



# **AGENDA**

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

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### **Committee Members**

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

Orange County Transportation Authority  
Headquarters  
550 South Main Street,  
Conf. Room 07  
Orange, California

**Monday, October 4, 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 business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

### **Agenda Descriptions**

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.

### **Public Availability of Agenda Materials**

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

### **Public Comments on Agenda Items**

Members of the public can either attend in-person (subject to OCTA's Coronavirus (COVID-19) safety protocols) or listen to audio live streaming of the Board of Directors and Committee meetings by clicking the below link:

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

Members of the public may address the Board of Directors regarding any item two ways:

### **In-Person Comment**

Members of the public may attend in-person (subject to OCTA's COVID-19 safety protocols) and address the Board regarding any item. Members of the public will be strongly encouraged to wear a face covering regardless of vaccine status. Limited (physically-distanced) seating will be available in the Board room. If capacity is reached, members of the public will be asked to wait outside until it is time for them to speak.



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

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Please complete a speaker's card and submit it to the Clerk of the Board (or notify the Clerk of the Board the item number on which you wish to speak). Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes.

### **Written Comment**

Written public comments may also be submitted by emailing them to [ClerkOffice@octa.net](mailto:ClerkOffice@octa.net), and must be sent by **5:00 p.m. the day prior to the meeting**. 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.

### **Call to Order**

### **Pledge of Allegiance**

Vice Chair Delgleize

#### **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 September 2, 2021.



**3. 2021 Pavement Management Relief Funding Program for Local Agencies**

Heidi Busslinger/Kia Mortazavi

**Overview**

The Coronavirus Response and Relief Supplemental Appropriations Act appropriated funding for Highway Infrastructure Programs to mitigate revenue loss due to the coronavirus pandemic. The Orange County Transportation Authority is authorized by the California Transportation Commission to direct the utilization of a portion of these funds. Recommendations are presented to allocate a portion of these funds to local agencies for streets and roads rehabilitation and maintenance.

**Recommendations**

- A. Approve the 2021 Pavement Management Relief Funding program guidelines and distribution of \$10.931 million federal funding.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

**4. Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project**

Josue Vaglienty/James G. Beil

**Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for right-of-way support services, right-of-way engineering, right-of-way acquisition, and utility relocation for the Interstate 605/Katella Avenue interchange project.

**Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-2809 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$2,520,200, for right-of-way support services, right-of-way acquisition, and utility relocations for the Interstate 605/Katella Avenue interchange project.



**4. (Continued)**

- B. Authorize the use of up to \$2,520,200 in Measure M2 Freeway funds for right-of-way capital and right-of-way support services for the Interstate 605/Katella Avenue interchange project.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

**5. Amendment to Cooperative Agreement with the City of Seal Beach for the Interstate 405 Improvement Project**

Jeff Mills/James G. Beil

**Overview**

On May 9, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-6-1126 with the City of Seal Beach for services required during the design-build implementation of the Interstate 405 Improvement Project. The cooperative agreement needs to be amended for additional city support services during the construction of the Interstate 405 Improvement Project.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-6-1126 between the Orange County Transportation Authority and the City of Seal Beach, in the amount of \$370,000, for additional services for the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$740,600.

**Regular Calendar**

There are no Regular Calendar matters.

**Discussion Items**

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

**7. Committee Members' Reports**



# **AGENDA**

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

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### **8. Closed Session**

There are no Closed Session items scheduled.

### **9. Adjournment**

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



# **MINUTES**

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

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### **Committee Members Present via Teleconference**

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

### **Staff Present**

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

### **Via Teleconference:**

Darrell E. Johnson, Chief Executive Officer  
James Donich, General Counsel  
OCTA Staff Members

### **Committee Members Absent**

Lisa A. Bartlett

### **Call to Order**

The August 2, 2021 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman Murphy at 10:32 a.m.

### **Roll Call**

The Clerk of the Board conducted an attendance roll call and announced a quorum of the Committee.

### **Pledge of Allegiance**

Director Sarmiento led in the Pledge of Allegiance.

### **1. Public Comments**

There were no Public Comments received.

### **Special Calendar**

There were no Special Calendar matters.

### **Consent Calendar (Items 2 through 11)**

### **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 August 2, 2021.



**3. Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 5 and State Route 91**

A motion was made by Director Hernandez, seconded by Director Sarmiento, and following a roll call vote, declared passed 7-0, to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3642 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$500,000, to provide oversight of the plans, specifications, and estimate, and to advertise and award the construction contract for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

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

A motion was made by Director Hernandez, seconded by Director Sarmiento, and following a roll call vote, declared passed 7-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-7-1719 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$563,183, for additional design services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$19,867,709.

**5. Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605**

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

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 101 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$230,838, to remove an encroaching building overhang adjacent to the Magnolia Street northbound on-ramp.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 106 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$925,000, to provide bridge lighting on seven overcrossing bridges.



**5. (Continued)**

- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 107 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$420,000, to provide conduit extensions and pull boxes for future bridge lighting on nine overcrossing bridges.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 109 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of 410,000, to provide full pavement reconstruction to part of the Harbor Boulevard northbound on-ramp.

**6. Amendment to Cooperative Agreement with the City of Westminster for the Interstate 405 Improvement Project**

A motion was made by Director Hernandez, seconded by Director Sarmiento, and following a roll call vote, declared passed 7-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-5-3615 between the Orange County Transportation Authority and the City of Westminster, in the amount of \$998,652, for additional city services for the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$3,661,331.

**7. South Orange County Multimodal Transportation Study 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.

**8. Grant Awards for the Garden Grove-Santa Ana Rails-to-Trails Gap Closure and Bus Stop Safety and Accessibility Study**

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

- A. Adopt Orange County Transportation Authority Resolution No. 2021-071 and authorize the Chief Executive Officer, or designee, to accept the Active Transportation Program \$3,000,000 grant award and execute required grant-related agreements with the California Department of Transportation and California Transportation Commission.





