to Schools Plan</del><br>Project is included in a local safety plan, including but not limited to, Safe Routes to Schools, Local Roadway Safety Plan, Vision Zero Plan, or implements countermeasures to identified crash typologies in the project area consistent with the Orange County Systemic Safety Plan | 5  |
| Project is included in a specific plan or corridor plan   | 2  |
| Project is included in local agency general plan or circulation element   | 2  |

The plans that are referenced above were developed consistent with OCTA's mission to develop and implement transportation solutions to enhance the quality of life and keep Orange County moving. The projects included in the plans focus on gap closure and regional bike corridors. Further, they are the most directly relevant plans that have been developed in Orange County, which meet the goals of the state ATP.

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<sup>1</sup> The adopted 2021 ATP Southern California Association of Governments Regional Guidelines establish that the maximum points that can be assigned by the county transportation commission is 20 points. These local prioritization points will be added to the score provided by the state.

## **2021 Orange County Transportation Authority Active Transportation Program Project Prioritization Methodology**

OCTA-led projects will be eligible for the additional points in the same manner as the local agency projects. The regional plans listed in the methodology were developed in coordination with all of the local Orange County agencies. Basing the assignment of points solely upon a project being included in various regional and local plans that focus on gap closures, community issues, Safe Routes to Schools, and regional bicycle and pedestrian corridors ensures that projects submitted by OCTA can receive equitable consideration.

### **Disadvantaged Communities Methodology**

To maximize funding for Orange County projects, staff will evaluate the points assigned to each project to confirm that 25 percent of the regional funding goes to projects that will benefit disadvantaged communities as required by SB 99 (Chapter 359, Statutes of 2013). Staff will consider reprioritization of points to projects if the highest scoring projects in Orange County do not meet the requirement.



**September 3, 2020**

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

### **Overview**

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

### **Recommendation**

Receive and file as an information item.

### **Background**

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

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

***Discussion***

A number of activities are ongoing as the construction work continues to advance. The following provides a more detailed status of Project activities.

**Financing and TIFIA Loan**

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

**Tolling Contracts**

On February 26, 2018, the Board selected Kapsch TrafficCom USA, Inc., (Kapsch) to provide toll lanes system integration services for design, installation, operation, and maintenance of the electronic toll and traffic management (ETTM) system on both the 405 and 91 Express Lanes. Kapsch is currently under contract and is working closely with the design-builder to deliver fully functional express lanes upon opening in 2023. Kapsch has received approval for the ETTM infrastructure final design to be used for the 405 Express Lanes, including equipment types and configurations. Kapsch continues to review the design-builder's plans and construction activities and has provided input on requirements for the Toll Operations Center (TOC) improvements. The TOC will be located at OCTA's Santa Ana Bus Base and will be staffed by Kapsch for 405 Express Lanes operations.

Staff developed a request for proposals for the back-office support and customer service center contract for the 405 Express Lanes, the Board approved its release on June 22, 2020, and proposals are due on October 8, 2020.

**Design**

The final design is substantially complete at this time. The DB process allows for design refinements, and that process will continue throughout the remainder of construction.

**Right-of-Way (ROW) Acquisition**

Construction of the Project impacts 288 properties, including 179 residential properties, 71 commercial/industrial properties, 37 public properties, and one railroad property. There are 287 properties identified as partial acquisitions



and one property identified as a full acquisition at the owner's request. The ROW required to construct the Project is comprised of a combination of fee acquisitions, permanent easements, temporary construction easements, permanent and temporary ground lease reductions, and access control rights. This ROW is required for roadway and bridge construction, soundwalls and retaining walls, drainage systems, and for the installation of above ground and underground facilities, including electrical, telecommunication, water, sewer, gas, and storm drain systems.

The ROW acquisition program is on schedule. As of July 2020, OCTA has possession of the required property rights needed for all 288 property impacts, which retires a significant risk to OCTA. The overall ROW process continues as OCTA works with certain property owners to finalize remaining agreements on costs related to certain acquisitions. As this is a DB project, minor additional ROW needs may become necessary in the future as construction continues. Of the 288 total properties impacted, 288 offers were presented and the ROW is in OCTA's possession for construction. There were 60 resolutions of necessity (RONs) approved by the Board and no additional RONs are anticipated at this time.

