



AGENDA-REVISED

Regional Planning and Highways Committee Meeting

Committee Members

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Patrick Harper
Gene Hernandez
Joe Muller
Vicente Sarmiento

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California
Thursday, July 1, 2021 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 Orange County Transportation Authority (OCTA) Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

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

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

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 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.

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/>



AGENDA-REVISED

Regional Planning and Highways Committee Meeting

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

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to ClerkOffice@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 **90 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Director Hernandez

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 5)

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 June 7, 2021.



3. Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

Jeff Mills/James G. Beil

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is needed at this time to compensate OC 405 Partners for additional design and construction efforts related to intersection and sidewalk improvements at Garden Grove Boulevard.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 99 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$470,000, to design and construct intersection and sidewalk improvements at the intersection of Garden Grove Boulevard and the Interstate 405 northbound off-ramp.

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

Denise Arriaga Ibarra/Kia Mortazavi

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval. An update on the Solutions for Congestion Corridors Program 2018 program of projects is also provided.



4. (Continued)

Recommendations

- A. Approve schedule delay requests from the cities of Irvine, La Habra, Santa Ana, and the County of Orange.
- B. Approve amendment requests from the City of Brea contingent upon partial funding award through Cycle 5 of the Active Transportation Program or any subsequent program augmentations.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

5. Amendments to the Master Plan of Arterial Highways

Stephanie Chhan/Kia Mortazavi

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local jurisdictions. The cities of Anaheim, Brea, and Yorba Linda have requested amendments to the Master Plan of Arterial Highways that are recommended for Board of Directors' approval. An update on pending Master Plan of Arterial Highways amendments is also provided.

Recommendations

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:

City of Brea and County of Orange

- 1. Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
- 2. Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.



5. (Continued)

Cities of Yorba Linda and Anaheim

3. Reclassify Yorba Linda Boulevard between La Palma Avenue and the State Route 91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
4. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the State Route 91 westbound off-ramp and the State Route 91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;
5. Add Savi Ranch Parkway between Pullman Street and Old Canal Road as a primary (four-lane, divided) arterial; and
6. Add Old Canal Road/Pullman Street as a divided collector (two-lane, divided).

Each of the proposed amendments will become final, contingent upon the Orange County Transportation Authority receiving documentation confirming that the respective agency or agencies have amended their general plans accordingly and have complied with the requirements of the California Environmental Quality Act.

If a general plan is not updated within three years to reflect the proposed Master Plan of Arterial Highways amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

If the proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

- B. Approve the amendment to the Master Plan of Arterial Highways to reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.
- C. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.



Regular Calendar

6. **Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue**
Niall Barrett/James G. Beil

Overview

On March 8, 2021, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for consultant services to prepare plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Parsons Transportation Group Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3298 between the Orange County Transportation Authority and Parsons Transportation Group Inc., for the preparation of plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Discussion Items

7. **Chief Executive Officer's Report**
8. **Committee Members' Reports**
9. **Closed Session**

There are no Closed Session items scheduled.

10. **Adjournment**

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, August 2, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present via Teleconference

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Patrick Harper
Gene Hernandez
Joe Muller
Vicente Sarmiento

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Interim Deputy Clerk of the Board
Gina Ramirez, Deputy Clerk of the Board

Via Teleconference:

Darrel E. Johnson, Chief Executive Officer
Cassie Trapesonian, Assistant General Counsel

Committee Members Absent

None

Call to Order

The June 7, 2021 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman Murphy at 10:31 a.m.

Roll Call

The Interim Deputy Clerk of the Board conducted an attendance Roll Call and announced a Regional Planning and Highways Committee quorum.

Pledge of Allegiance

Director Harper led the Pledge of Allegiance.

1. Public Comments

There were no Public Comments.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 8)

2. Approval of Minutes

A motion was made by Director Hernandez, seconded by Director Sarmiento, and following a roll call vote, declared passed 7-0, to approve the minutes of the Regional Planning and Highways Committee meeting of May 3, 2021.

Vice Chair Delgleize was not present to vote on this item.



3. Measure M2 Environmental Mitigation Program Update

A motion was made by Director Hernandez, seconded by Director Sarmiento, and following a roll call vote, declared passed 7-0, to receive and file as an information item.

Vice Chair Delgleize was not present to vote on this item.

4. Consultant Selection for the Freeway Chokepoint Improvement Study

A motion was made by Director Hernandez, seconded by Director Sarmiento, and following a roll call vote, declared passed 7-0, to:

- A. Approve the selection of Kittelson and Associates, Inc., as the firm to provide consulting services to conduct the Freeway Chokepoint Improvement Study.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3346 between the Orange County Transportation Authority and Kittelson and Associates, Inc., in the amount of \$297,337, to provide consulting services to conduct the Freeway Chokepoint Improvement Study.

Vice Chair Delgleize was not present to vote on this item.

5. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2021

A motion was made by Director Hernandez, seconded by Director Sarmiento, and following a roll call vote, declared passed 7-0 to:

- A. Approve requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share, and Senior Mobility Program funds.
- B. Due to the impacts of the coronavirus, approve an exception to the Comprehensive Transportation Funding Programs Guidelines for Environmental Cleanup Program Tier I projects in order for project award delays to be granted.

Vice Chair Delgleize was not present to vote on this item.



6. Measure M2 Eligibility Review Recommendations for Fiscal Year 2019-20 Expenditure Reports

A motion was made by Director Hernandez, seconded by Director Sarmiento, and following a roll call vote, declared passed 7-0 to approve all 35 Orange County local jurisdictions eligible to continue receiving Measure M2 net revenues.

Vice Chair Delgleize was not present to vote on this item.

7. Programming Recommendations for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and Mid-Cycle State Transportation Improvement Program

Director Bartlett pulled this item to thank staff for working on getting funds allocated for the chokepoint location in South County.

A motion was made by Director Bartlett, seconded by Director Chaffee, and following a roll call vote, declared passed 8-0, to:

- A. Approve the 2021 mid-cycle State Transportation Improvement Program submittal to program Coronavirus Response and Relief Supplemental Appropriations Act of 2021 for the following:
 - \$800,000 for the State Route 74 Ortega Highway Improvement Project, and
 - \$588,506 for planning, programming, and monitoring.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

8. Regional Traffic Signal Synchronization Program Update

Director Bartlett pulled this item and commented that this program is an important improvement to the corridor and contributes to air quality enhancements and throughput improvements. Director Bartlett asked if staff had applied for any South Coast Air Quality Management District (AQMD) grants for the program.

Kia Mortazavi, Executive Director of Planning, responded that staff had applied for AQMD grants in the past and will seek additional funding as appropriate.

A motion was made by Director Bartlett, seconded by Director Chaffee, and following a roll call vote, declared passed 8-0, to receive and file as an information item.



Regular Calendar

9. Draft 2021 State Route 91 Implementation Plan

Alison Army, Transportation Analyst Principal, provided a PowerPoint presentation on this item.

Director Muller inquired about the schedule of projects and asked if the projects were on schedule.

Darrell E. Johnson, Chief Executive Officer (CEO), commented that the Interstate 15/State Route 91 (SR-91) project is on schedule and reported that the State Route 241 (SR-241)/SR-91 connector will not be held up if the State Route 71/SR-91 interchange improvement project does not stay on schedule.

Director Harper asked if the conceptual projects would be presented after all the other projects are completed.

Ms. Army responded that the plan focus is on current projects and that as projects become more viable, they would move forward.

Director Bartlett commented that it is important for agencies to coordinate efforts that could adversely affect revenue and congestion.

Following the discussion, no action was taken on this receive and file as an information item.

10. Active Transportation Program Biannual Update

Peter Sotherland, Transportation Analyst, Principal, provided a PowerPoint presentation on this item.

Director Delgleize inquired about a countywide bike plan that would include the North County cities.

Mr. Sotherland commented that staff is actively seeking funding for the OC Loop, which would circle the north portion of the county.

Director Harper inquired about the number of cyclists using bikeways.

Mr. Sotherland responded that there are approximately 1,000 users daily.

Director Sarmiento inquired about details on the data collected

10. (Continued)

Mr. Sotherland, stated that the data is granular based on when trips are taking place and safety data is typically done through a separate effort.

Following the discussion, no action was taken on this receive and file as an information item.

11. **Transportation Control Measures - Substitute Program of Projects**

Kurt Brotcke, Director of Strategic Planning, reported the following:

- During the last year, some projects ran into schedule delays and requirements were not met.
- Substitution allows a shift in designation of those delayed projects to another set of projects.
- The following projects ran into delays:
 - Hazard Avenue Bikeway
 - Purchase of 15 Expansion Paratransit Vans
 - Placentia Metrolink Station
 - Three Transportation Corridor Agencies (TCA) Capital Projects
 - Three transportation control measures (TCM) projects have been deferred by TCA
- OCTA is proposing three signal synchronization projects to replace the projects previously designated as TCMs to include:
 - Portola Parkway
 - 1st Street/Bolsa Chica Street
 - Alton Parkway
- OCTA will work with TCA on shorter term improvement projects and identify a sub-set of projects.

Director Bartlett commented that by moving forward on the signal synchronization projects, OCTA is saving TCA \$11 billion.

A motion was made by Director Bartlett, seconded by Director Harper, and following a roll call vote, declared passed 8-0, to:

- A. Direct staff to work with the Southern California Association of Governments to replace the previously planned projects in the Federal Transportation Improvement Program with the substitute program of projects included in this report.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute a cooperative agreement with the Transportation Corridor Agencies for improvements on existing toll facilities.

Discussion Items

12. Update on Interstate 5 Improvement Project from San Diego County Line to Avenida Pico

Josue Vaglienty, Project Manager Senior, and Fernando Chavarria, Principal Community Relations Specialist, provided a PowerPoint presentation.

A discussion ensued among the Committee Members and staff regarding the following:

- Pre-meetings held with the Coastal Commission and no issues are anticipated with corridor improvements.
- Environmental process and incorporating Senate Bill 374 guidelines.
- Discussions with San Diego Associations of Governments (SANDAG) regarding improvements to the North San Diego County portion of Interstate 5.
- SANDAG's draft Regional Transportation Plan.
- Potential chokepoint in future at county line.

Following the discussion, no action was taken on this information item.

13. Fiscal Year 2021-22 Budget Workshop Follow-up

Anthony Baruch, Section Manager III of Financial Planning and Analysis, provided a verbal report on the follow-up questions, issues, or concerns that may have arisen since the budget workshop conducted with the Board of Directors on May 10, 2021 and referenced the handout that was provided to the Committee Members in advance of today's Committee meeting.

Following the discussion, no action was taken on this information item.

14. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported the following:

South Orange County Multimodal Transportation Study (SOCMTS)

- OCTA continues to advance the SOCMTS, which will identify several mobility strategies for long-term improvements to local streets, transit, freeways, and bikeways in south Orange County.
- To get public feedback, staff will promote an online survey and host a series of meetings this month.



14. (Continued)

- On June 15 at 9:00 a.m., OCTA is hosting an elected official roundtable via Zoom.
- On June 17, OCTA is hosting a telephone town hall from 5:30 p.m. to 6:30 p.m.
- On June 23 at 9:00 a.m., staff is hosting a stakeholder roundtable via Zoom.
- Staff is also launching a virtual meeting room today that will stay open through July 12 for people to learn more about the study and provide their feedback.
- For more information, please visit octa.net/southocstudy.

15. Committee Members' Reports

Director Muller stated that the Dana Point trolley was running again and acknowledged OCTA for assisting with the service.

16. Closed Session

There were no Closed Session items scheduled.

17. Adjournment

The meeting adjourned at 11:30 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Thursday, July 1, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Mark A. Murphy
Committee Chairman

Allison Cheshire
Interim Deputy Clerk of the Board



July 1, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is needed at this time to compensate OC 405 Partners for additional design and construction efforts related to intersection and sidewalk improvements at Garden Grove Boulevard.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 99 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$470,000, to design and construct intersection and sidewalk improvements at the intersection of Garden Grove Boulevard and the Interstate 405 northbound off-ramp.

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 from State Route 73 (SR-73) to Interstate 605 (I-605) (Project). The Project will add one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and will add an additional lane in each direction that would combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

Contract Change Order for the Interstate 405 Improvement *Page 2* **Project from State Route 73 to Interstate 605**

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. On July 27, 2017, NTP No. 2 was issued to OC405 for the full design and construction of the Project.

The recommended contract change order (CCO) is described in more detail below.

Intersection and Sidewalk Improvements at Garden Grove Boulevard

In accordance with the contract documents, OC405 is required to reconstruct the northbound I-405 off-ramp to Garden Grove Boulevard. The planned Project improvements would not have connected the new intersection improvements with the existing sidewalks on Garden Grove Boulevard, or provided an accessible crossing to the opposite side of Garden Grove Boulevard. The City of Westminster requested construction of these improvements to provide pedestrian access and continuity, and OCTA agreed with the access/continuity concerns and concurred with the request. OCTA directed OC405 to design and construct the intersection and sidewalk improvements to provide the noted access. The additional intersection and sidewalk improvements were not anticipated in the original scope of work. A CCO is now needed, in the amount of \$470,000, for OC405 to comply with this directive.

Procurement Approach

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (DB) projects, and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements.

On November 14, 2016, the OCTA Board approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a DB contract.

Proposed CCO No. 99, in the amount of \$470,000, will provide compensation to OC405 for the additional design and construction efforts necessary to implement the intersection and sidewalk improvements at Garden Grove Boulevard.

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

Contract Change Order for the Interstate 405 Improvement *Page 3*
Project from State Route 73 to Interstate 605

Fiscal Impact

Funding for this work was approved in OCTA's Fiscal Year 2021-22 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. 99 is funded from the Project contingency and is not anticipated to increase the total Project estimate of \$2.08 billion.

Summary

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 99 to Agreement No. C-5-3843 with OC405, in the amount of \$470,000.