**8. (Continued)**

- B. Adopt Orange County Transportation Authority Resolution No. 2021-072 and authorize the Chief Executive Officer, or designee, to accept the Sustainable Communities Program \$300,000 grant award and execute grant-related agreements with the Southern California Association of Governments.
- C. Authorize the Chief Executive Officer, or designee, to amend the Federal Transportation Improvement Program and process all necessary amendments to facilitate the recommendations above.

**9. Capital Programming Update**

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

- A. Consistent with right-of-way phase estimates for the Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2), authorize the use of \$23.926 million from the following fund sources:
  - Surface Transportation Block Grant (\$17.5 million),
  - Measure M2 freeway funds (\$5.575 million),
  - Repurposed earmarks (up to \$0.851 million), contingent on Federal Highway Administration approval, and
  - Additional Measure M2 freeway funds in lieu of \$0.851 million of repurposed earmarks, in the event the federal funds are not available.
- B. Consistent with updated design phase estimates for the State Route 55 Improvement Project from Interstate 5 to State Route 91, authorize the use of the funding below, increasing total funding for the phase from \$8.921 million to \$11 million, and reducing Measure M2 funds by \$3.921 million:
  - Surface Transportation Block Grant (\$3.359 million), and
  - Highway Infrastructure Program (\$2.641 million).
- C. Authorize the use of \$1.720 million in Measure M2 for the State Route 55 Improvement Project from Interstate 405 to Interstate 5 to support anticipated increased costs for the design phase, changing the total project estimated cost from \$504 million to \$505.720 million.

**9. (Continued)**

- D. Consistent with the forecasted cost for the environmental phase for the Interstate 5 Managed Lanes Project from the Orange County/ San Diego County line to Avenida Pico, authorize the use of \$0.907 million in additional Surface Transportation Block Grant funds to fund this change in the project cost estimate from \$5.5 million to \$6.407 million.
- E. Authorize the use of up to \$3.207 million in additional Measure M2 Regional Capacity Program funds for the OC Bridges Railroad Grade Separation Program in lieu of federal Congestion Mitigation and Air Quality improvement funding.
- F. Authorize the use of \$12.526 million in Congestion Mitigation and Air Quality Improvement Program funds for 173 bus engine repowers.
- G. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

**10. Amendments to On-Call Traffic Engineering and Intelligent Transportation Systems Services Agreements**

A motion was made by Director Hernandez, seconded by Director Sarmiento, and following a roll call vote, declared passed 7-0, to authorize the Chief Executive Officer to negotiate and execute amendments between the Orange County Transportation Authority and the following consultants for on-call traffic engineering and intelligent transportation systems services agreements: Agreement No. C-9-1513 with DKS Associates, Inc.; Agreement No. C-9-1810 with AGA Engineers, Inc.; Agreement No. C-9-1811 with KOA Corporation; Agreement No. C-9-1812 with Iteris, Inc., in a shared amount of \$10,547,425. This will increase the maximum obligation for all the on-call firms for a total combined aggregate contract value of \$15,875,425.

**11. Draft 2021 Orange County Congestion Management Program Report Release for Public Review**

A motion was made by Director Hernandez, seconded by Director Sarmiento, and following a roll call vote, declared passed 7-0, to Direct staff to release the draft 2021 Orange County Congestion Management Program Report for public review and set November 22, 2021, as a public hearing date for adoption of the final 2021 Orange County Congestion Management Program.



## **Regular Calendar**

### **12. 2022 State Transportation Improvement Program**

Adriann Cardoso provided a PowerPoint presentation on this item.

Director Harper inquired about the amount of funding and if it is fixed or variable.

Adriann Cardoso provided that it is \$154 million unfixed and \$11 million in future cycle, contingent on other agencies not fully programming.

Mr. Johnson, CEO, added that the 2022 State Transportation Improvement Program (STIP) is formula funding and that OCTA receives a formula based amount, but will attempt to go above what is estimated.

Director Sarmiento inquired about active transportation programs.

Adriann Cardoso responded that larger active transportation programs that connect with Orange County are not viable at this time in these regards and not available until 2025-2026, which makes this a good time to seek funding through different opportunities and deliver results sooner.

Director Sarmiento further inquired about the pursuit of other funding and requested a report back on further findings.

Adriann Cardoso responded that OCTA is always in search of opportunities for funding.

Mr. Johnson, CEO, added that local agencies, cities, and counties can be applicants for Active Transportation Programs, but OCTA is only eligible for STIP, and that it can support cities.

Chairman Murphy commented that they are impressed with OCTA's cash flow opportunities and agrees with using what is available.

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

- A. Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27.
- B. Authorize the use of \$11.396 million in Measure M2 funds for the Interstate 5 Improvement Project from Interstate 405 to Yale Avenue (Segment 1).



**12. (Continued)**

- C. Consistent with construction phase estimates for the Transit Security and Operations Center, authorize the use of \$27.234 million from the following fund sources:
- \$19.650 million in Local Partnership Program Formula funds,
  - \$3.924 million in additional State of Good Repair, and
  - \$3.660 million Coronavirus Response and Relief Supplemental Appropriations Act, 2021.
- D. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program and execute and necessary agreements to facilitate the recommendations above.

**13. Long-Range Transportation Plan Challenges and Goals**

Greg Nord, Manager of Planning and Analysis, and Marisa Espino, Community Relations Specialist for Public Outreach, provided a PowerPoint presentation on this item.

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

**Discussion Items**

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

Darrell Johnson, Chief Executive Officer, reported the following:

**Youth Ride Free Pass**

- The Youth Ride Free pilot program starts this month for a six-month promotional period.
- The pilot program allows all youth 18 and under to ride the OC Bus system for free.
- OCTA is continuing to work on getting all the passes out to the schools and districts throughout the county who have been great partners in helping distribute these passes.
- OCTA is very excited to launch this program that will go a long way toward introducing new riders to public transit and providing another transportation option for the youth of Orange County.



**14. (Continued)**

**Labor Day**

- Wished everyone a very safe, happy, and healthy Labor Day.
- Labor Day provides a special occasion to honor all workers.
- Thank you to coach operators, mechanics, and all operations staff who will be working to keep buses running on Monday – and throughout the year.