#### Utility Relocations

There are currently 129 utilities that require relocation to accommodate the Project. OCTA is coordinating with 22 impacted utility owners to identify and resolve conflicts and relocation issues. To date, OCTA has executed 91 of the 109 utility relocation agreements (over 80 percent) needed for utility relocations, and is in the process of finalizing the remaining utility agreements. There are several remaining potential utility relocation risks, including several Southern California Edison (SCE) transmission facilities for which staff continues to develop and implement mitigation plans, as utilities are a shared risk between OCTA and OC405. Many critical utility relocations that had once been considered to pose some risk, such as facilities owned by Frontier Communications, Chevron USA, Crimson Pipeline, and SCE have been successfully completed. Additionally, a major Southern California Gas line relocation within the Navy property posed a significant risk to the Project schedule; however, the relocation has been successfully completed on schedule.

#### Construction

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

Significant roadway construction activities, including installation of drainage systems, retaining walls and soundwalls, and paving operations began in earnest in 2019, and will continue through the end of the Project. Construction at Oceanview Channel, Greenville-Banning Channel, and East Valley Channel, three major drainage facilities that cross under the freeway, is well underway. Additionally, over 70 retaining walls and soundwalls are under construction or complete. Recently, the first soundwalls on the Project were completed.

After the opening of the Slater Avenue overcrossing bridge in late August 2019, demolition and construction activities commenced on Bushard Street and Talbert Avenue. The Bushard Street and Talbert Avenue overcrossing bridge construction is actively progressing, and the bridges are anticipated to be open to traffic in late 2020 and early 2021, respectively. Construction on the McFadden Avenue overcrossing bridge also continues, and the bridge is anticipated to be open to traffic in late September 2020. Recently, the Edwards Street overcrossing bridge was demolished and construction began on the new bridge at this location. Bushard Street, Talbert Avenue, McFadden Avenue, and Edwards Street are all one-stage bridges, which means the bridges are closed to traffic on both sides of I-405 during demolition and reconstruction.

Significant bridge construction also continued at Fairview Road, Magnolia Street, Bolsa Avenue, Goldenwest Street, Westminster Boulevard, and Bolsa Chica Road overcrossings. These are two-stage bridges, which means traffic is being maintained on the remaining portion of the bridge while the first half of the new bridge is constructed. The first half of the new Magnolia Street overcrossing bridge opened in late March, and construction began on the second half of the bridge immediately thereafter. Similarly, the first halves of the new Goldenwest Street and Bolsa Chica Road overcrossing bridges opened this summer, and construction began on the second half of these key bridges. The first halves of the new Fairview Road, Bolsa Avenue, and Westminster Boulevard overcrossing bridges are anticipated to be opened in the next six months.

This past quarter, the widening of existing freeway bridges continued over Harbor Boulevard, Santa Ana River, Beach Boulevard, Bolsa overhead railroad crossing, and an old Navy railroad crossing.

Lastly, the Heil pedestrian overcrossing bridge was recently demolished and a new pedestrian overcrossing is under construction at this location.

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

### Project Challenges

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

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

OCTA has worked closely with its partners and OC405 to mitigate schedule delays when identified. Schedule mitigations implemented to date include building the Slater Avenue and Edwards Street overcrossing bridges in one stage instead of two stages, improvements to the construction staging at Oceanview Channel, and the long-term closure of one of the two off-ramps from northbound I-405 to Westminster Boulevard. Additional schedule mitigations that have been implemented include extended overnight and daytime freeway lane closures to take advantage of the significantly reduced traffic volumes on the freeway in the spring related to the coronavirus (COVID-19) pandemic. More recently, staff worked with several of the cities involved to expedite construction of several key bridges on the Project. The objectives of the schedule mitigations are to minimize delay impacts to the original Project completion date while balancing the minimization of traffic impacts.

Additionally, in September 2019, there was a discovery of archaeological resources within the Project site. OCTA is following established state procedures for this type of discovery, and is working with the appropriate parties to ensure appropriate and respectful procedures are followed. This discovery impacted construction at a specific location; however, construction has since resumed. A mitigation plan was implemented to reduce the impacts to the overall Project schedule.

### Project Cost/Contingency

The overall Project cost remains \$1.9 billion, and the Project contingencies have been approximately 40 percent expended to date. This is in line with the percent complete for the Project from both a time and earned value standpoint.

## Public Outreach

Over the past few months, the Outreach team has fine-tuned its approach to community and stakeholder meetings during the COVID-19 pandemic. All meetings with residents, business owners, and key stakeholders have become virtual, and outreach is being conducted primarily through electronic means. In addition, postcards and flyers continue to be used to alert the community to major activities, with canvassers wearing masks and gloves. These methods combined allow the team to continue being flexible and nimble with notifications despite COVID-19 concerns.