Attachment

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

Prepared by:



Jeff Mills, P.E.
Senior Program Manager
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Pia Veasapen
Director, Contracts Administration and
Materials Management
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Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
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**OC 405 Partners
Agreement No. C-5-3843
Contract Change Order Log**

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
001	Technical Provisions – Execution Version	Approved	6/14/2017	\$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	Approved	8/4/2020	\$350,000.00
003.2	Additional Extra Maintenance Work	Approved	12/22/2020	\$500,000.00
003.2.1	Extra Maintenance Work (Supplemental)	Approved	3/19/2021	\$500,000.00
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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
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
008.3.1	Supplemental for Additional collection and disposal of Unknown Hazardous Materials	Approved	11/2/2020	\$500,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used By Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to the Orange County Transportation Authority (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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
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
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
026.2	Additional PlanGrid Software Licenses	Approved	3/8/2021	\$46,278.00
027	Utility potholing on Milton Avenue	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	5/15/2019	-\$74,319.00
030	Motel 6 Sound Wall (SW-791) Elimination	Approved	5/15/2019	-\$130,000.00
031	Sound Wall 956 Reduction	Approved	5/22/2019	-\$30,000.00
033	Edinger Channel Pavement Rehabilitation	Approved	7/30/2019	\$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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
034.2	Chevron and Crimson Goldenwest Relocation Assistance	Approved	2/18/2020	\$110,000.00
034.3	Chevron and Crimson Goldenwest Relocation Assistance	Approved	8/4/2020	\$10,982.00
034.4	Chevron and Crimson Goldenwest Relocation Assistance	Approved	9/21/2020	\$300,000.00
035	Incompatible Specifications - Adjacent to CRCP Pavement	Approved	6/26/2019	\$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	6/4/2019	\$200,000.00
040	High Density Polyethylene in Lieu of Reinforced Concrete Pipe	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
044	Field survey for Frontier at Westminster Avenue	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 Boulevard 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 Boulevard and McFadden Avenue	Approved	11/14/2019	-\$128,118.00
054	Differing Site Condition Pavement Against Median K-Rail	Approved	12/31/2019	\$11,133.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
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	Archaeological Treatment Plan	Approved	6/4/2020	\$200,000.00
057.1	Archaeological Treatment Plan	Approved	7/9/2020	\$500,000.00
057.1.1	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue (Supplemental)	Approved	8/27/2020	\$500,000.00
057.1.2	Supplemental Environmental Monitoring at Bolsa Overcrossing	Approved	10/30/2020	\$300,000.00
057.2	Archaeological Treatment Plan and Native American Monitoring	Approved	3/4/2021	\$500,000.00
058	Biological Monitoring Naval Weapons Station (Unilateral)	Approved	6/29/2020	\$50,000.00
058.1	Biological Monitor at Naval Weapon Station Seal Beach	Approved	12/10/2021	\$50,000.00
059	Pavement Limits for Beach Boulevard and Edinger Avenue	Approved	2/18/2020	\$33,573.00
060	Heil Pedestrian Overcrossing and Switchback Ramp (Unilateral)	Approved	2/25/2020	\$1,044,927.00
061	Plant Establishment Period	Approved	2/26/2020	\$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	3/5/2020	\$169,770.00
064	City Sales and Use Tax Increases (Unilateral)	Approved	4/22/2020	\$28,657.00
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	Southern California Edison Conduit at Heil Avenue	Approved	5/14/2020	\$109,219.00
068	Archaeological Monitoring for all Ground Disturbing Activities at Naval Weapons Station	Approved	8/27/2020	\$100,000.00
068.1	Archaeological and Native American Monitors at Naval Weapon Station Seal Beach	Approved	12/10/2021	\$100,000.00
068.2	Lighting Management System Specifications	Approved	5/26/2021	\$75,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
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	Union Pacific Railroad Flagging Costs	Approved	6/13/2020	\$200,000.00
072	Southern California Edison and Frontier Electrical Infrastructure Work at Almond Avenue	Approved	5/19/2020	\$1,843,329.00
073	Shadow Striping on Portland Cement Concrete Pavement	Approved	4/19/2021	\$200,000.00
074	Combined Authority Accepted Extra Work (Proposed Change Orders (PCO) 169 and 122G)	Approved	7/7/2020	\$6,965.39
075	Bushard Pile Conflict with Existing Piles	Approved	7/21/2020	\$28,867.00
076	Combined Authority Accepted Extra Work (PCOs 180, and 183)	Approved	9/16/2020	\$12,981.02
077	Toll Rate Changeable Message Signs	Approved	9/8/2020	\$146,031.00
078	Parking Lot Improvements at United States Postal Service Property	Approved	10/27/2020	\$537,436.00
079	Extension of the Third Westbound Lane on Talbert Avenue to Cashew Street	Approved	12/2/2020	\$270,528.00
080	Temporary Bypass Waterline for the Goldenwest Street Bridge Phase 2	Approved	10/30/2020	\$579,604.00
081	Oceanview Channel Damaged Existing Reinforced Concrete Box	Approved	11/5/2020	\$59,806.16
082	Existing Buried Shoring Removal at Bella Terra Near Retaining Wall 895 (Unilateral)	Approved	11/10/2020	\$19,637.23
083	Combined Authority Accepted Extra Work No. 4 (PCOs 237 and 258)	Approved	12/23/2020	\$7,963.82
084	Revised K-Rail Placement at Bolsa Chica Boulevard	Approved	12/23/2020	\$74,185.84
085	Modified Pavement Overlay for the City of Fountain Valley	Approved	12/15/2021	\$107,180.00
086	Global Settlement	Approved	12/17/2021	\$157,000,000.00
087	Retaining Wall 906 Southern California Edison Pole at Sugar Drive	Approved	3/30/2021	\$133,159.89
088	Valves at Corta Bella Apartments	Approved	3/17/2021	\$18,310.07
089	Unavailable Electrical Specifications	Approved	5/12/2021	\$578,348.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
090	Bolsa Chica Community Wall	Approved	5/12/2021	\$867,349.00
091	Traffic Signal Equipment at Multiple Intersections	Approved	5/12/2021	\$418,620.00
092	Protect Existing Facilities at Senior Center	Approved	5/12/2021	\$995,000.00
093	Shell Driveway at Brookhurst and Talbert	Approved	4/26/2021	\$4,489.12
094	Shiffer Park Fence Replacement	Approved	4/27/2021	\$54,818.00
097	Combined Authority Accepted Extra Work (PCOs 263 and 274)	Approved	5/26/2021	\$43,898.43
098	Drainage System 387 and 356 Maintenance Access	Approved	5/26/2021	\$125,000.00
099	State Route 22 and Garden Grove Boulevard Intersection Improvements	Pending		\$470,000.00

Original Contract Price	\$1,217,065,000.00
Contingency Fund	<u>\$241,959,728.00</u>
Total Contract Allotment	\$1,459,024,728.00

Subtotal Approved CCOs	\$193,353,914.39
Subtotal Pending CCOs	<u>\$470,000.00</u>
Total CCOs	\$193,823,914.39

Proposed Revised Contract Price	\$1,410,888,914.39
Remaining Contingency Fund	\$48,135,813.61



July 1, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval. An update on the Solutions for Congestion Corridors Program 2018 program of projects is also provided.

Recommendations

- A. Approve schedule delay requests from the cities of Irvine, La Habra, Santa Ana, and the County of Orange.
- B. Approve amendment requests from the City of Brea contingent upon partial funding award through Cycle 5 of the Active Transportation Program or any subsequent program augmentations.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Background

The Orange County Transportation Authority (OCTA) issues periodic state and federally funded calls for projects (call). Examples of prior calls include the Bicycle Corridor Improvement Program (BCIP), State-Local Partnership Program (SLPP) formula grant call, and Arterial Pavement Management (APM) Program. Additionally, OCTA may nominate individual local agency-led projects for other state funding programs, such as the Solutions for Congested Corridors Program (SCCP). A combination of state and federal funds may be used as part of these programs.

Funding sources for the prior calls include federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, federal Surface Transportation Block Grant Program funds, Proposition 1B SLPP funds, and Mobile Source Air Pollution Reduction Review Committee funds. To fulfill OCTA, state, and federal requirements, project-specific amendments are requested by local agencies and are presented for Board of Directors' (Board) review and approval.

Discussion

Since 2012, the OCTA Board has programmed \$98.7 million in state and federal funds to Orange County local agencies through the BCIP, SLPP, and APM calls, as well as local agency-led SCCP projects for a total of 179 phases of work supporting 154 projects. A summary of the project phases is provided in the table below, and additional detail on the status of the active projects is provided in Attachment A.

Project Phase Status	Environmental/ Engineering	Right-of-Way (ROW)	Construction	Total
Planned	3	4	16	23
Started	10	1	5	16
Completed	13	-	115	128
Cancelled	1	-	11	12
Total	27	5	147	179

Note:

BCIP projects may have more than one phase of work.

Planned – Indicates that the funds for this phase have not been obligated.

Started – Indicates that the funds for this phase have been obligated.

Completed – Indicates that the work related to this phase is complete.

BCIP Schedule Delay Requests and Program Amendments

For this review period, Board approval is requested for schedule delay requests or program amendments to five projects.

The City of Irvine is requesting a delay to the construction phase of the Jeffrey Open Space Trail and Interstate 5 Bicycle and Pedestrian Bridge to complete the design and ROW phase, which are both currently underway. The project area includes a portion of the Interstate 5, and the City of Irvine requires additional time to coordinate with the California Department of Transportation (Caltrans) to ensure the design and ROW requirements will be met.

The City of La Habra is requesting a delay to the ROW phase of the Union Pacific Rail Line Bikeway to complete ongoing negotiations with the current property owner. The ROW certification for the project cannot be approved until the property acquisition is complete. The additional time will allow the City of La Habra to

continue ROW negotiations for property acquisition with Union Pacific Railroad prior to starting construction.

The City of Santa Ana is requesting a delay to the construction phase of the Warner Avenue Protected Bike Lanes to complete design. The procurement for a design consultant was delayed due to coronavirus impacts. The additional time will allow the City of Santa Ana to complete the design prior to starting construction.

The County of Orange is requesting a delay to the construction phase of the Santa Ana Gardens Channel Bikeway Extension to complete ROW activities. The project has recently completed the environmental assessment and design and is currently in the ROW phase. The additional time will allow the County of Orange to resolve outstanding utility relocation requirements prior to starting construction.

The City of Brea requested approximately \$5 million for the ROW phase of the OC Loop Brea Gap Closure through the Active Transportation Program (ATP) – Cycle 5. Due to limited ATP funding availability, only \$1.8 million is available to partially fund the request. ATP guidelines allow partial funding if additional funding is identified to fully fund the project phase. For this reason, staff is proposing to transfer CMAQ funds (previously awarded through the BCIP) from the construction phase to the ROW phase to meet the ATP requirement. This revision would increase the ROW phase BCIP award by \$3.2 million and decrease the construction phase BCIP award by \$3.2 million.

This request would leave the construction phase for the project underfunded and the project would no longer be eligible to receive additional BCIP funds for the construction phase. The City of Brea would be responsible for securing the remaining funding needed for the construction phase. However, the project may receive additional grants through ATP augmentation funds included in the draft state budget that could fully fund the City of Brea's original requested amount, in which case the requested changes included in this report would not be necessary. Due to uncertainty around the potential ATP augmentation funds, staff is recommending contingent programming amendments at this time, and will return to the Board with a future status report on construction phase funding.

Details on the above requests are provided in Attachment B.

SCCP 2018 Program of Projects Update

In October 2019, the Board authorized staff to accept a \$19.9 million grant award for the 2018 SCCP and authorized staff to negotiate and amend the program of projects to facilitate the delivery of the award.

The program of projects included:

- Traffic signal synchronization on MacArthur Boulevard/Talbert Avenue, Warner Avenue, and Edinger Avenue (\$12 million),
- Purchase five heavy-duty zero-emission battery-electric buses for Bravo! rapid bus service (\$4.3 million), and
- Five active transportation projects including four in the City of Tustin and one in the City of Santa Ana (\$3.6 million).

In December 2019, the City of Tustin notified OCTA that the four active transportation projects were cancelled due to lack of community support. Additionally, the City of Santa Ana's active transportation project had substantial cost increases and is no longer feasible without additional funding. To preserve the full grant award and ensure Orange County projects continue to receive the SCCP funds, the California Transportation Commission (CTC) requested OCTA propose replacement projects by June 2020. Staff met with the CTC, Caltrans, and the City of Santa Ana to develop a proposal for replacement projects that met the program requirements and could be delivered within the required timeframe. The replacement projects were approved by the CTC at the June 2020 meeting and were amended to identify implementing agencies at the May 2021 CTC meeting.

The revised program of projects replaced the five previously awarded active transportation projects with the following:

- Santa Clara Bicycle and Pedestrian Improvements in the City of Santa Ana (approximately \$3.3 million),
- Routes 53/553 (Bravo! Main Street) – Bus Stop Improvements Project – Signage and Real Time Displays (approximately \$0.2 million), and
- Routes 53/553 (Bravo! Main Street) – Bus Stop Improvements Project – Shelters (approximately \$0.1 million).

Including these projects to replace the five active transportation projects in the initial proposal and the remaining original projects noted above, the total grant award remains the same at \$19.9 million.

The Capital Funding Program Report, which summarizes the current programming of OCTA-issued state and federally funded calls based on actions that may be recommended in this report, as well as prior Board actions, is included as Attachment C.

Summary

Status reports from the BCIP, SLPP, APM Program, and local agency-led SCCP projects are provided for review. Staff recommends Board approval of program amendment requests for local agency projects.