**15. Committee Members' Reports**

Committee Chairman Murphy reported that the City of Orange is holding the annual International Street Fair this weekend in the Orange Circle and invited all to come down and join in the festivities.

**16. Closed Session**

There were no Closed Session items scheduled.

**17. Adjournment**

The meeting adjourned at 11:00 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, October 4, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

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Mark A. Murphy  
Committee Chairman


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Allison Cheshire  
Clerk of the Board Specialist, Senior



**October 4, 2021**

**To:** Regional Planning and Highways Committee

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

**Subject:** 2021 Pavement Management Relief Funding Program for Local Agencies

### **Overview**

The Coronavirus Response and Relief Supplemental Appropriations Act appropriated funding for Highway Infrastructure Programs to mitigate revenue loss due to the coronavirus pandemic. The Orange County Transportation Authority is authorized by the California Transportation Commission to direct the utilization of a portion of these funds. Recommendations are presented to allocate a portion of these funds to local agencies for streets and roads rehabilitation and maintenance.

### **Recommendations**

- A. Approve the 2021 Pavement Management Relief Funding program guidelines and distribution of \$10.931 million federal funding.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

### **Background**

The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) appropriated \$10 billion for Highway Infrastructure Programs. The State of California was apportioned \$911.8 million, of which approximately \$364.7 million, or 40 percent, will be distributed to regional agencies through the California Transportation Commission (CTC).

The CTC further split this funding into two programs providing 50 percent to a mid-cycle State Transportation Improvement Program (STIP) and 50 percent to the CTC CRRSAA Program. The Orange County Transportation Authority's (OCTA) share from both programs is \$26.361 million. To streamline state and federal processes, the CTC delegated part of the responsibility for

program oversight for the CRRSAA regional funds to the California Department of Transportation (Caltrans) Local Assistance. OCTA was provided with \$26.361 million, including \$11.77 million in mid-cycle STIP and \$14.591 million in CTC CRRSAA regional funds. On September 27, 2021, \$3.66 million in CRRSAA Program funds and mid-cycle STIP funds were programmed by the OCTA Board of Directors (Board) to fully fund the Transit Security and Operations Center, leaving \$10.931 million in CRRSAA for programming.

The CRRSAA funds may be used for a wide variety of activities and are intended to help regional agencies continue routine maintenance and rehabilitation projects, fund operations, fund eligible surface transportation capital projects, and offset revenue losses due to the pandemic.

Periodically, OCTA has approved providing a share of state and federal funds to local agencies to assist with streets and roads rehabilitation or other related transportation projects. The specific funding that has been provided includes \$37.9 million in American Recovery and Reinvestment Act funds in 2009, \$24.5 million in State Local Partnership Program funds in 2012, and \$19.9 million in Surface Transportation Block Grant Program funds in 2014.

### ***Discussion***

Staff proposes to provide \$10.931 million to local agencies for local streets and roads rehabilitation and maintenance projects through the 2021 Pavement Management Relief Funding (PMRF) Program. While local jurisdictions may have received state and federal stimulus funds, this proposed use of CRRSAA funding for local jurisdictions would specifically support transportation needs. This would help offset the loss of Measure M2 local fair share revenues and SB 1 (Chapter 1, Statutes of 2017) Road Maintenance Rehabilitation account funds that support local streets and roads due to the economic impact from the pandemic. Also, based on the pavement management plan reports submitted by the local agencies, there is a backlog in current and projected Orange County pavement needs.

It is recommended that the funding be distributed through a formula based on population with a \$200,000 minimum guarantee. Using a population formula is consistent with how the funds are distributed throughout the State. Appendix A of the guidelines (Attachment A) provides the population calculation and the funding distribution. No local match is required for this program.

Consistent with the CTC and Caltrans Local Assistance Guidelines, the OCTA PMRF program guidelines will allow the funds to be used for street pavement preservation, preventive maintenance, rehabilitation, and reconstruction

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exclusively. To streamline the processing and use of these limited funds, local agencies will be asked to limit the number of projects that are supported through this program. The PMRF program guidelines also provide information on the funding distribution, eligible expenditures, project eligibility and funding, timely use of funds, application process, program schedule, and allocation/Caltrans process, and can be found in Attachment A.

The CRRSAA funds are federal funds that flow through the CTC. There are federal and state requirements that must be met to use the funds. However, CTC and Caltrans have developed streamlined processes for these funds, and OCTA concurrence is required for the initial programming and any requested changes. With Board approval, local agencies can begin submitting project proposals to OCTA as early as November 15, 2021, for consideration at the January 2022 CTC meeting. Given that these funds are being distributed based on a formula methodology, staff will advance projects for CTC approval that meet the PMRF program guidelines and are consistent with program requirements.

Any CRRSAA funding not obligated by the local agencies by July 1, 2023 will return to OCTA to be reprogrammed through Board action to priority OCTA projects. This is to ensure 100 percent of these funds remain in the County. A city/county resolution will be required as part of the submittal. Attachment B provides the updated Capital Funding Program, which includes recommended changes pending Board approval on October 11, 2021.

### ***Summary***

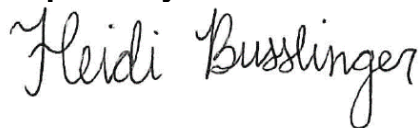
Staff is recommending that the Board approve the PMRF program guidelines and distribution of \$10.931 million in CRRSAA funding to Orange County cities and the County of Orange to help the local agencies maintain local streets and roads.



***Attachments***

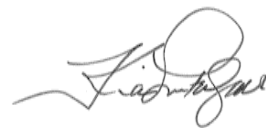
- A. 2021 Pavement Management Relief Funding Program, Program Guidelines and Procedures
- B. Capital Funding Program Report

**Prepared by:**



Heidi Busslinger  
Senior Transportation Funding Analyst,  
Formula Funding Programs  
(714) 560-5098

**Approved by:**



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



# **2021 Pavement Management Relief Funding Program**

## **Program Guidelines and Procedures**

### **Program Purpose and Overview**

The Orange County Transportation Authority (OCTA) 2021 Pavement Management Relief Funding (PMRF) Program was created as a one-time funding program to provide funding assistance to the cities and the County of Orange for local streets and roads maintenance and rehabilitation projects.