The team has conducted ten virtual community meetings this year with more than 2,200 people participating live or viewing recordings, which are accessible via the Project website and posted on OCTA's YouTube channel. The reach of these meetings is more than four times that of traditional neighborhood meetings. In addition, the cost per participant is lower, as labor and other direct costs are reduced for virtual meetings. In the last three months, the meetings have focused on activities at the Bolsa Chica Road, Goldenwest Street, Edwards Street, and McFadden Avenue bridges, and at the Heil Avenue pedestrian overcrossing. To date, more than 1,100 participants either joined those meetings live or have viewed the recordings.

The Project is marking a major milestone in late September, with the anticipated opening of the McFadden Avenue bridge. The Outreach team is coordinating a unique event to celebrate the opening. The event will be a compilation of recorded interviews with local business owners, Project partners, and elected officials on the importance of the opening, as well as footage of bridge construction. The video, with versions in Spanish and Vietnamese, will be broadcast via Facebook Live on the morning of the bridge opening.

Meanwhile, the team anticipates conducting at least three additional virtual neighborhood meetings in the next several months to notify communities of the completion of bridge work at Bushard Street, the start of bridge work at Brookhurst Street and Edinger Avenue, and the next phase of bridge activities at Westminster Boulevard. The team also will continue to meet with key stakeholders, such as emergency responders, on a quarterly basis, and coordinate with community partners, such as school districts, in navigating the process of returning students to schools within the Project corridor.

Constituent comments and questions have increased over the last three months, averaging approximately 180 per month, up from about 130 per month earlier in the year. An average of 13 construction alerts are sent out each month to more than 10,000 recipients. In addition, the Outreach team has expanded its toolkit, adding location-based advertising on mobile devices and tablets to engage constituents in specific geographic areas with short, relevant messages about upcoming activities.

**Next Steps**

Staff will continue to work closely with the design-builder to continue construction. This involves obtaining permits, utility relocation coordination, and coordinating construction activities.

**Summary**

Construction continues to advance. Currently, utility relocations, public outreach, and other activities are in process to continue the construction phase of the Project.

**Attachment**

None.

**Prepared by:**

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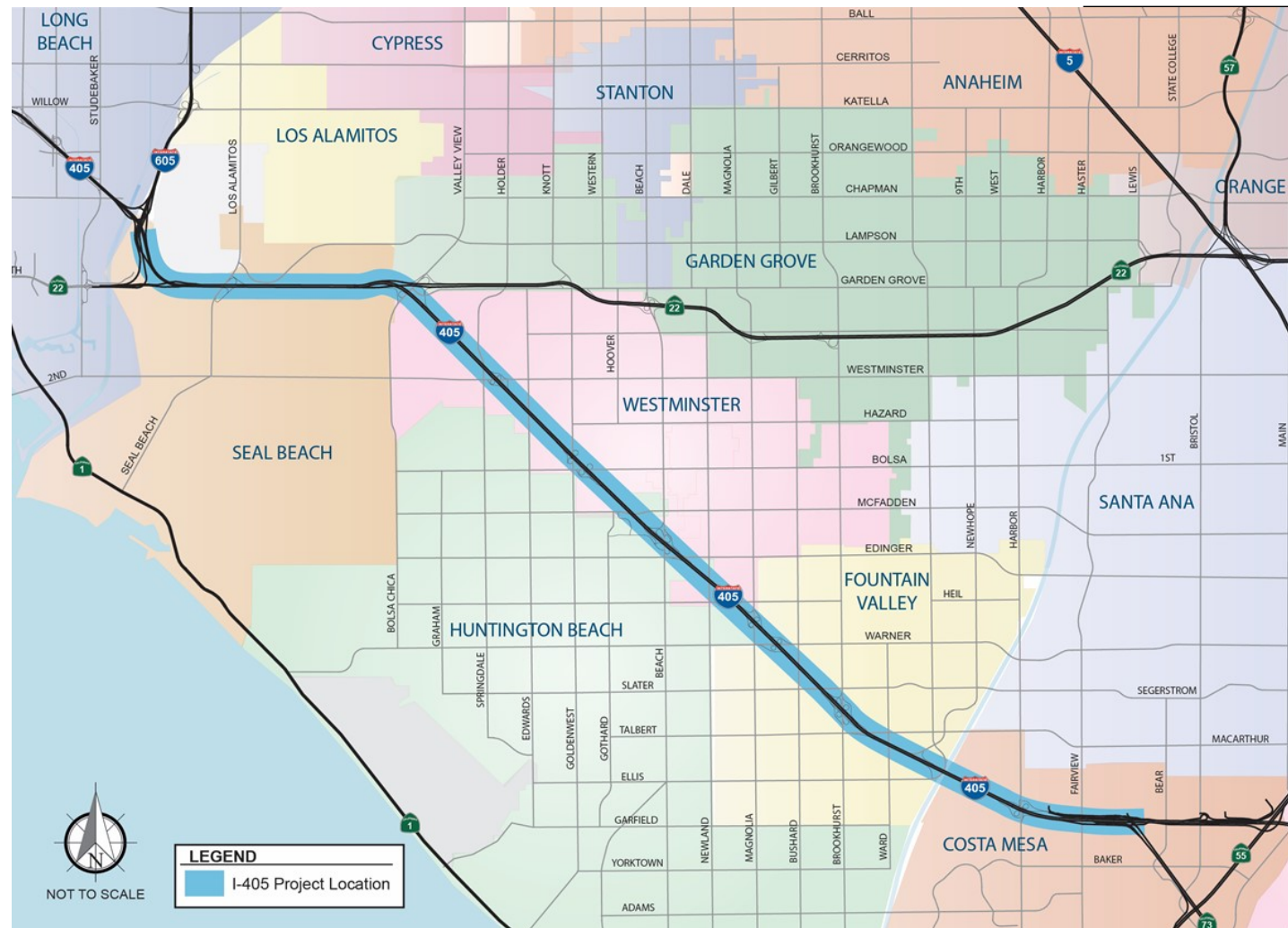