Attachments

- A. State and Federal Grant Programs Project Status, as of July 1, 2021
- B. State and Federal Grant Programs, Bicycle Corridor Improvement Program Requests
- C. Capital Funding Program Report

Prepared by:



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Approved by:



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**State and Federal Grant Programs Project Status
as of July 1, 2021**

2012 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	C	\$ 652,500	\$ 97,500	\$ 750,000	Completed
2012 BCIP Phases Completed		24	\$ 6,811,200	\$ 1,368,865	\$ 8,180,065	
2012 BCIP Phases In Progress		0	\$ -	\$ -	\$ -	
2012 BCIP Total Program¹		24	\$ 6,811,200	\$ 1,368,865	\$ 8,180,065	

2014 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830	Planned
La Habra	La Habra Union Pacific Rail Line Bikeway ²	R	\$ 91,760	\$ 708,240	\$ 800,000	Planned
2014 BCIP Phases Completed		4	\$ 418,476	\$ 3,940,884	\$ 4,359,360	
2014 BCIP Phases In Progress		2	\$ 774,020	\$ 878,810	\$ 1,652,830	
2014 BCIP Total Program¹		6	\$ 1,192,496	\$ 4,819,694	\$ 6,012,190	

2016 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	E, R	\$ 650,400	\$ 162,600	\$ 813,000	Started - E Planned - R
County of Orange	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000	Started
County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	E, R	\$ 1,551,440	\$ 211,560	\$ 1,763,000	Started - E Started - R
County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	E, C	\$ 2,107,054	\$ 287,326	\$ 2,394,380	Completed - E Started - C
Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E, C	\$ 1,094,357	\$ 149,230	\$ 1,243,587	Started - E Planned - C
Irvine	Jeffrey Open Space Trail and I-5 Bicycle and Pedestrian Bridge Project	E	\$ 1,056,000	\$ 144,000	\$ 1,200,000	Started
Newport Beach	Newport Beach Bicycle and Pedestrian Bridge Project	C	\$ 2,349,600	\$ 587,400	\$ 2,937,000	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes	E, C	\$ 2,271,006	\$ 309,681	\$ 2,580,687	Completed - E Started - C
Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	E, C	\$ 735,703	\$ 100,326	\$ 836,029	Completed - E Started - C

Notes:

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

**State and Federal Grant Programs Project Status
as of July 1, 2021**

2016 BCIP (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Santa Ana	Hazard Avenue Protected Bike Lanes	E, C	\$ 1,035,242	\$ 141,173	\$ 1,176,415	Completed - E Started - C
Santa Ana	Citywide Bike Racks	E, C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Completed - E Started - C
2016 BCIP Phases Completed		7	\$ 3,701,096	\$ 504,702	\$ 4,205,798	
2016 BCIP Phases In Progress		14	\$ 13,932,379	\$ 2,240,777	\$ 16,173,156	
2016 BCIP Total Program¹		21	\$ 17,633,475	\$ 2,745,479	\$ 20,378,954	
2016 BCIP from Savings and Cancellations			\$	2,213,613		

2019 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Brea	OC Loop Brea Gap Closure	E, R, C	\$ 6,047,538	\$ 7,997,750	\$ 14,045,288	Planned - E Planned - R Planned - C
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	E, C	\$ 620,336	\$ 316,659	\$ 936,995	Started - E Planned - C
County of Orange	Santa Ana Gardens Channel Bikeway Extension Project	C	\$ 1,308,572	\$ 823,992	\$ 2,132,564	Planned
County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	C	\$ 4,000,000	\$ 1,685,383	\$ 5,685,383	Planned
Irvine	JOST I-5 Bicycle Pedestrian Bridge	C	\$ 4,000,000	\$ 8,426,028	\$ 12,426,028	Planned
La Habra	La Habra Union Pacific Rail Line Bikeway	R	\$ 1,948,800	\$ 487,200	\$ 2,436,000	Planned
Mission Viejo	District 5 Regional Bikeways - Mission Viejo N/S Corridor and Jeronimo/Chrisanta Trail	E	\$ 220,000	\$ 30,000	\$ 250,000	Started
Orange	Santiago Creek Multipurpose Extension Project	E	\$ 345,794	\$ 97,532	\$ 443,326	Started
Placentia	Atwood Multipurpose Trail	E	\$ 280,000	\$ 70,000	\$ 350,000	Started
San Clemente	S. El Camino Real Lane Reconfiguration and Buffered Bike Lane Project	C	\$ 1,075,115	\$ 400,650	\$ 1,475,765	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner to St. Andrew ³	C	\$ 1,508,045	\$ 347,393	\$ 1,855,438	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase III St. Andrew to Edinger ³	E, C	\$ 743,274	\$ 598,356	\$ 1,341,630	Planned - E Planned - C

Notes:

3. Project was conditionally awarded.

**State and Federal Grant Programs Project Status
as of July 1, 2021**

2019 BCIP (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington ³	C	\$ 793,760	\$ 229,490	\$ 1,023,250	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive ³	E, C	\$ 1,320,320	\$ 598,273	\$ 1,918,593	Planned - E Planned - C
Santa Ana	Warner Avenue Protected Bike Lanes	E, C	\$ 1,116,126	\$ 326,079	\$ 1,442,205	Started - E Planned - C
2019 BCIP Phases Completed		0	\$ -	\$ -	\$ -	
2019 BCIP Phases In Progress		21	\$ 25,327,680	\$ 17,404,785	\$ 42,732,465	
2019 BCIP Total Program ¹		21	\$ 25,327,680	\$ 17,404,785	\$ 42,732,465	
2019 BCIP from Savings and Cancellations		\$				508,279
OCTA 2018 SCCP - Local Agency Led Projects						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Santa Ana	Santa Clara Bicycle and Pedestrian Improvements	C	\$ 3,243,000	\$ -	\$ 3,243,000	Planned
Santa Ana	Route 53/553 (Bravo! Main Street) - Bus Stop Improvements - Shelters	C	\$ 114,000	\$ -	\$ 114,000	Planned
2018 SCCP Phases Completed		0	\$ -	\$ -	\$ -	
2018 SCCP Phases In Progress		2	\$ 3,357,000	\$ -	\$ 3,357,000	
2018 SCCP Total Program		2	\$ 3,357,000	\$ -	\$ 3,357,000	
2014 APM Program						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Costa Mesa	Bristol Street - I-405 to Randolph Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Completed
Costa Mesa	Bear Street - Wakeham Place to I-405	C	\$ 300,000	\$ 300,000	\$ 600,000	Completed
Santa Ana	Warner Avenue - West City Limit to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Completed
Santa Ana	First Street - Harbor Boulevard to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Completed
Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Completed
2014 APM Phases Completed		42	\$ 19,864,978	\$ 30,958,336	\$ 50,823,314	
2014 APM Phases In Progress		0	\$ -	\$ -	\$ -	
2014 APM Total Program		42	\$ 19,864,978	\$ 30,958,336	\$ 53,445,314	
2014 APM from Savings and Cancellations		\$				2,622,000

**State and Federal Grant Programs Project Status
as of July 1, 2021**

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

APM - Arterial Pavement Management
 BCIP - Bicycle Corridor Improvement Program
 C - Construction
 E - Engineering
 I-5 - Interstate 5
 I-405 - Interstate 405
 N/S - North/South

R - Right-of-Way
 SCCP - Solutions for Congested Corridors Program
 SLPP - State-Local Partnership Program

Planned - Indicates that the funds for this phase have not been obligated.
 Started - Indicates that the funds for this phase have been obligated.

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

Program Year Delay Requests					
Agency	Project Title	Delayed Phase	Approved Fiscal Year (FY)	Proposed FY	Delay Reason
County of Orange	Santa Ana Gardens Channel Bikeway Extension	Construction	2020-21	2021-22	The project requires additional time to complete the right-of-way (ROW) phase. The project completed the environmental assessment in February 2021 and completed design in June 2021. The County of Orange is in the process of resolving utility relocation requirements as part of the ROW phase. These are needed in order to receive ROW certification which is required prior to the start of construction. This request is recommended for approval.
Irvine	Jeffrey Open Space Trail and Interstate 5 Bicycle and Pedestrian Bridge	Construction	2021-22	2022-23	The project requires additional time to complete design and for extensive coordination with the California Department of Transportation on the ROW requirements, as the project area includes a portion of the State Highway System. Design completion is required prior to the start of construction. This request is recommended for approval.
La Habra	Union Pacific Rail Line Bikeway	ROW	2020-21	2022-23	The project requires additional time for ROW coordination with the property owner Union Pacific Railroad (UPRR). Due to restructuring within UPRR, the point of contact that was assisting with the coordination on the ROW requirements was changed, and at that time new requirements were requested by UPRR. These included design revisions to the project, additional ROW purchases to be accounted for in the design, and extensive coordination with a utility company for additional utility relocations. At this time the City of La Habra will continue to coordinate with UPRR on a ROW agreement. This request is recommended for approval.
Santa Ana	Warner Avenue Protected Bike Lanes	Construction	2020-21	2021-22	The project requires additional time to complete design. The project was authorized to proceed with preliminary engineering (design) in federal fiscal year 2019-20. The City of Santa Ana awarded a contract for the design of the project in March 2021, and expects to complete design in December 2021. Design completion is required prior to the start of construction. This request is recommended for approval.

Programming Amendment Requests						
Agency	Project Title	Phase	Current (000's)	Proposed (\$000's)	Difference (\$000's)	Amendment Request
Brea	OC Loop Brea Gap Closure	ROW	\$ 2,349	\$ 5,592	\$ 3,243	<p>This action would increase the ROW phase funding by \$3.243 million. The project was recommended for partial funding through the Active Transportation Program (ATP) Cycle 5. The amendment would move Bicycle Corridor Improvement Program (BCIP) construction funding to fully fund the ROW phase. This request would leave the construction phase for the project underfunded and the project would no longer be eligible to receive additional BCIP funds for the construction phase.</p> <p>This request is recommended for approval contingent upon partial funding being approved for the project through Cycle 5 of the ATP or any subsequent program augmentations.</p>
Brea	OC Loop Brea Gap Closure	Construction	\$ 3,462	\$ 219	\$ (3,243)	<p>This action would decrease the construction phase funding by \$3.243 million. The City of Brea has requested to reprogram this amount into the ROW phase in order to complete the funding requested through the state ATP through which the projects is recommended for partial funding.</p> <p>This request would leave the construction phase for the project underfunded and the project would no longer be eligible to receive additional BCIP funds for the construction phase. The City of Brea would be responsible for securing the remaining funding needed for the construction phase prior to the project being authorized to start construction.</p> <p>This request is recommended for approval contingent upon partial funding being approved for the project through Cycle 5 of the ATP or any subsequent program augmentations.</p>



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - July 12, 2021

Local Road Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249		\$971
M2 Project O Regional Capacity Program call	O	\$319,611						\$24,254		\$295,357		
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254		\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$117,578								\$99,496		
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621	\$1,774					\$11,762	\$4,546	\$361,621		
M2 Project X Environmental Clean Up	X	\$55,258								\$55,258		
Active Transportation Program - regional call ¹		\$83,504	\$6,359		\$63,361	\$92		\$199				\$13,493
ARRA transportation enhancements		\$6,833			\$4,049				\$500			\$2,284
Arterial Pavement Management Program		\$50,888	\$19,930									\$30,958
Atlanta Avenue widening		\$4,160	\$2,278									\$1,882
Bicycle Corridor Improvement Program (BCIP) ²		\$63,128	\$43,755									\$19,373
Bristol Street widening		\$44,750										\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369							
Local Agency led SCCP projects ²		\$3,357					\$3,357					
Local Agency Road Rehabilitation and Maintenance Program (CRRSAA)		\$14,591			\$14,591							
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000			
SCAG Sustainability Planning Grants		\$720			\$671							\$49
Traffic Signal Improvements		\$15,000				\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172			\$15,628							\$6,544
Del Obispo widening	M1	\$6,419	\$3,740									\$2,679
		\$1,411,904	\$77,836		\$138,388	\$86,797	\$3,357	\$61,160	\$40,326	\$858,235		\$145,805
Local Road Project Totals												
Federal Funding Total		\$216,224										
State Funding Total		\$151,314										
Local Funding Total		\$1,044,366										
Total Funding (000's)		\$1,411,904										

Local Road Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829	
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832	
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,520		\$21,616	\$14,755	
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697	
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700	
Raymond Avenue grade separation	O	\$126,317						\$95,351		\$23,402	\$7,564	
State College Boulevard grade separation	O	\$99,631	\$31,541		\$10,887			\$34,785		\$11,400	\$11,018	



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - July 12, 2021

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals		\$741,132	\$201,950		\$39,196			\$268,589	\$5,992	\$152,934	\$72,471
Federal Funding Total		\$241,146									
State Funding Total		\$268,589									
Local Funding Total		\$231,397									
Total Funding (000's)		\$741,132									



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - July 12, 2021

Board Actions:

1. Approve two amendment requests from the City of Brea contingent upon partial funding award through Cycle 5 of the Active Transportation Program (ATP) or any subsequent program augmentations.

Project Notes:

2. Updates made to projects based on the latest funding information.

Acronyms:

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



July 1, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Amendments to the Master Plan of Arterial Highways

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local jurisdictions. The cities of Anaheim, Brea, and Yorba Linda have requested amendments to the Master Plan of Arterial Highways that are recommended for Board of Directors' approval. An update on pending Master Plan of Arterial Highways amendments is also provided.

Recommendations

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:

City of Brea and County of Orange

1. Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
2. Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.

Cities of Yorba Linda and Anaheim

3. Reclassify Yorba Linda Boulevard between La Palma Avenue and the State Route 91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
4. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the State Route 91 westbound off-ramp and the State Route 91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;

5. Add Savi Ranch Parkway between Pullman Street and Old Canal Road as a primary (four-lane, divided) arterial; and
6. Add Old Canal Road/Pullman Street as a divided collector (two-lane, divided).

Each of the proposed amendments will become final, contingent upon the Orange County Transportation Authority receiving documentation confirming that the respective agency or agencies have amended their general plans accordingly and have complied with the requirements of the California Environmental Quality Act.

If a general plan is not updated within three years to reflect the proposed Master Plan of Arterial Highways amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

If the proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

- B. Approve the amendment to the Master Plan of Arterial Highways to reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.
- C. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.