The PMRF Program is intended to help offset the loss of Measure M2 local fair share revenues, SB 1 (Chapter 1, Statutes of 2017) Road Maintenance Rehabilitation account funds, and other state and federal funding programs that support local streets and roads whose revenue streams have been negatively impacted by the coronavirus pandemic. Furthermore, based on the pavement management plan reports submitted by the local agencies, there is a backlog in current and projected Orange County pavement needs. These funds will help to ensure the continuing maintenance and rehabilitation of Orange County's local streets and roads.

### **Background**

The federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), Title IV of Division M, Public Law 116-260, which was signed into law on December 27, 2020, appropriated \$10 billion for Highway Infrastructure Programs (HIP) through the Federal Highway Administration (FHWA). Of this \$10 billion in HIP funding, \$9.830 billion was apportioned to the states in the same ratio as the distribution of obligation authority. The State of California was apportioned \$911.8 million, of which approximately \$364.7 million, or 40 percent, will be distributed to regional transportation agencies through the California Transportation Commission (CTC). The CTC further split this funding into two programs: the mid-cycle STIP and the CRRSAA Program. The CTC delegated responsibility for program oversight for the CRRSAA regional funds to the California Department of Transportation (Caltrans) Local Assistance through a streamlined state/federal process. OCTA was provided with \$14.591 million in CRRSAA regional funds of which \$3.66 million has already been programmed by the OCTA Board of Directors (Board) to other OCTA priority projects leaving \$10.932 million remaining available for programming. The remaining CRRSAA Program funds are the funds, which will support the PMRF Program.



# 2021 Pavement Management Relief Funding Program

## Program Guidelines and Procedures

### **Funding**

The \$10.932 million that is available through the CTC CRRSAA funding program is being made available by OCTA for the PMRF Program. Funds will be distributed to each local jurisdiction based on population as reported through the California Department of Finance for calendar year 2020 with each agency guaranteed a minimum of \$200,000. The funding distribution table that identifies how much funding will be provided to each jurisdiction is provided in Appendix A. No matching funds are required but agencies may choose to use the funds as a contribution to a larger locally funded project. The funding is federal and must follow requirements as established by the CTC, Caltrans, and the FHWA for federal funds.

### **Eligible Applicants**

Eligible applicants for this program include the 34 Orange County cities and the County of Orange. Eligible agencies must be able to receive federal funding through Caltrans in order to access and use these funds.

### **Eligible Expenditures**

The following general type of projects will be eligible under this program:

- **Pavement Preservation/Preventative Maintenance:** Treatments can include slurry seals, microsurfacing, crack seals, and similar sealing non-structural treatments.
- **Rehabilitation:** Work undertaken to extend the service life of an existing facility. This includes placement of additional surfacing and/or other work necessary to return an existing roadway, including shoulders, to a condition of structural or functional adequacy, for the specified service life. This might include the partial or complete removal and replacement of portions of the pavement structure. Pavement rehabilitation consists of a variety of different treatments thin overlays which are a maximum of 1.2 inch (30 mm) in thickness<sup>1</sup>, thick overlays or structural overlays, Cold In-Place Recycling, Hot In-Place Recycling, etc.

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<sup>1</sup> Design Standards by Caltrans' Maintenance Technical Advisory Guide Volume I



## 2021 Pavement Management Relief Funding Program

### Program Guidelines and Procedures

- **Reconstruction:** Pavement reconstruction is the replacement of the entire existing pavement structure by the placement of the equivalent or increased pavement structure. Reconstruction usually requires the complete removal and replacement of the existing pavement structure utilizing either new or recycled materials.

For each of these projects the following expenditures will be eligible:<sup>2</sup>

- Construction,
- Construction engineering up to 15 percent of the project cost,
- Bicycle lanes within the limits of the project as necessary (striping and corresponding signage only, must be included in a planning document),
- Repair or replacement in kind of parking lanes, curbs, gutters, driveway approaches, catch basins, concrete bus pads, and minor profile revisions (i.e., curb to curb) as required by project,
- Use of alternative materials such as rubberized asphalt, Portland cement concrete, etc., and
- Construction or modification of curb ramps within the limits of the project as necessary to satisfy Americans with Disabilities Act requirements.

### **Project Eligibility**

**Projects submitted for this program must be federally eligible.** Funds should be utilized on facilities within the California Road System Map or the National Highway System. Streets or roads that are functionally classified as Minor Collector or above are eligible. Functional classifications are identified on the California Road System Map: [California Road System - Functional Classification \(arcgis.com\)](https://arcgis.com).

CRRSAA are federal funds and will require CTC approval, and programming in the Federal Transportation Improvement Program (FTIP). In order to utilize the funds, the jurisdiction must seek approval of an allocation and federal authorization to proceed through Caltrans District 12 Local Assistance. More information on these processes is provided below.

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<sup>2</sup> For federally-funded projects, expenditures prior to approval of the Allocation Form will not be eligible.



# **2021 Pavement Management Relief Funding Program**

## **Program Guidelines and Procedures**

### **Reporting**

Caltrans Local Assistance will report back to the CTC on projects that have been obligated, including the date of obligation and the dollar amount of the obligation on a quarterly basis beginning in December 2021. The jurisdiction may be asked to provide additional information for projects to either Caltrans Local Assistance or OCTA.

### **Application Limit**

Agencies may use PMRF funding for a maximum of three projects. However, OCTA encourages local agencies to consider utilizing the PMRF funds for only one project as it will streamline the allocation/obligation process.