# Interstate 405 Improvement Project Update





# Project Location and Key Features



# Background



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

\* Transportation Infrastructure Finance and Innovation Act



# Project Update



## Design

- Project design is substantially complete
- Future design refinements allowed in DB process

## Right-of-Way

- 288 properties impacted – on schedule overall
- 288 properties in possession
- 60 resolutions of necessity adopted by the Board

## Construction

- Construction approaching 40 percent complete
- Over 1,000 workers involved in the Interstate 405 Improvement Project (Project) each working day

# Construction Update



**Wall construction**



# Construction Update



**Greenville-Banning Channel**



# Construction Update



**Santa Ana River bridge construction**



# Construction Update



**Edwards Street bridge demolition**



# Construction Update



**McFadden Avenue bridge construction**

# Look Ahead for Bridge Construction



## July – December 2020

- Started Heil Avenue pedestrian overcrossing
- McFadden Avenue bridge fully opens to traffic
- Start Edinger Avenue bridge
- Bushard Street fully opens to traffic
- Start Brookhurst Street bridge (first half)
- Westminster Boulevard bridge (first half) opens to traffic

## January – June 2021

- Talbert Avenue bridge fully opens to traffic
- Start Ward Street bridge
- Fairview Road bridge (first half) opens to traffic
- Bolsa Avenue bridge (first half) opens to traffic



# Bridge Construction Map





# Project Challenges



- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Dispute resolution and change management
- Minimizing impacts and disruptions to the public
- Timely performance of third-party utility work
- Schedule impacts and mitigations

# Schedule Mitigations Implemented



## Previously Implemented

Slater Avenue and Edwards Street bridges from two-stage to one-stage construction

Work-around to take area near archaeological discovery off the future schedule critical path

Improvements to staging of Oceanview Channel construction

Daytime lane closures due to current lower traffic volumes

Longer ramp closure durations

Extended and/or multiple night closures

## Recently Implemented

Starting construction on Brookhurst Street bridge concurrent with the end of Talbert Avenue construction

Warner Avenue bridge from two-stage to one-stage construction

Re-sequencing of Edinger Avenue and Newland Street bridges

- Mitigations intended to minimize impacts to Project completion date
- To be balanced with minimizing traffic impacts

# Community Engagement



| Category                   | Average Per Month       |
|----------------------------|-------------------------|
| Public comments, questions | 179 constituents        |
| Social media engagement    | 1,651 users             |
| Construction alerts        | 13 sent (28% open rate) |
| Interactive map            | 1,130 users             |
| Geofencing advertising     | 69,037 impressions      |
| Website closure lists      | 300 downloads           |

# Upcoming Outreach



- Virtual neighborhood meetings
  - Brookhurst Street Phase 1
  - Edinger Avenue
  - Westminster Boulevard Phase 2
- Major activity notifications
  - Extended ramp closures
  - Full freeway/ramp/road closures
  - Temporary construction easements
- Key stakeholder briefings
  - Emergency responders
  - School districts
  - Civic/community groups