Background

In 2013, the Master Plan of Arterial Highways (MPAH) map was updated to reflect the following reclassifications approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board):

1. Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue from a primary (four-lane, divided) arterial to right-of-way (ROW) Reserve for a period of nine years; and
2. Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road from a primary (four-lane, divided) arterial to ROW Reserve of a period of nine years.

ROW Reserve is a classification for facilities where there is a lack of consensus among affected jurisdictions as to whether a facility should remain on the MPAH. ROW Reserve facilities are depicted on the MPAH and in local general plans to hold the ROW, for a fixed period of time, until consensus is reached on the future of the facility. While in ROW Reserve, the planned facility is excluded from traffic and land-use planning models due to this uncertainty.

The decision to place Tonner Canyon Road and Valencia Avenue in ROW Reserve was based upon environmental issues, potential future land-use changes in the area, future traffic projections for the area, and the goals identified within the City of Brea's (Brea) general plan. At the time, the nearby Olinda Alpha Landfill was anticipated to close in 2021, and the area would be converted to passive parkland uses. The ROW Reserve period was intended to allow for Tonner Canyon Road and Valencia Avenue to be reevaluated in conjunction with post-landfill planning processes. The ROW Reserve period for Tonner Canyon Road and Valencia Avenue is expiring in November 2021, and Brea has submitted a request to delete these segments from the MPAH due to recent considerations by the County of Orange (County) to extend the use of the Olinda Alpha Landfill through 2036 (Attachment A).

Separately, the City of Yorba Linda (Yorba Linda), in coordination with the City of Anaheim (Anaheim), proposed roadway improvements in nearby Savi Ranch, a 235-acre mixed-use development. This area is the largest job center in Yorba Linda, supporting over 4,500 jobs. Congestion affects vehicular throughput along Yorba Linda Boulevard as well as State Route 91 (SR-91) ramp operations. In January 2021, the Yorba Linda City Council approved the Yorba Linda Boulevard Widening Improvement Project (Project). The Project will provide a fourth northbound lane on Yorba Linda Boulevard, including the bridge over the Santa Ana River, and improve corridor operations by extending and providing supplementary turn lanes. Additionally, the Project includes bicycle and pedestrian improvements along Yorba Linda Boulevard.

Subsequently, Yorba Linda submitted a request (Attachment B), consistent with the Project, to amend the MPAH to:

1. Reclassify Yorba Linda Boulevard between La Palma Avenue and the SR-91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
2. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the SR-91 westbound off-ramp and the SR-91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;
3. Add Savi Ranch Parkway from Pullman Street and Old Canal Road to the MPAH as a primary (four-lane, divided) arterial; and

4. Add Old Canal Road/Pullman Street to the MPAH as a divided collector (two-lane, divided).

To maintain consistency with the Project approved by Yorba Linda, Anaheim also submitted a request (Attachment C) to amend the MPAH to:

1. Reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.

All requested amendments proposed for Board consideration are illustrated in Attachment D.

Discussion

Staff has reviewed the traffic analyses provided by the cities and has concluded that the requested MPAH amendments are appropriate from a long-range planning perspective. Additionally, future traffic volumes appear to be accommodated with the proposed changes and are forecast to remain at acceptable intersection levels of service (LOS).

City of Brea and the County of Orange – Tonner Canyon Road and Valencia Avenue

Based on the Orange County Traffic Analysis Model 5.0, Tonner Canyon Road and Valencia Avenue, if constructed, are forecast to carry approximately 3,000 average daily trips (ADT). The deletion of these facilities from the MPAH do not significantly impact State Route 57 or the surrounding MPAH network. Furthermore, Brea has reiterated the difficulty in extending and constructing Tonner Canyon Road and Valencia Avenue, primarily due to its cost and potential impacts to an environmentally sensitive area.

These two planned roadway segments are located partially in Brea, as well as in the unincorporated area of Orange County, within Brea's sphere of influence. The County and the California Department of Transportation (Caltrans) District 12 have provided letters of support/no comment, included in Attachment A. The County is now in the process of extending the operation of the Olinda Alpha Landfill to 2036 and supports Brea's proposal to delete Tonner Canyon Road and Valencia Avenue from the MPAH.

Cities of Anaheim and Yorba Linda – Yorba Linda Boulevard, Weir Canyon Road, Savi Ranch Road, Old Canal Road/Pullman Street, and Santa Ana Canyon Road

Yorba Linda Boulevard/Weir Canyon Road straddles the border between Anaheim and Yorba Linda between SR-91 and the Santa Ana River. Yorba Linda Boulevard/Weir Canyon Road is built as a six-lane facility with an annual ADT of approximately 55,500 (2019). This far exceeds the capacity of the current primary arterial classification (30,000 ADT to maintain LOS C). As a result, Yorba Linda and Anaheim have requested that Yorba Linda Boulevard between La Palma Avenue and the SR-91 westbound off-ramp be reclassified from a primary arterial to an asymmetric major arterial (seven lanes, divided). The proposed reclassification is consistent with the cities' Project and provides sufficient capacity to accommodate forecasted traffic levels and meet LOS standards. Additionally, the cities have requested to reclassify Yorba Linda Boulevard/Weir Canyon Road between the SR-91 westbound off-ramp and the SR-91 eastbound on-ramp from a primary arterial to a major arterial. This reclassification will update the MPAH and the cities' general plans consistent with the existing condition. It also clarifies there are no plans to reduce capacity along this segment of Yorba Linda Boulevard/Weir Canyon Road.

High traffic volumes on Yorba Linda Boulevard and the turning movements at Savi Ranch Parkway associated with the SR-91 interchanges result in significant congestion at intersections in this area. Therefore, Anaheim and Yorba Linda are requesting the addition of Savi Ranch Parkway and Old Canal Road/Pullman Street to the MPAH. This will allow the cities to compete for Measure M2 Project O – Regional Capacity Program funding to provide improvements needed to help relieve congestion at these intersections.

The Project also proposes to restripe Santa Ana Canyon Road from Roosevelt Avenue to Weir Canyon Road, converting one through lane to a third left-turn lane. Based on an intersection LOS analysis, high eastbound left-turn volume for vehicles traveling to SR-91 and Savi Ranch, along with a lower eastbound through volume, justify the corresponding request to reclassify this segment on the MPAH from a major arterial to an asymmetric primary arterial (five lanes, divided). Note that this proposed configuration is consistent with the Anaheim Circulation Element's Planned Roadway Network Map that currently classifies Santa Ana Canyon Road as a scenic expressway (four to six lanes, divided). Therefore, Anaheim will not need to amend its general plan and the MPAH will be updated to reflect Santa Ana Canyon Road as an asymmetric primary arterial (five-lane, divided) contingent upon Board approval of the amendment request.

Due to the proximity of the Project to SR-91, Caltrans reviewed the Initial Study and Mitigated Negative Declaration, and provided a letter of no comment on the requested MPAH amendments, included in Attachment B.

California Environmental Quality Act

Amendments to the MPAH are exempt from the California Environmental Quality Act (CEQA) review. As such, if the Board approves the recommendations, OCTA will file a Notice of Exemption from CEQA in support of the proposed amendment to the MPAH.

MPAH Status Update

As indicated in the status report in Attachment E, there are currently 18 pending amendments proposed for the MPAH. These pending amendments are awaiting local action to amend their respective general plans. Others are either under review, are in the cooperative study process, are pending resolution of issues with other agencies, or are awaiting refinement of development plans.

Summary

The cities of Anaheim, Brea, and Yorba Linda submitted requests to amend the Master Plan of Arterial Highways. Staff reviewed the traffic data supporting the amendment requests and concluded that the proposed changes are appropriate from a long-range planning perspective. Based upon the provided traffic analyses, the requirements of the Master Plan of Arterial Highways Guidelines have been met, and Board of Directors' approval of the reclassifications is recommended. A summary of pending Master Plan of Arterial Highways amendments is also provided for Board of Directors' review.

Attachments

- A. Letter from Tony Olmos, P.E., Public Works Director, City of Brea, to Stephanie Chhan, Long Range Planning and Corridor Studies, Orange County Transportation Authority, dated May 24, 2021, Subject: MPAH Amendment Request for Tonner Canyon Road and Valencia Avenue
- B. Letter from Jamie Lai, P.E., Director of Public Works/City Engineer, City of Yorba Linda, to Stephanie Chhan, Orange County Transportation Authority, dated June 3, 2021, Subject: Request for Master Plan of Arterial Highways (MPAH) Amendment (Revised)
- C. Letter from Rudy Emami, P.E., Director of Public Works, City of Anaheim, to Stephanie Chhan, Orange County Transportation Authority, dated May 26, 2021, Subject: Request for Master Plan of Arterial Highways (MPAH) Amendment – Santa Ana Canyon Road Between Roosevelt Road and Weir Canyon Road
- D. Master Plan of Arterial Highways Amendment Map Requests
- E. Status Report on Pending Master Plan of Arterial Highways Amendments

Prepared by:



Stephanie Chhan
Transportation Analyst
(714) 560-5572

Approved by:



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



City of Brea

May 24, 2021

Mrs. Stephanie Chhan
Long Range Planning and Corridor Studies
ORANGE COUNTY TRANSPORTATION AUTHORITY
550 S. Main Street
Orange, CA 92868

SUBJECT: MPAH AMENDMENT REQUEST FOR TONNER CANYON ROAD AND VALENCIA AVENUE

Dear Mrs. Chhan,

The City of Brea is requesting formal initiation of a Master Plan of Arterial Highways (MPAH) Amendment process that includes Tonner Canyon Road and Valencia Avenue. These two roadway segments are located partially in the City of Brea as well as in the unincorporated area of Orange County, within the sphere of influence of the City of Brea.

In November of 2012, the Orange County Transportation Authority (OCTA) Board of Directors conditionally approved an amendment to the MPAH to reclassify the following roadway segments within the City of Brea from arterial to right-of-way reserve status for a period of nine years:

- Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue
- Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road

Subsequently, the amendment became final and OCTA updated the MPAH as documentation was provided to OCTA demonstrating that the City of Brea had complied with the requirements of the California Environmental Quality Act and amended its General Plan.

The reclassifications associated with this original MPAH Amendment request were based upon environmental issues, future land-use changes in the area, and future traffic projections for the area, as well as the goals identified within the current City of Brea General Plan. Please see Attachment A for original 2012 OCTA Staff Report providing details regarding the original request, as well as the original response letters from Orange County Public Works and the Department of Transportation.

At the time of the original MPAH Amendment request, the Olinda Alpha Landfill was anticipated to close in 2021 and be converted to passive park land uses. However, due to

City Council

Steven Vargas
Mayor

Cecilia Hupp
Mayor Pro Tem

Christine Marick
Council Member

Glenn Parker
Council Member

Marty Simonoff
Council Member

increased diversion of trash from the landfill, the County of Orange is now in the process of extending the operation of the Olinda Alpha Landfill to 2036. On account of this, OCTA staff prepared and reviewed the following model scenarios:

1. OCTAM 5.0 Year 2045 Daily Forecasts – With Tonner Extension
2. OCTAM 5.0 Year 2045 Daily Forecasts – Base (Build-Out)
3. OCTAM 5.0 Year 2045 Daily Forecasts – With vs. Without Tonner Extension
4. OCTAM 5.0 Year 2045 vs. Year 2016 Daily Forecasts

Upon review of each of the model scenarios, OCTA staff determined that the Tonner Canyon Road/Valencia Avenue extension would not make a significant impact on the SR-57 Freeway or the surrounding MPAH network. Please see Attachment B for the modeling scenarios provided by OCTA for your review.

As the nine-year right-of-way reserve status period is set to expire on November 9, 2021, and on account of the factors discussed above, the City of Brea is submitting this MPAH Amendment request letter, proposing to modify the MPAH classification of the following arterial facilities as follows:

- Deletion of Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue; and
- Deletion of Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

The City contacted both Orange County Public Works and Caltrans for comment since they are key stakeholders given their regional presence in the vicinity of both roadways in question. As a result, please find the attached correspondence from Orange County Public Works and Caltrans, provided as Attachment C and Attachment D respectively.

We are hopeful that the proposed MPAH Amendment can be processed administratively and in a timely manner. Please review the enclosed items and advise as to any additional information that may be needed. Thank you for your time and assistance in this matter. Should you have any questions regarding this request, I can be contacted at 714-990-7698.

Sincerely,



Tony Olmos, P.E.
Public Works Director

Enclosures: Attachment A – 2012 OCTA Staff Report*
Attachment B – Modeling Scenarios*
Attachment C – Orange County Public Works Letter of Support
Attachment D – Caltrans Letter of Support

CC: Michael Ho, Deputy Director of Public Works/City Engineer
Dave Roseman, City Traffic Engineer
Ryan Chapman, Principal Engineer



County Administration South
601 North Ross Street
Santa Ana, CA 92701

P.O. Box 4048
Santa Ana, CA 92702

(714) 667-8800

info@ocpw.ocgov.com

OCPublicWorks.com



Administrative
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OC Development
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& Construction
Management



OC Facilities
Maintenance
& CUF



OC Fleet Services



OC Construction



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Resources



OC Operations &
Maintenance



OC Infrastructure
Programs



OC Survey



May 11, 2021

Tony Olmos, P.E.
Public Works Director
City of Brea
1 Civic Center Circle
Brea, California 92821-5732

Subject: Master Plan of Arterial Highways (MPAH) Amendment

Dear Mr. Olmos:

This letter is in response to your correspondence dated April 28, 2021 regarding the City of Brea's lead in processing a new MPAH Amendment for the following arterial facilities:

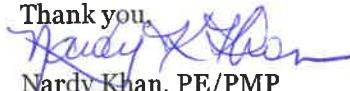
- Deletion of Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue.
- Deletion of Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

As a result of your letter, OC Public Works reached out to our OC Waste & Recycling team and confirmed that although the targeted closure date of the Olinda Alpha Landfill was the end of 2021, they are now in the process of extending operations to 2036. With this change, the City of Brea worked with the Orange County Transportation Authority (OCTA) to study scenarios forecasting traffic impacts into the year 2045. Upon review of OCTA's model scenarios in Attachment A, OCTA has indicated that the Tonner Canyon Road and Valencia Avenue extensions would not have a significant impact on the SR-57 Freeway or the surrounding MPAH network. With these factors taken into consideration, OC Public Works supports:

- The City of Brea's proposal to take the lead and initiate the formal process for preparation of an MPAH Amendment in compliance with OCTA's "Guidance for Administration of the Orange County Master Plan of Arterial Highways" and the California Environmental Quality Act.
- City of Brea acting as the sponsoring agency for OCTA's MPAH Amendment process.
- City of Brea's request to delete Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue, and delete Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

Please coordinate with OC Development Services/Planning at (714) 667-8815 to ensure compliance with the California Environmental Quality Act and to disclose any potential environmental impacts associated with the proposed amendment, as well as consistency with the General Plan for the County of Orange.