### **Timely Use of Funds**

- Any PMRF funding assigned to any jurisdiction that has not been obligated or has not received federal authorization to proceed by July 1, 2023, will return to OCTA to be reprogrammed to a priority OCTA project that is not within that jurisdiction. This is to ensure 100 percent of these funds remain in the County. CTC has indicated that any regional funding which has not been obligated statewide by the CTC deadline of June 2024, will return to the State for State use. This deadline for local agency obligation ensures that no funds are lost within Orange County.
- A local agency may not advertise for construction prior to receiving FHWA authorization to proceed or award a contract prior to receiving both the federal obligation or federal authorization to proceed and the Caltrans' allocation of funds or the project would be ineligible for funding.
- After obligation or federal authorization to proceed, the local agency will invoice Caltrans at minimum once every six months.

### **Application Process**

In order for OCTA to consider a project for funding, applications will be prepared by the local agency responsible for the project implementation and submitted to OCTA for confirmation that the project is an eligible project and may proceed through the State process. Agencies will be required to complete and submit application materials provided by OCTA for the PMRF Program no later than Monday, February 28, 2022, but earlier opportunities to request funding are available. Please see below for a schedule. Please note that agencies may submit up to three projects within the application as long as the funding request does not exceed the local agency's allocation as noted in Appendix A.



## **2021 Pavement Management Relief Funding Program**

### **Program Guidelines and Procedures**

Applications will require the following documents:

- Project list (Excel file) – Appendix B,
- ePPR via CalSMART – Caltrans website for instructions: [Process for CRRSAA Program Projects | Caltrans, and](#)
- City/County Council resolution – Appendix C.

The agency must submit one electronic copy of the application and any supporting documentation must be submitted to OCTA by the application deadline. The resolution must be adopted by the city or the County prior to the final submittal date of February 28, 2022.

Copies can be emailed to:

Ben Ku  
Section Manager  
Orange County Transportation Authority  
[Bku@octa.net](mailto:Bku@octa.net)  
(714) 560-5473

And

Heidi Busslinger  
Senior Transportation Funding Analyst  
Orange County Transportation Authority  
[hbusslinger@octa.net](mailto:hbusslinger@octa.net)  
(714) 560-5098

OCTA staff will conduct a preliminary review of all applications for completeness, accuracy, and project eligibility. OCTA may request supplemental information for projects during initial staff evaluations. If applications are complete and accurate and the project submitted is consistent with the guidelines, then OCTA will include the project in the project list submittal to the CTC. The CTC will then approve the projects for programming of CRRSAA funds at the appropriate meeting based on the schedule below.

### **Schedule**

- October 11, 2021 – Board action considering the 2021 call for projects,



## **2021 Pavement Management Relief Funding Program**

### **Program Guidelines and Procedures**

- To Be Determined – OCTA workshop to review the procedures and answer questions about CRRSAA Local Funding Program,
- November 15, 2021 – Applications due to OCTA for January CTC meeting,
- January 10, 2022 – Applications due to OCTA for March CTC meeting,
- January 26-27, 2022 – Project list approved at CTC meeting,
- February 28, 2022 – Applications due to OCTA for May CTC meeting,
- March 16-17, 2022 – Project list approved at CTC meeting,
- May 18-19, 2022 – Project list approved at CTC meeting, and
- July 1, 2023 – Any CRRSAA funding not obligated will be transferred to OCTA.

### **Scope Changes**

If there is a significant scope change, CTC approval for an amendment will be required. All submittals to the CTC go through Caltrans District 12 Local Assistance. OCTA requests that the local jurisdiction provide a copy to OCTA of any submittals to the CTC for project scope or any other changes. Documents must be provided to Caltrans Local Assistance at least eight weeks prior to the next scheduled CTC meeting. Copies of scope changes or other amendments should be provided to Ben Ku and Heidi Busslinger.

### **Allocation/Caltrans Process**

Upon CTC approval, OCTA will work with the local agencies to ensure that the PMRF projects are programmed in the FTIP. Once the PMRF project has been approved in the FTIP, local agencies will then work directly with Caltrans Local Assistance to process the allocation of funds based on the project schedule and no later than April 1, 2023 (to ensure a July 1, 2023 obligation/authorization to proceed).

The following documents must be submitted to Caltrans Local Assistance for allocation:

- ePPR form via CalSMART – Caltrans website for instructions: [Process for CRRSAA Program Projects | Caltrans.](#)
- CRRSAA Allocation Form – Caltrans website for form: [Process for CRRSAA Program Projects | Caltrans.](#)
- Authorization Request – Caltrans LAPM Chapter 3 for LAPM 3-A form and supporting documentation: [Local Assistance Procedures Manual \(LAPM\) Forms | Caltrans, and](#)
- CRRSAA Finance Letter – Caltrans website for CRRSAA Finance Letter template: [Process for CRRSAA Program Projects | Caltrans.](#)



## **2021 Pavement Management Relief Funding Program**

### **Program Guidelines and Procedures**

Local agencies can proceed with reimbursable work once the authorization has been approved by FHWA. Invoices to request reimbursement work completed for PMRF projects are submitted to and paid by Caltrans. All payments through Caltrans for this program are provided on a reimbursement basis, which requires documentation of both costs and payment by the local jurisdiction.

For questions regarding the allocation process, please reach out to your Caltrans District 12 Local Assistance Engineer.

#### **Provisions of Use**

- Environmental documentation (National Environmental Policy Act or the California Environmental Quality Act approval) must be submitted to Caltrans or the administering agency risks losing project funding.
- Allocation form and authorization request must be submitted to Caltrans District 12 and copied to OCTA no later than April 1, 2023. Any activity undertaken by the local agency prior to approval of the allocation will not be reimbursed. A local agency may not advertise for construction prior to receiving federal authorization to proceed or the project would be ineligible for funding.
- Once the allocation is approved by Caltrans the agency has six months to award a contract.
- If no expenditures are invoiced within a six-month period, the project may risk becoming inactive, it is recommended that local agencies submit invoices to Caltrans at least once every six months.
- Project must comply where applicable with any other federal, state, and/or local laws, rules and/or regulations as applicable.





# **2021 Pavement Management Relief Funding Program**

## **Program Guidelines and Procedures**

### **Contact Information**

A website for the PMRF Program is available here: To Be Determined

The Caltrans CRRSAA website is available here: [Process for CRRSAA Program Projects](#)  
[| Caltrans](#)

OCTA will be hosting a workshop for this program in the coming months. The application workshop will be held virtually. Attendance to this workshop is not required for applicants to participate in this funding opportunity, however it is strongly encouraged.