Thank you,



Nardy Khan, PE/PMP
Deputy Director, Infrastructure Programs
OC Public Works

Cc: Jorge Hernandez, OC Waste and Recycling
Joanna Chang, OC Public Works

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

1750 EAST 4TH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6000

FAX (657) 328-6522

TTY 711

www.dot.ca.gov/caltrans-near-me/district12*Making Conservation
a California Way of Life.*

May 21, 2021

Mr. Tony Olmos
City of Brea
1 Civic Center Circle
Brea, CA 92821

Dear Mr. Olmos

Thank you for the opportunity to review and comment on the proposed amendment, for the deletion of Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Ave, and the deletion of Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road, from the Master Plan of Arterial Highways.

The California Department of Transportation, District 12 currently has no comments on this proposal.

Please continue to keep us informed of this project and any future developments, which could potentially impact State Transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Scott Shelley at Scott.Shelley@dot.ca.gov or at (657) 328-6164.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Shelley".

Scott Shelley, Branch Chief
Local Development/Intergovernmental Review



CITY OF YORBA LINDA

P.O. BOX 87014, YORBA LINDA, CA 92885-8714
(714) 961-7170 FAX (714) 986-1010

ENGINEERING / PUBLIC WORKS

June 3, 2021

Ms. Stephanie Chhan
Orange County Transportation Authority
600 South Main Street
Orange, CA 92863

SUBJECT: Request for Master Plan of Arterial Highways (MPAH) Amendment (Revised)

Dear Ms. Chhan:

The City of Yorba Linda, as lead agency with the support of the City of Anaheim is requesting the initiation of the MPAH amendment process for Yorba Linda Boulevard, Savi Ranch Parkway and Old Canal Road/Pullman Street. These streets form the eastern gateway into Yorba Linda and Anaheim and serve as the sole point of access to the Savi Ranch multi-use area.

The City appreciates OCTA's feedback of our initial request, dated 12/23/2020, for the MPAH amendment and agree with your recommended approach. This revised request is consistent with your recommendations. The following attachments have been included in support of this request:

Attachment 1: Location Map

Attachment 2: City Boundary Exhibit

Attachment 3: Letters of Support from the City of Anaheim and Caltrans

Attachment 4: City of Yorba Linda 2018 Traffic Volume Map

Background

Savi Ranch is a 235-acre mixed use development is the largest job center in Yorba Linda with over 4,500 jobs. Land uses include large box retail stores, commercial/industrial, research and development, medical, auto sales and dining. Savi Ranch generates over \$1B in sales tax annually. Research indicates that 78% of the employees commute more than 10 miles each way to work and only 3.1% of the employees live within Yorba Linda. These statistics are a solid indication of the regional nature of Savi Ranch.

Yorba Linda Boulevard is heavily traveled and experiences significant congestion during the afternoon peak hours due to the regional traffic that bypasses the congestion on the SR-91. This congestion affects the throughput along the corridor as well as SR-91 ramp

operations. Additionally, with Savi Ranch Parkway being the sole point of ingress/egress to Savi Ranch, significant congestion is experienced in the afternoon peak hours as well which is further exacerbated by the congestion on Yorba Linda Boulevard.

In 2015, Yorba Linda completed a Vision plan that was developed through a community engagement process that positions Savi Ranch as a regional destination and to ensure the long-term economic stability. The Vision Plan identified that mobility was one of the impediments to sustained growth.

In 2017, a Mobility Feasibility Study was prepared by the City to further evaluate potential mobility solutions to support the current and future land use. The Study identified two potential mobility solutions. The first was a new secondary point of access which included the construction of a new bridge over the Santa Ana River, connecting from the easterly portion of Savi Ranch to La Palma Avenue. The second solution identified was the widening improvements on Savi Ranch Parkway and Yorba Linda Boulevard/Weir Canyon Road that would increase capacity, improve operations, and enhance circulation. These widening improvements would achieve the desired improvement in operations and cost/benefit and were ultimately selected by the City to move forward into project development.

In 2018, the City initiated the preliminary engineering and environmental clearance for the widening of Savi Ranch Parkway and Yorba Linda Boulevard. The environmental document was approved by the Yorba Linda City Council in January 2021.

The City has been successful in obtaining funding for the preliminary engineering, environmental, and final design phases of work through the Arterial Capacity Enhancement as part of the OCTA Comprehensive Transportation Funding Program.

Requested MPAH Amendment

In support of the City's goals to improve mobility, Yorba Linda is requesting the following:

- **Reclassify Yorba Linda Boulevard/Weir Canyon Road, from La Palma Avenue to the Westbound SR-91 off-ramp, from a Primary to a Major Arterial with asymmetrical lane designation to include a fourth northbound lane.** The existing six lane facility has an annual daily traffic (ADT) of 55,500 (2019) on this segment, far exceeding the capacity of the current Primary classification. A Major classification is a six-lane facility that supports the following capacities:

	LOS C	LOS D
6 Lane Divided Capacity	45,000	50,600
Asymmetrical Lane Capacity	7,500	8,400
Total Capacity	52,500	59,000

- **Reclassify Yorba Linda Boulevard/Weir Canyon Road, from the Westbound SR-91 offramp to the Eastbound SR-91 loop on-ramp, within Caltrans Right-of-Way, from a Primary to a Major Arterial.** This reclassification to a Major (6-lane, divided) Arterial will provide consistency with the built condition.
- **Add Savi Ranch Parkway, from Pullman Street to Old Canal Road, as a Primary Arterial.** Savi Ranch Parkway is currently a four-lane divided facility that is the sole point of ingress/egress to Savi Ranch with an ADT ranging from 8,500 to 29,100 (2018). The Primary Arterial classification supports an ADT up to 30,000 at a LOS C.
- **Add Old Canal Road/Pullman Street as a Divided Collector.** Old Canal Road/Pullman Street is currently a two-lane divided facility that provides the loop connection from each end of Savi Ranch Parkway with ADTs up to 5,800 (2018). The Divided Collector classification supports an ADT up to 15,000 at a LOS C. As there are no through movements at the Savi Ranch Parkway/Yorba Linda Boulevard intersection, Old Canal Road/Pullman Street functions as a couplet to route travelers to either side of Yorba Linda Boulevard.

The requested MPAH amendments will allow both cities of Anaheim and Yorba Linda to maintain a satisfactory level of service, consistent with their respective General Plan Circulation Element designations, while providing the opportunity to fund improvements that will enhance multi-modal mobility in Yorba Linda, Anaheim and those traveling regionally to the Savi Ranch area.

Please contact me if you have any questions or need additional information for this MPAH amendment request.

Sincerely,

Jamie Lai, P.E.
Director of Public Works/City Engineer

Cc: Kurt Brotcke, Director of Strategic Planning, OCTA
Carlos Castellanos, City Engineer, City of Anaheim
Rick Yee, Assistant City Engineer, City of Yorba Linda

Attachments

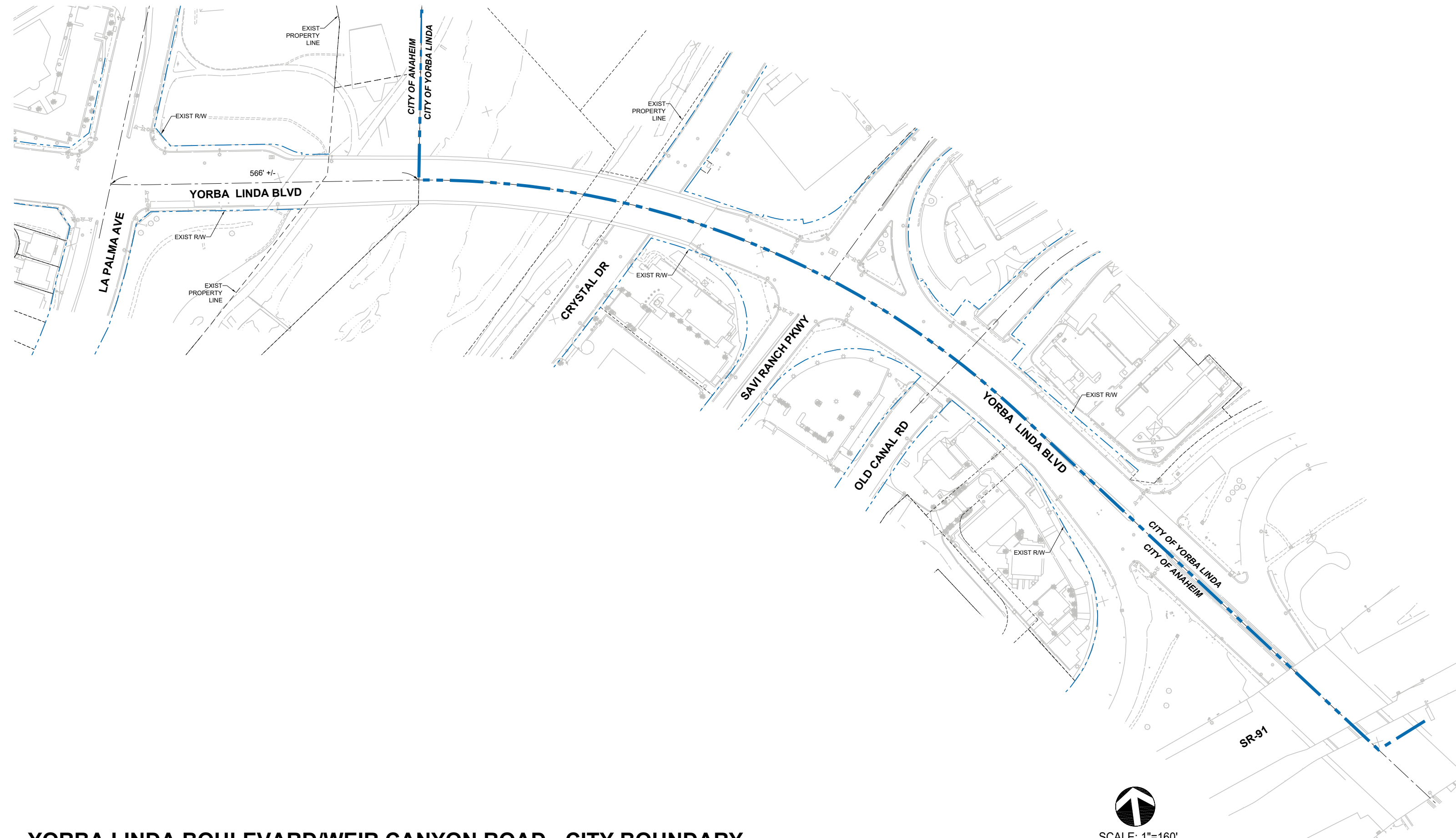
Attachment 1

Location Map



Attachment 2

City Boundary Exhibit



YORBA LINDA BOULEVARD/WEIR CANYON ROAD - CITY BOUNDARY



SCALE: 1"=160'

Attachment 3

Letters of Support

City of Anaheim

Caltrans



City of Anaheim
DEPARTMENT OF PUBLIC WORKS

December 22, 2020

Ms. Stephanie Chhan
Orange County Transportation Authority
600 South Main Street
Orange, CA 92863

**SUBJECT: Request for Master Plan of Arterial Highways (MPAH)
Amendment Letter of Support**

Dear Ms. Chhan:

We are writing to express our support for the MPAH amendment being requested by the City of Yorba Linda for Yorba Linda Boulevard, Savi Ranch Parkway, and Old Canal Road/Pullman Street. Portions of these roadways are located within the City of Anaheim jurisdiction.

Yorba Linda Boulevard experiences large volumes of traffic and congestion as it serves as a bypass for commuters daily from SR-91. The arterial highway is exceeding capacity with over 55,000 daily vehicles and as traffic worsens on SR-91, volumes at intersections along the corridor exceed capacity.

In addition, Yorba Linda Boulevard is the eastern gateway and serves as the only entry and exit point to the Savi Ranch multi-use center. Savi Ranch is home to residents, businesses, retail, and restaurants and provides more than \$1B in revenue yearly. Savi Ranch Parkway and Old Canal Road/Pullman Street provide the connectivity to the destinations within Savi Ranch.

As this MPAH amendment request has regional significance, we look forward to your favorable consideration in support of the cities of Yorba Linda and Anaheim.

Sincerely,

Carlos Castellanos, P.E.
City Engineer

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/caltrans-near-me/district12



*Making Conservation
a California Way of Life.*

February 4, 2021

Mr. Tony Wang
City of Yorba Linda
4845 Casa Loma Avenue
Yorba Linda, CA 92886

File: IGR/CEQA
IGR# 2020-01478
SCH#: 2020100085
SR 91 PM 14.447R

Dear Mr. Wang,

Thank you for including the California Department of Transportation (Caltrans) in the review of the MPAH amendment being requested by the City of Yorba Linda for Yorba Linda Boulevard. The location on Yorba Linda Boulevard is approximately 0.40 miles in length between La Palma Avenue and the State Route 91 (SR 91) westbound off-ramp, which is owned and operated by Caltrans. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Upon our review, Caltrans is satisfied with our prior comments submitted in our letter, dated November 6, 2020, and the Cities responses to those comments provided on January 6, 2021. We have no further comment or concerns regarding the City's proposed MPAH amendment request.

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Julie Lugaro at Julie.lugaro@dot.ca.gov.

Sincerely,

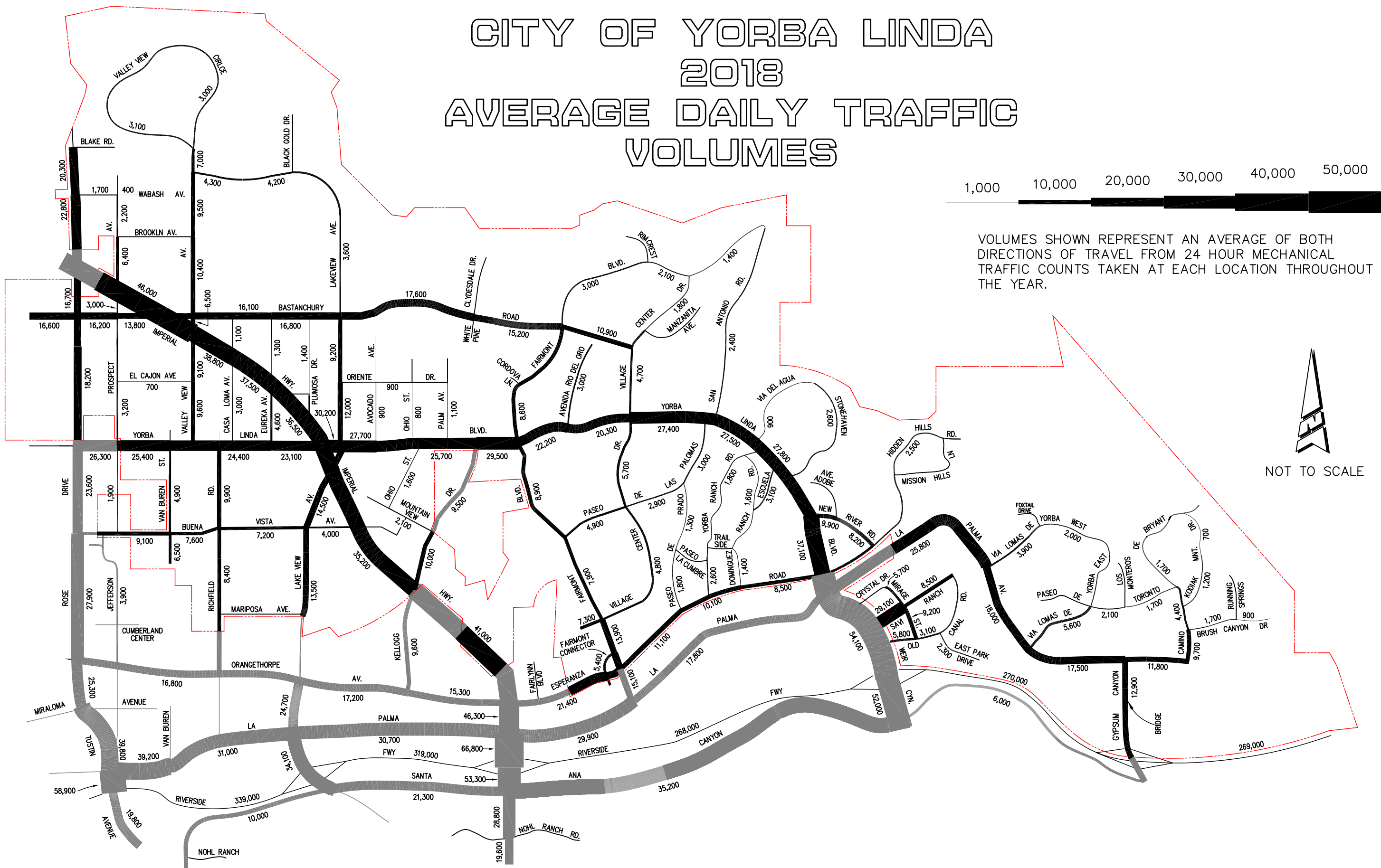
A handwritten signature in black ink, appearing to read "Scott Shelley", is located below the "Sincerely," text.

Scott Shelley
Branch Chief, Regional-IGR-Transit Planning
District 12

Attachment 4

City of Yorba Linda 2018 Traffic Volume Map

CITY OF YORBA LINDA 2018 AVERAGE DAILY TRAFFIC VOLUMES



PREPARED BY:

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17852 E. 17th Street, Suite 101, Tustin Ca. 92780
(714) 731-9455

City of Anaheim
DEPARTMENT OF PUBLIC WORKS



May 26, 2021

Ms. Stephanie Chhan
Orange County Transportation Authority
600 South Main Street
Orange, CA 92863

**RE: REQUEST FOR MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH)
AMENDMENT – SANTA ANA CANYON ROAD BETWEEN ROOSEVELT
ROAD AND WEIR CANYON ROAD**

Dear Ms. Chhan:

The City of Anaheim is requesting the formal initiation of a Master Plan of Arterial Highways (MPAH) Amendment process for Santa Ana Canyon Road between Roosevelt Road and Weir Canyon Road.

Existing Conditions

Santa Ana Canyon Rd between Roosevelt Rd and Weir Canyon Rd is currently classified as a Major Arterial in the MPAH. Major Arterials are defined as 6 lane (3 lanes in each direction) divided roadways. Currently, that portion of Santa Ana Canyon Rd is consistent with the MPAH classification as it is a divided roadway which provides 6 lanes (3 in each direction).

Proposed Classification

The proposed modification to the MPAH is for an asymmetric re-classification of Santa Ana Canyon Rd between Roosevelt Rd and Weir Canyon Rd. The City is requesting Santa Ana Canyon Rd (eastbound) between Roosevelt Rd and Weir Canyon Rd to be re-classified from its current Major Arterial classification to an Asymmetric Primary Arterial classification. The roadway would then provide 3 through lanes in the westbound direction and 2 through lanes eastbound.

The asymmetric re-classification would facilitate implementation of the City's General Plan Circulation Element. As part of the City's Circulation Element Planned Roadway Network, this portion of Santa Ana Canyon Rd is classified as a Divided Scenic Expressway (4 to 6 lanes, divided – 2 to 3 lanes in each direction). The ultimate lane configuration for the eastbound approach at the intersection Santa Ana Canyon Rd and Weir Canyon Rd includes 3 left-turn lanes, 2 through lanes, and 1 right turn lane. Although 3 lanes are currently provided in the eastbound direction, one of those through lanes will be converted to a left-turn lane, ultimately reducing the through lanes to 2 lanes. Although the MPAH classifies Santa Ana Canyon Rd east of Weir Canyon Rd as Primary Arterial which only provides 2 lanes in each direction, the

MPAH Guidelines Section 3.10.3 states 3 through lanes should be provided through the intersection.

“A transition in arterial classification of a roadway from one side of an intersection to the other should be made by transitioning the higher classification to the lower classification over a specified section beyond the intersection where feasible.”

The City’s General Plan Circulation Element remains consistent with the MPAH classification of Santa Ana Canyon Rd as an Asymmetric Primary Arterial.

Justification

The lane configuration at the intersection of Santa Ana Canyon Rd east of Weir Canyon Rd was determined through an intersection Level of Service analysis, which demonstrated a high eastbound left-turn volume for vehicles going to SR-91, and a lower eastbound through volume. As such, the intersection analysis demonstrated a need for 3 left turn lanes and only 2 through lanes.

The latest OCTA Orange County Traffic Analysis Model (OCTAM) Year 2045 Daily Traffic Volume Forecasts support the re-classification. The forecasted daily volume for that portion of Santa Ana Canyon Rd is 36,000 vehicles, and Table A-4-1 from the MPAH Guidelines provide an asymmetrical Level of Service C (LOS C) total capacity of 37,500 for an Asymmetric Primary Arterial.

Table A-4-1: Arterial Highways MPAH Capacity Values

Type of Arterial		Level of Service						Asymmetric Capacity / Added Lane			
		A	B	C	D	E	F	C	D	E	F
4	Lanes Divided	22,500	26,300	30,000	33,800	37,500	--	7,500	8,400	9,400	--

Ultimately, although the re-classification results in a reduction in through lanes at the intersection, the asymmetrical configurations still maintains the OCTA MPAH LOS C criteria on roadway segments.

Please feel free to contact Rafael Cobian, City Traffic Engineer, at 714-765-4991 or via email at rcobian@anaheim.net if you have any questions or need any additional information for this MPAH amendment request.

Sincerely,



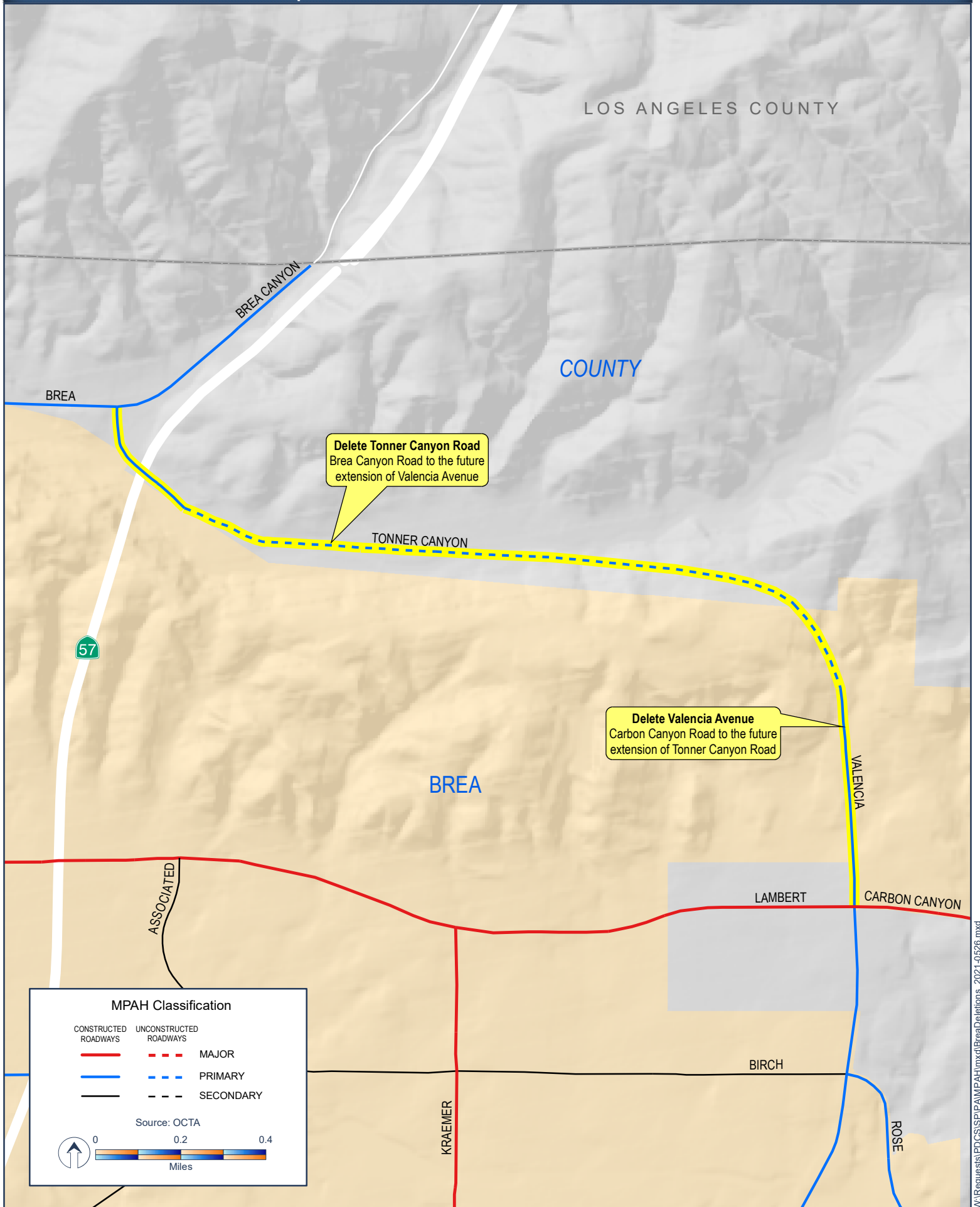
Rudy Emami, P.E.
 Director of Public Works