For any questions, please feel free to contact either Ben Ku or Heidi Busslinger.

Ben Ku  
Section Manager  
Orange County Transportation Authority  
[Bku@octa.net](mailto:Bku@octa.net)  
(714) 560-5473

Heidi Busslinger  
Senior Transportation Funding Analyst  
Orange County Transportation Authority  
[hbusslinger@octa.net](mailto:hbusslinger@octa.net)  
(714) 560-5098

### **Appendix**

- A. PMRF Program Funds Distribution
- B. PMRF Program Project List (Excel)
- C. City/Council resolution template

**2021 Pavement Management Relief Funding Program**  
**Funding Distribution to Local Agencies**  
**\$200,000 Minimum per Agency**

City	Population	CRRSAA Distribution by Population
Aliso Viejo	49,813	\$ 200,000
Anaheim	353,468	\$ 1,037,763
Brea	45,137	\$ 200,000
Buena Park	81,626	\$ 239,650
Costa Mesa	112,780	\$ 331,116
County of Orange	127,787	\$ 375,176
Cypress	48,531	\$ 200,000
Dana Point	33,189	\$ 200,000
Fountain Valley	54,953	\$ 200,000
Fullerton	139,431	\$ 409,362
Garden Grove	172,476	\$ 506,380
Huntington Beach	196,874	\$ 578,011
Irvine	271,564	\$ 797,297
La Habra	62,808	\$ 200,000
La Palma	15,442	\$ 200,000
Laguna Beach	22,495	\$ 200,000
Laguna Hills	31,073	\$ 200,000
Laguna Niguel	65,168	\$ 200,000
Laguna Woods	16,036	\$ 200,000
Lake Forest	84,538	\$ 248,199
Los Alamitos	11,538	\$ 200,000
Mission Viejo	94,119	\$ 276,328
Newport Beach	85,865	\$ 252,095
Orange	137,366	\$ 403,299
Placentia	51,173	\$ 200,000
Rancho Santa Margarita	48,183	\$ 200,000
San Clemente	64,065	\$ 200,000
San Juan Capistrano	35,801	\$ 200,000
Santa Ana	331,369	\$ 972,882
Seal Beach	24,443	\$ 200,000
Stanton	39,573	\$ 200,000
Tustin	80,009	\$ 234,902
Villa Park	5,759	\$ 200,000
Westminster	91,466	\$ 268,539
Yorba Linda	67,846	\$ 200,000

<b>TOTALS</b>	<b>3,153,764.00</b>	<b>\$</b>	<b>10,931,000</b>
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CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act of 2021

### 2021 Pavement Management Relief Funding (CRRSAA) Project List

[illegible]

CRSAA - Coronavirus Response and Relief Supplemental Appropriations Act of 2021  
 RTPA - Regional Transportation Planning Agency  
 MPO - Metropolitan Planning Organization  
 SOF - State Only Funds

**SAMPLE RESOLUTION**

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

A RESOLUTION OF THE (CITY/COUNTY) WHICH CERTIFIES THAT THE CITY/COUNTY COUNCIL/BOARD OF SUPERVISORS HAS AUTHORIZED THE PROJECT LIST SUBMITTAL FOR CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021 (CRRSAA) FUNDING THROUGH THE ORANGE COUNTY TRANSPORTATION AUTHORITY 2021 PAVEMENT MANAGEMENT RELIEF FUNDING PROGRAM

WHEREAS, [CITY/COUNTY] (CITY/COUNTY) is being provided \$XXXX in federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funding through the 2021 Pavement Management Relief Funding (PMRF) Program;

WHEREAS, [CITY/COUNTY] (CITY/COUNTY) is eligible to receive federal funding through the California Department of Transportation;

WHEREAS, the Orange County Transportation Authority (OCTA) is responsible for the distribution of the CRRSAA funding; and

WHEREAS, OCTA has developed guidelines for administering and distributing CRRSAA funds to eligible local agencies through the 2021 PMRF Program;

WHEREAS, [CITY/COUNTY] (CITY/COUNTY) is the lead agency for project(s) and will comply with all applicable local, state, and federal provisions including but not limited to the Federal Transportation Improvement Program, California Environmental Quality Act, National Environmental Policy Act, Americans with Disabilities Act, and Buy America; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, by the City/County Council of the City of [CITY/COUNTY], that it hereby authorizes the submittal of the following project nomination(s) to OCTA for CRRSAA funding:

- XXX project for XXX in CRRSAA funding, and
- XXX project for XXX in CRRSAA funding.

PASSED, APPROVED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 11, 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
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	\$1,774					\$11,762	\$4,546	\$99,496	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$55,258								\$55,258	
Active Transportation Program - regional call		\$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)		\$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		\$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		
Pavement Management Relief Funding Program <sup>1</sup>		\$10,931			\$10,931						
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
<b>Local Road Project Totals</b>		<b>\$1,422,835</b>	<b>\$77,836</b>		<b>\$149,319</b>	<b>\$86,797</b>	<b>\$3,357</b>	<b>\$61,160</b>	<b>\$40,326</b>	<b>\$858,235</b>	<b>\$145,805</b>
<b>Federal Funding Total</b>		<b>\$227,155</b>									
<b>State Funding Total</b>		<b>\$151,314</b>									
<b>Local Funding Total</b>		<b>\$1,044,366</b>									
<b>Total Funding (000's)</b>		<b>\$1,422,835</b>									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792	\$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	\$125,419						\$95,482		\$22,373	\$7,564



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 11, 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
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
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, county-wide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
<b>Local Road Project Completed Totals</b>		<b>\$739,983</b>	<b>\$197,570</b>		<b>\$39,196</b>			<b>\$268,544</b>	<b>\$5,992</b>	<b>\$156,141</b>	<b>\$72,540</b>
<b>Federal Funding Total</b>		<b>\$236,766</b>									
<b>State Funding Total</b>		<b>\$268,544</b>									
<b>Local Funding Total</b>		<b>\$234,673</b>									
<b>Total Funding (000's)</b>		<b>\$739,983</b>									



# Capital Funding Program Report

**Pending Approval by OCTA Board of Directors (Board) - October 11, 2021**

Board Action:

1. Approve the guidelines and funding distribution of \$10.931 million of CRRSAA Highway Infrastructure Programs funding to local agencies for street and road rehabilitation and maintenance through the 2021 Pavement Management Relief Funding Program.