C: Carlos Castellanos, City Engineer
 Rafael Cobian, City Traffic Engineer

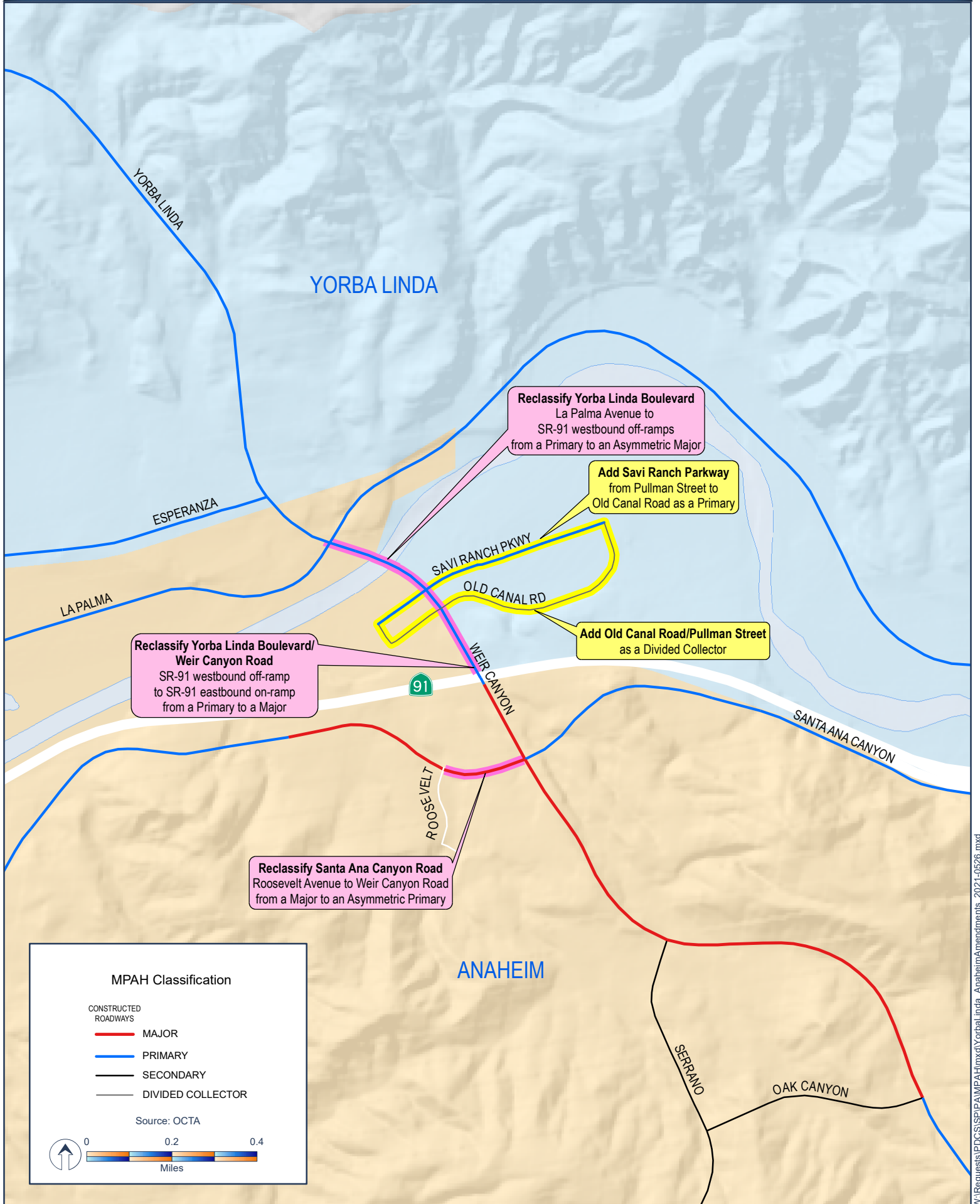
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Master Plan of Arterial Highways Amendment Map Requests

County of Orange and City of Brea MPAH Amendment Requests



Cities of Yorba Linda and Anaheim MPAH Amendment Requests



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Status Report on Pending Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
1	Anaheim	Santa Ana Canyon Road	Roosevelt Avenue	Weir Canyon Road	Reclassify from major to asymmetric primary.	Amendment is being presented to the Board for consideration.
2	Brea/County of Orange	Tonner Canyon Road	Brea Canyon Road	Planned Valencia Avenue	Delete.	Amendment is being presented to the Board for consideration.
3	Brea/County of Orange	Valencia Avenue	Carbon Canyon Road	Planned Tonner Canyon Road	Delete.	Amendment is being presented to the Board for consideration.
4	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete.	On hold pending final consensus on Banning Ranch Circulation Plan.
5	Costa Mesa	19th Street	Placentia Avenue	West City Limit	Reclassify from primary to divided collector.	On hold pending coordination with City of Newport Beach General Plan update.
6	County of Orange/ Lake Forest	Santiago Canyon Road	SR-241 NB Ramp	Live Oak Canyon	Reclassify from primary to collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
7	County of Orange/Irvine	Jeffrey Road	SR-241	Santiago Canyon Road	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
8	County of Orange	Black Star Canyon	Silverado Canyon Road	Orange County/ Riverside County Line	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
9	Santa Ana	Fourth Street	French Street	Grand Avenue	Reclassify from secondary to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
10	Santa Ana	Santa Ana Boulevard	Raitt Street	Flower Street	Reclassify from major to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
11	Santa Ana	Santa Ana Boulevard	Flower Street	Ross Street	Reclassify from major to primary.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
12	Santa Ana	Santa Ana Boulevard	French Street	Santiago Street	Reclassify from primary to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Pending Master Plan of Arterial Highways Amendments

	City	Street	Status
13	Santa Ana	<p>The City of Santa Ana is proposing a citywide MPAH amendment.</p> <p>This amendment will reclassify:</p> <ul style="list-style-type: none"> - Cambridge Street between, Fairhaven Avenue and SR-55, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Santa Clara Avenue, between Grand Avenue and Tustin Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Broadway Street, between 1st Street and 17th Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Penn Way, between I-5 SB on/off ramps and Washington Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Santiago Avenue, between Washington Avenue and 6th Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Standard Avenue, between 6th Street and Warner Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Civic Center Drive, between French Street and Santiago Street, from a secondary (four-lane, undivided) to a collector (two-lane, undivided) arterial. - Civic Center Drive between Fairview Street and Bristol Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Hazard Avenue, between Euclid Street and Harbor Boulevard, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Raitt Street, between Segerstrom Avenue and Santa Ana Boulevard, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - 1st Street between Bristol Street and Tustin Avenue, from a major (six-lane, divided) to a primary (four-lane divided) arterial. - Chestnut Avenue, between Standard Avenue and Grand Avenue from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Chestnut Avenue, between Grand Avenue the eastern city limit, from a primary (four-lane, divided) to a divided collector (two-lane, divided) arterial. - McFadden Avenue, between Harbor Boulevard and Grand Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Flower Street, between Warner Avenue and First Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. - Halladay Avenue, between Warner Avenue and Dyer Road, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial. 	<p>The amendment was conditionally approved by the Board. Waiting for the execution of an MOU, and documentation confirming completion of CEQA and general plan change.</p>

Status Report on Pending Master Plan of Arterial Highways Amendments

	City	Street				Status
13 con't	Santa Ana	This amendment will remove the following segments from the MPAHs: <ul style="list-style-type: none"> - Flower Street, between 17th Street and its northern terminus. - Logan Street, between Stafford Street and Santa Ana Boulevard. - Stafford Street, between proposed Logan Street and Santiago Street. 				The amendment was conditionally approved by the Board. Waiting for the execution of an MOU, and documentation confirming completion of CEQA and general plan change.
14	Santa Ana/ Orange	Fairhaven Avenue	Grand Avenue	Tustin Avenue	Reclassify from secondary to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
15	Yorba Linda/ Anaheim	Yorba Linda Boulevard	SR-91 WB Off-Ramp	La Palma Avenue	Reclassify from primary to asymmetric major.	Amendment is being presented to the Board for consideration.
16	Yorba Linda/ Anaheim	Weir Canyon Road	SR-91 WB Off-Ramp	SR-91 EB On-Ramp	Reclassify from primary to major	Amendment is being presented to the Board for consideration.
17	Yorba Linda/ Anaheim	Savi Ranch Parkway	Pullman Street	Old Canal Road	Add to MPAH.	Amendment is being presented to the Board for consideration.
18	Yorba Linda/ Anaheim	Old Canal Road/ Pullman Street	Savi Ranch Parkway		Add to MPAH.	Amendment is being presented to the Board for consideration.
MOU	Costa Mesa/ Fountain Valley/ Huntington Beach	Garfield Avenue/ Gisler Avenue Crossing over the Santa Ana River	Santa Ana River Westbank	Santa Ana River Eastbank	Reclassify from secondary to right-of-way reserve status.	The cities of Costa Mesa, Fountain Valley, Huntington Beach, and OCTA entered into an MOU (C-6-0834). Reasonable progress has been made on the implementation of 19 of the 25 mitigation measures that were specified. All improvements are required to be completed by 2025, at which time OCTA will revisit the designation of the Garfield Avenue/ Gisler Avenue Bridge.

Board – Board of Directors

CEQA – California Environmental Quality Act

EB – Eastbound

I-5 – Interstate 5

MOU – Memorandum of understanding

MPAH – Master Plan of Arterial Highways

NB – Northbound

OCTA - Orange County Transportation Authority

SB – Southbound

SR-55 – State Route 55

SR-91 – State Route 91

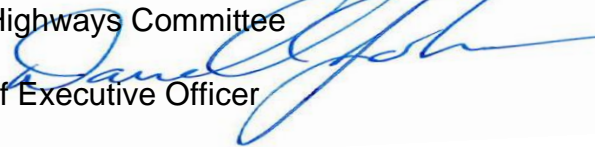
SR-241 – State Route 241

WB – Westbound



July 1, 2021

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 State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Overview

On March 8, 2021, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for consultant services to prepare plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Parsons Transportation Group Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3298 between the Orange County Transportation Authority and Parsons Transportation Group Inc., for the preparation of plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Discussion

The State Route 57 (SR-57) Northbound Improvement Project between Orangewood Avenue and Katella Avenue (Project) is part of Project G in the Measure M2 (M2) freeway program. In the updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in April 2021, the Project is listed as one of the M2 freeway projects to move forward into design using federal and M2 revenue.

The Project will add one general purpose (GP) lane in the northbound direction on SR-57 between Orangewood Avenue and Katella Avenue. The Project will also construct the missing section of the fifth GP lane, extend the existing auxiliary lane from the Orangewood Avenue off-ramp to the Katella Avenue off-ramp, improve the Katella Avenue off-ramp to provide additional storage capacity, and extend the merge length between the existing freeway on-/off-ramps to improve weaving distance.

The final environmental document was signed on March 29, 2019, with build alternative 2 identified as the preferred alternative by the project development team. Alternative 2 includes the addition of the missing section of the fifth GP lane in the northbound direction from Orangewood Avenue to Katella Avenue, while keeping the existing northbound slip-ramp from Orangewood Avenue to SR-57.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted 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 March 8, 2021, the Board authorized the release of Request for Proposals (RFP) 1-3298 which was electronically issued on CAMM NET. The Project was advertised on March 8 and March 15, 2021, in a newspaper of general circulation. A pre-proposal conference was held on March 26, 2021, with 28 attendees representing 17 firms. Three 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 April 5, 2021, four proposals were received. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management, Highway Programs, and Rail Programs departments, as well as external representatives from the California Department of Transportation (Caltrans) and the City of Anaheim, met to review all submitted

proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weights:

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

The evaluation criteria are consistent with the weighting developed for similar A&E procurements. Several factors were considered in developing the criteria weightings. The qualifications of the firm in performing work of similar scope and size are important to the success of the Project. A high level of importance was assigned to staffing and project organization, as the qualifications of the project manager (PM) and other key task leaders are of most importance to the timely delivery of the Project. Likewise, a high level of importance was also assigned to the work plan as the technical approach to the Project is critical to the successful delivery of the Project.

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

Firm and Location

Mark Thomas & Company, Inc. (Mark Thomas)
Irvine, California

Moffatt & Nichol, Inc. (M&N)
Costa Mesa, California

Parsons Transportation Group Inc. (PTG)
Irvine, California

On May 17, 2021, the evaluation committee interviewed the three short-listed firms. The interviews consisted of a presentation allowing each team to discuss 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 their proposals regarding their team's approach to the requirements of the scope of work, management of

the Project, coordination with various agencies, experience with similar projects, and the proposed solutions toward achieving the Project goals.

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends PTG as the top-ranked firm to prepare plans, specifications, and estimates (PS&E) for the Project. PTG received the highest ranking due to its extensive and recent PS&E experience with projects of similar scope and scale, including projects with challenges similar to those anticipated on the Project.

Qualifications of the Firm

All short-listed firms are established with recent and relevant experience and are qualified to perform the required services.

PTG was founded in 1944 and provides design, traffic handling and engineering, program/project management, technical and construction services. The firm has over 16,000 employees with offices in 25 countries and 34 states, including over 500 employees in Southern California. PTG has delivered more than 50 PS&E projects throughout Southern California. Relevant PS&E project experience includes the SR-57 Lambert Road Interchange Improvements Project for the City of Brea and the Interstate 5 (I-5) High-Occupancy Vehicle (HOV) Improvement Project between Avenida Pico and Avenida Vista Hermosa for OCTA. Currently PTG is preparing PS&E for the State Route 91 (SR-91) Improvement Project from Lakeview Avenue to State Route 55 (SR-55) for OCTA, project approval/environmental document (PA/ED) and PS&E for Caltrans Pavement Rehabilitation, and PA/ED and PS&E for SR-91/State Route 71 Interchange Improvement Project for Riverside County Transportation Commission. PTG is currently providing program management services for the design-build Interstate 405 (I-405) Improvement Project for OCTA. The proposed subconsultants have relevant project experience and most have worked with PTG on past projects, including the PS&E for the SR-57 Lambert Road Interchange Improvement Project.

Mark Thomas was founded in 1927 and provides civil and structures engineering, surveying, construction management, and other professional services to public agencies throughout California. The firm has 260 employees across 12 offices statewide. Relevant firm experience includes the PS&E for Interstate 15 (I-15) Congestion Relief with the City of Temecula, where Mark Thomas serves in the capacity of prime consultant, and PS&E for US 101 HOV Widening in Santa Barbara County. Mark Thomas has working

relationships with the proposed subconsultants, including WSP USA, Inc., who led the PA/ED phase for this Project.

Founded in 1945, M&N has 850 employees worldwide, including 300 in California. M&N provides multidisciplinary engineering and planning services from conceptual planning, feasibility studies, preliminary engineering through final design, and construction support services. M&N is the lead design firm for the design-build I-405 Improvement Project. The firm has provided PA/ED and PS&E services for the I-15/French Valley Parkway Interchange for the City of Temecula and PS&E services for the Gilman Drive Bridge over the I-5 in San Diego. Proposed subconsultant TY Lin delivered the PA/ED for SR-57 Northbound Widening between Orangewood Avenue and Katella Avenue project and the PS&E for the I-5 HOV Improvement Project from SR-55 to SR-57. M&N has worked on various types of projects with most of the firm's proposed subconsultants.

Staffing and Project Organization

All three short-listed firms proposed qualified project managers, key personnel, and subconsultants who collectively demonstrated the qualifications and experience required to successfully complete the Project.