## Acronyms

ARRA - American Recovery and Reinvestment Act  
Call - Call for Projects  
CMAQ - Congestion Mitigation Air Quality Improvement Program  
CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act of 2021  
CTFP - Combined Transportation Funding Programs  
FTA - Federal Transit Administration  
FY - Fiscal Year  
I-5 - Interstate 5  
M Code - Project Codes in Measure M1 and M2  
M1 - Measure M1  
M2 - Measure M2  
OCTA - Orange County Transportation Authority  
SB 1 - Chapter 5, Statutes of 2017  
SR-57 - State Route 57  
SCCP - Solutions for Congested Corridors Program  
SCAG - Southern California Association of Governments  
STBG - Surface Transportation Block Grant  
STIP - State Transportation Improvement Program



**October 4, 2021**

**To:** Regional Planning and Highways Committee

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

**Subject:** Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project

### **Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for right-of-way support services, right-of-way engineering, right-of-way acquisition, and utility relocation for the Interstate 605/Katella Avenue interchange project.

### **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-2809 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$2,520,200, for right-of-way support services, right-of-way acquisition, and utility relocations for the Interstate 605/Katella Avenue interchange project.
- B. Authorize the use of up to \$2,520,200 in Measure M2 Freeway funds for right-of-way capital and right-of-way support services for the Interstate 605/Katella Avenue interchange project.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

### **Discussion**

The Interstate 605/Katella Avenue Interchange Project (Project) is Project M 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 be cleared through the environmental process and to move into design using M2 funding.

The final environmental document, approved in October 2018, identifies the build alternative as the preferred alternative to be implemented. The Project will modify interchange ramps and provide operational improvements along Katella Avenue between Coyote Creek Channel and Civic Center Drive.

On May 11, 2020, the Board authorized Cooperative Agreement No. C-0-2199 with the California Department of Transportation (Caltrans) to provide oversight of the plans, specifications, and estimates. The cooperative agreement was amended on June 11, 2021, for Caltrans to advertise and award the construction contract for the Project. An additional cooperative agreement with Caltrans is now needed to initiate the Project's right-of-way (ROW) phase.

OCTA proposes to enter into a cooperative agreement with Caltrans to define the roles and responsibilities of both agencies. Caltrans will be the lead agency implementing ROW activities, which include property appraisals and acquisitions, relocation assistance for displaces, if necessary, and coordination of utility relocations for the Project. Caltrans will also be the lead agency for eminent domain proceedings through the California Transportation Commission, if needed. OCTA will be the lead agency for ROW engineering activities, which include mapping, surveying, and monumentation, with oversight from Caltrans on these activities at no cost to OCTA. The estimated cost of OCTA's ROW engineering activities is \$137,000, and is proposed to be funded by M2 funds. The estimated cost of the ROW support services performed by Caltrans is \$757,000, which is proposed to be funded by M2 funds.

ROW activities are anticipated to commence in winter 2022 upon completion of 65 percent design and determination of final ROW requirements. The Project is estimated to impact a total of five properties, both privately and publicly owned, and eight utility conflicts. The real property requirements are comprised of a combination of partial fee acquisitions, permanent easements, utility easements, and temporary construction easements. There are no anticipated full fee acquisitions. The needed property rights are required to implement the Project scope as defined in the final environmental document. The total estimated capital cost for ROW acquisition and utility relocations is \$1,626,200, which is proposed to be funded by M2 funds.

In addition to standard ROW activities, Caltrans is requesting ROW legal support services to be added to ROW support. Any resolutions of necessity and eminent domain legal proceedings will be handled by Caltrans. Upon approval of the cooperative agreement, OCTA agrees to reimburse Caltrans for ROW legal support services throughout the Project. In an effort to help manage costs for Caltrans legal support, language in the proposed cooperative agreement requires Caltrans to inform OCTA of any possible legal or administrative settlements and to invite OCTA to any mediations or settlement conferences. This language is intended for Caltrans and OCTA to gain consensus on settlements and agree on minimizing the additional capital and support costs associated with ROW settlements and litigation.

#### **Fiscal Impact**

As part of this cooperative agreement, funding for Caltrans services for ROW support is included in OCTA's Fiscal Year (FY) 2021-22 Budget, and will be proposed for the FY 2022-23 budget, Capital Programs Division, Account No. 0017-7514-FM003-1O5. Staff is seeking Board approval for \$2,520,200 in M2 Freeway funding. The Capital Funding Program includes a summary of how OCTA's capital projects are currently funded, along with the proposed changes in this item and is provided as Attachment A.

#### **Summary**

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-2809 with Caltrans, in the amount of \$2,520,200, for ROW support services and ROW capital costs for the Project.