PTG's proposed team demonstrated extensive PS&E experience. The proposed PM has 39 years of highway engineering and management experience, including 30 years at Caltrans delivering more than 200 projects from the project study report phase through construction close-out, including major freeway widening and interchange reconstruction projects. The proposed PM has historical knowledge and experience on the SR-57 corridor having served as the corridor manager and the District 12 Project PM for three segments of the Project G, the SR-57 northbound widening project from Katella Avenue to Lambert Avenue, while at Caltrans. The PM also has thorough knowledge of Caltrans' policies, procedures and standards, and has established relationships with Project stakeholders. The proposed structures lead has 19 years of experience delivering numerous highway and bridge widening projects, including OCTA's SR-91 Improvement Project from Lakeview Avenue to SR-55.

The proposed roadway lead has more than 13 years of experience involving planning and design of roadway projects throughout California, including successful delivery of PS&E for highway widening and interchange improvement projects. Additionally, the roadway lead was responsible for the PS&E for State Route 60/Moreno Beach Drive Interchange Project (Phase 2) for the City of Moreno Valley. Both the proposed structures and roadway leads also served in

the same roles on the PS&E for the SR-57 Lambert Road Interchange Improvement Project. PTG also proposed experienced key personnel for railroad coordination with over 30 years of experience and demonstrated long-standing relationships working with the Southern California Regional Rail Authority (SCRRA), the BNSF Railway Company (BNSF), and Amtrak and has expertise in all aspects of railroad engineering. The proposed team has adequate availability to support the Project. The presentation and interview confirmed the technical knowledge and expertise of the PTG team and its comprehensive understanding of Project challenges, risks, and requirements.

Mark Thomas' proposed PM has 23 years of experience managing and leading the design of numerous large-scale projects, including more than 20 interchange and freeway widening projects in Southern California. The project experience cited for the PM involved various project phases, including some for PS&E services. Relevant experience includes serving as the PM for the design phase of the I-15 Congestion Relief project. The proposed PM served as a subconsultant PM for the PA/ED for the I-5 from State Route 73 to El Toro Road. The proposed PM was the subconsultant PM supporting the PS&E efforts for the I-5 Widening from Oso Parkway to Alicia Parkway and PA/ED for the Interstate 605/Katella Avenue Interchange. The proposed structures lead has 18 years of experience designing complex structures, retaining walls, and bridge projects. The proposed roadway lead has 15 years of experience as project and staff engineer on various highway improvements and interchange projects in Southern California. The proposed staff for railroad coordination has 13 years of experience providing project management and technical support. The interview confirmed the technical knowledge and expertise of the Mark Thomas team and its comprehensive understanding of Project challenges, risks, and requirements.

M&N's proposed PM has more than 33 years of project management and technical experience preparing freeway, roadway, and structural PS&Es. The proposed PM's relevant project experience includes serving as structures design lead on the OCTA design-build I-405 Improvement Project and structural lead manager for the SR-57 northbound widening project between Orangethorpe Avenue and Lambert Road. The proposed PM's overall experience is more focused on structures rather than project management. The proposed structures lead has 20 years of experience as a design lead for a variety of project types, including interchanges, freeway overcrossings, undercrossing, and freeway connectors. The proposed roadway lead has 16 years of experience working on multiphase highway and interchange projects throughout California. M&N's designated key personnel for rail coordination has

36 years of experience working with the major stakeholders to include SCRRA, BNSF, and California Public Utilities Commission.

Work Plan

PTG presented a comprehensive and viable workplan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The proposal included discussion of major areas critical to project success, including stakeholder coordination, Stadium Avenue overhead widening, Santa Ana River Bridge widening, and Katella Avenue off-ramp improvements. The work plan also identified all disciplines and included a detailed list of project activities and responsible parties. PTG proposed several feasible enhancements to include a potential fourth lane addition to Katella Avenue off-ramp; seismic retrofit to the Santa Ana River bridge, including various features and enhanced analysis techniques; and modified placement of columns at Stadium Avenue overhead outside of the railroad right-of-way to limit disruption of railroad operations. Technical solutions were based on the team's past experience and knowledge of similar issues and solutions to those of the Project. PTG's work plan also proposed collaboration and coordination with the ocV!BE Development Team for the planned mixed-use community surrounding the Honda Center and other improvements planned for the stadium area to minimize impacts to event traffic and future reconstruction at the Katella Avenue interchange.

PTG's work plan also included a discussion on quality, budget, and schedule control along with a comprehensive Project schedule. The team demonstrated in-depth knowledge of its proposed work plan approach to the scope of work by providing detailed Project-specific responses to the interview questions.

Mark Thomas also presented a detailed work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The work plan discussed the key project elements including railroad coordination. Mark Thomas' proposed work plan included a refinement for the stadium overhead superstructure design and construction sequencing to reduce maintenance costs and minimize impacts to adjacent facilities. Other workable enhancements included innovative use of lightweight expanded polystyrene in the Orangewood Avenue on-ramp retaining wall, a mechanically stabilized earth construction approach on the mainline widening retaining wall, and reduction in length of the Katella Avenue off-ramp retaining wall, which could potentially yield savings in construction cost.

Mark Thomas' discussion on quality, budget, and schedule control included development of a project management plan to include 30- and 90-day plans. Mark Thomas proposed a detailed Project schedule. The team's presentation and interview demonstrated in-depth knowledge of its proposed approach to the scope of work by providing detailed Project-specific responses to the interview questions.

M&N presented a work plan with detailed refinements that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The work plan included the team's proposed project approach to mitigate schedule risks with early stakeholder engagement, maintain traffic, environmental compliance, and minimize construction impacts along the project corridor. Proposed key refinements deemed potentially viable included the use of flexible pavement instead of rigid pavement to reduce constructability issues, revision to the Orangewood Avenue layout to tie into the City of Anaheim's Orangewood Avenue widening project, and a design change to the stadium overhead columns to minimize operational and construction impacts to the stadium and railroad. A key refinement to eliminate the extension to the northbound auxiliary lane number six, one of the main elements of the Project, was proposed but an adequate solution to the resulting increase in street traffic was not provided.

M&N's work plan discussed quality, budget, and schedule control; identified sequential activities to include project tasks and assigned key lead personnel; and presented a detailed Project schedule. The M&N team responded to all interview questions in detail with Project-specific responses.

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 PTG as the top-ranked firm to prepare the PS&E for the SR-57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, Account No. 0017-7519-FG104-1OD, and will be funded through a combination of federal and M2 funds.

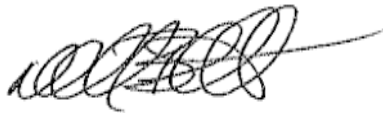
Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-1-3298 with Parsons Transportation Group Inc., as the firm to prepare plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Attachments

- A. Review of Proposals, RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue
- B. Proposal Evaluation Matrix (Short-Listed), RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue
- C. Contract History for the Past Two Years, RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

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Review of Proposals
RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue
Presented to the Regional Planning and Highways Committee - July 1, 2021
4 proposals were received, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	86	Parsons Transportation Group Inc. Irvine, California	The Alliance Group Enterprise, Inc. C Below, Inc. Earth Mechanics, Inc. GHD Inc. Guida Surveying, Inc. Value Management Strategies, Inc. Zephyr UAS, Inc.	Highest-ranked firm overall. Firm has recent, relevant and extensive design experience managing and delivering transportation projects of similar size and scope in Southern California. Qualified team including project manager, key personnel, and subconsultants with demonstrated experience working together. Project manager has over 39 years of experience and institutional knowledge of the State Route 57 corridor. Task leads all have demonstrated experience delivering plans, specifications and estimates (PS&E) for bridge, highway and interchange projects, and designated key personnel for railroad coordination. Comprehensive and feasible work plan demonstrated understanding of Project challenges, risks, and requirements. Presentation and interview demonstrated team's knowledge of Project and proposed work plan delivery approach.
2	79	Mark Thomas & Company, Inc. Costa Mesa, California	WSP USA, Inc. Advanced Civil Technologies Earth Mechanics, Inc. Group Delta Consultants, Inc. Guida Surveying, Inc. LSA Associates, Inc. Q3 Consulting doing business as Value Management Strategies, Inc.	Firm has recent and relevant experience providing conceptual, environmental, preliminary engineering and PS&E services as a prime and/or subconsultant. Qualified team including project manager, key personnel, and subconsultants with established working relationships. Project manager has 23 years of experience managing and leading projects in Southern California. Task leads have relevant experience in design of structures, highway and interchange improvements. Detailed work plan demonstrated understanding of Project challenges, risks, and requirements. Presentation and interview demonstrated team's knowledge of Project.
3	75	Moffatt & Nichol, Inc. Irvine, California	TY Lin International AESCO Tech Earth Mechanics, Inc. Iteris, Inc. Monument ROW, Inc. Noreas Environmental Engineering Psomas Tatsumi & Partners Value Management Strategies, Inc.	Firm has recent and relevant experience providing environmental and PS&E services as a prime and/or subconsultant. Qualified team including project manager, key personnel, and subconsultants, with experience working together. Project manager has PS&E project experience as a structure design lead and structure lead manager. Task leads have relevant experience and included personnel designated for railroad coordination. Work plan presented detailed enhancements and an understanding of Project challenges, risks, and requirements. Presentation and interview demonstrated team's knowledge of Project.

Evaluation Panel: Six Members**Internal:**

Contracts Administration and Materials Management (1)
Highway Programs (1)
Rail Programs (1)

External:

California Department of Transportation (2)
City of Anaheim (1)

Evaluation Criteria:

Qualifications of the Firm
Staffing and Project Organization
Work Plan

Weight Factors

20 percent
40 percent
40 percent

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)
RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project
Between Orangewood Avenue and Katella Avenue

Parsons Transportation Group Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.5	4.5	4.5	4.5	4.0	4.5	4	17.7
Staffing/Project Organization	4.5	4.0	4.0	4.0	4.5	4.5	8	34.0
Work Plan	4.0	4.5	4.0	4.5	4.5	4.0	8	34.0
Overall Score	86.0	86.0	82.0	86.0	88.0	86.0		86

Mark Thomas & Company, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4.0	4	16.0
Staffing/Project Organization	3.5	4.0	4.0	3.5	3.5	4.0	8	30.0
Work Plan	4.0	4.5	4.0	4.5	4.0	4.0	8	33.3
Overall Score	76.0	84.0	80.0	80.0	76.0	80.0		79

Moffatt & Nichol, Inc.								
Evaluator Number	1	2	3	4	5	6	Weights	Criteria Score
Qualifications of Firm	3.5	4.0	3.5	3.5	3.5	4.0	4	14.7
Staffing/Project Organization	3.5	4.0	3.5	3.5	3.5	3.5	8	28.7
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	8	32.0
Overall Score	74.0	80.0	74.0	74.0	74.0	76.0		75

The score for the non-short listed firm was 69.

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 1-3298

Plans, Specifications, and Estimates for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Parsons Transportation Group Inc.						
Contract Type: Firm-Fixed Price	C-9-1160	Plans, Specifications and Estimates for State Route 91 from State Route 55 to Lakeview Avenue Project	March 30, 2020	April 30, 2028		\$ 6,798,503
Subconsultants:						
Earth Mechanics Inc.					\$ 353,303	
Kleinfelder Construction Services					\$ 338,093	
Paleo Solutions, Inc.					\$ 10,782	
Psomas					\$ 623,368	
Contract Type: Contract Task Order	C-8-1462	On Call Consulting Services for 91 Express Lanes	June 21, 2018	March 31, 2023		\$ -
Subconsultants:						
None						
Contract Type: Time and Expense	C-2-1513	Program Management Consultant Services for Interstate 405 Improvement Project from Euclid Street to Interstate 605	March 3, 2014	May 31, 2023		\$ 132,796,531
Subconsultants:						
Coast Surveying Inc.						
Citi Environmental, Inc.						
Declan Corporation						
Falcon Engineering Services						
GCAP Services Inc.						
Group Delta Consultants, Inc.						
HNTB Corporation						
MARRS Services, Inc.						
Mclean & Schultz						
Overland, Pacific & Cutler, LLC						
Panacea, Inc.						
Progressive Transport Solutions						
Psomas						
Rosendin Electric, Inc.						
SPEC Services, Inc.						
The Alliance Group Enterprise, Inc.						

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Parsons Transportation Group Inc. (continued)						
Contract Type: Firm-Fixed Price	C-8-2107	Plans, Specifications and Estimates for State Route 91 Express Lanes Gantry Project	June 8, 2011	December 31, 2019		\$ 374,510
Subconsultants:						
Earth Mechanics, Inc.					\$ 47,685.00	
Psomas					\$ 10,015.00	
Contract Type: Firm-Fixed Price	C-0-1864	Design and Construction Support Services for Preparation of Plans, Specifications and Estimates for Segment 1 of the Interstate 5 HOV between San Juan Creek and Avenida Pico	June 8, 2011	December 31, 2019		\$ 7,308,519
Subconsultants:						
Earth Mechanics Inc.					\$ 444,696	
FPL & Associates Inc.					\$ 667,661	
Group Consultants, Inc.					\$ 29,767	
Lynn Capouya, Inc.					\$ 196,804	
Psomas					\$ 265,671	
WKE, Inc.					\$ 45,020	
Contract Type: Time and Expense	C-9-0809	Construction Program Management Consultant Services for the Railroad Grade Separation Projects	July 30, 2010	July 31, 2019	N/A	\$ 9,407,991
Subconsultants:						
Nossaman, LLP						
Padilla & Associates, Inc.						
Total						\$ 156,686,054
Mark Thomas & Company, Inc.						
Contract Type: Firm-Fixed Price	C-0-2675	Orange County Bike Connectors Gap Closure Feasibility Study	April 13, 2021	February 28, 2023		\$ 199,000
Subconsultants:						
CirclePoint					\$ 29,760	
Ktua					\$ 30,000	
Total						\$ 199,000
Moffatt & Nichol, Inc.						
Contract Type: Time and expense	C-1-3268	Consultant Services for Environmental Support and Document Review	May 30, 2021	May 31, 2026		\$ 225,000
Subconsultants:						
None						
Total						\$ 225,000