***Attachment***

A. Capital Funding Program Report

**Prepared by:**



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Senior Project Manager  
(714) 560-5852

**Approved by:**



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



Pia Veasap  
Director, Contracts Administration  
and Materials Management  
(714) 560-5619



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 11, 2021

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$230,482	\$52,357			\$95,338	\$33,395			\$49,392	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527		\$851					\$7,973	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$205,695	\$47,676		\$7,921					\$150,098	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,365				\$6,000				\$6,365	
I-5/El Toro Interchange	D	\$4,400	\$4,400								
SR-55 (I-5 to SR-91)	F	\$16,000	\$8,359		\$2,641					\$5,000	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$41,900	\$80,000	\$140,000			\$83,320	
SR-57 Orangewood Avenue to Katella Avenue	G	\$9,327	\$2,500		\$3,240					\$3,587	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$6,500				\$6,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$16,201	\$1,770							\$30	\$14,401
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$15,779	\$1,770							\$30	\$13,979
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,080,234	\$35,000		\$10,648			\$89,771		\$1,315,885	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328				\$2,328					
I-605/ Katella Avenue interchange <sup>1</sup>	M	\$7,344								\$7,344	
241/91 Express Lanes (HOT) Connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$6,978	\$6,978								
SR-74 Ortega Highway Multimodal Improvements, Calle Entradero to Reata Road		\$53,513			\$250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
<b>State Highway Project Totals</b>		<b>\$3,969,628</b>	<b>\$484,887</b>		<b>\$78,612</b>	<b>\$336,056</b>	<b>\$182,783</b>	<b>\$119,603</b>		<b>\$1,815,745</b>	<b>\$951,942</b>
<b>Federal Funding Total</b>		<b>\$563,499</b>									
<b>State Funding Total</b>		<b>\$638,442</b>									
<b>Local Funding Total</b>		<b>\$2,767,687</b>									
<b>Total Funding (000's)</b>		<b>\$3,969,628</b>									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 11, 2021

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b Routes 91/55 - e/o Weir replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
<b>State Highway Project Completed Totals</b>		<b>\$999,456</b>	<b>\$134,020</b>		<b>\$97,888</b>	<b>\$180,786</b>		<b>\$380,452</b>	<b>\$20,578</b>	<b>\$169,130</b>	<b>\$16,602</b>
<b>Federal Funding Total</b>		<b>\$231,908</b>									
<b>State Funding Total</b>		<b>\$561,238</b>									
<b>Local Funding Total</b>		<b>\$206,310</b>									
<b>Total Funding (000's)</b>		<b>\$999,456</b>									



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 11, 2021

## Board Action:

1. Authorize the use of up to \$2,520,200 in Measure M2 Freeway funds for right-of-way capital and right-of-way support services for the Interstate 605 / Katella Avenue interchange project.

## Acronyms:

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



**October 4, 2021**

**To:** Regional Planning and Highways Committee

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

**Subject:** Amendment to Cooperative Agreement with the City of Seal Beach for the Interstate 405 Improvement Project

### **Overview**

On May 9, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-6-1126 with the City of Seal Beach for services required during the design-build implementation of the Interstate 405 Improvement Project. The cooperative agreement needs to be amended for additional city support services during the construction of the Interstate 405 Improvement Project.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-6-1126 between the Orange County Transportation Authority and the City of Seal Beach, in the amount of \$370,000, for additional services for the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$740,600.

### **Discussion**

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach (City), and Westminster, and is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane from Euclid Street to I-605, consistent with Measure M2 Project K, and will add an additional lane in each direction that 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. The Project includes improvements to city-owned and operated streets, city traffic facilities, and city utilities impacted by the Project. OCTA used a design-build (DB) delivery method for the procurement, design, and construction

of the Project. On November 14, 2016, the OCTA Board of Directors (Board) approved the award of the DB contract to OC 405 Partners (OC405).

On May 9, 2016, the OCTA Board approved a cooperative agreement with the City for its services to be provided during the DB implementation of the Project. The reimbursement to the City includes costs for review and approval of plans, specifications and reports, oversight of construction inspection services for city facilities, review and acceptance of the transportation management plan, traffic engineering, and police services during construction of the Project.

More specifically, the cooperative agreement reimburses the City to review and approve the construction staging plans, maintenance of traffic (MOT) plans, detour plans, and each temporary traffic control plan for work impacting city streets. City construction inspection and traffic signal operations support are also required for implementation of the MOT, detour and temporary traffic control elements, and are reimbursed through the cooperative agreement. The City provides its police traffic support on an as-needed basis.

Recently, OCTA staff worked with the City to implement a construction schedule mitigation strategy with the long-term closure of the westbound State Route 22 on-ramp at Old Ranch Parkway. The extended closure allowed the ramp to be reconstructed more efficiently in a single stage and allowed a major drainage channel improvement to be constructed over one dry season as opposed to multiple seasons. This schedule mitigation measure reduced the overall ramp reconstruction duration by approximately six months. To accommodate this change, an environmental revalidation with traffic analysis in accordance with Caltrans requirements were prepared. In addition, revised design plans and revised construction staging and MOT plans on local streets were prepared. The review of these revised plans required the City to provide additional engineering review and construction support efforts beyond the original estimate.

OCTA also worked with city staff to address its concerns regarding potential damage to a city waterline in close proximity to the Almond soundwall reconstruction zone. A waterline protection plan was prepared and required extensive city review and approval. In addition, OCTA provided detailed information to the City regarding the proposed soundwall reconstruction sequencing and methods. The review of the plan required the City to provide additional engineering review and construction support efforts beyond the original estimate.

The original scope of work assumed the construction period and associated city support services to end in early 2023. Additional city support is needed to accommodate the current construction completion milestone date which is now late 2023.



The review and implementation of the schedule mitigation strategy within the City provided a significant benefit to OCTA related to maintaining the current project schedule. In addition, by having a waterline protection plan in place, it reduces the risks to damaging the City's waterline during construction and allows soundwall construction to proceed more efficiently, which also helps maintain the current project schedule. To obtain city concurrence on these items, the City required more senior staff involvement and additional city staff efforts to coordinate, review, and implement these elements that allowed construction to proceed more efficiently. These increased efforts by the City account for approximately 85 percent of the additional funds requested. The extended construction period from the original early 2023 substantial completion date to the current late 2023 substantial completion date accounts for approximately 15 percent of the additional funds requested.

Attachment B to this report depicts the revised reimbursement amount for city services. The proposed amendment will be funded from the project contingency and is not anticipated to increase the total project estimate of \$2.08 billion.

#### **Fiscal Impact**

Funding for this amendment is included in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, account nos. 0017-9084-FK101-0I2 and 0037-9017-A9510-0I2, and is funded with a combination of federal, state, and local funds.

#### ***Summary***

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-6-1126 with the City of Seal Beach, in the amount of \$370,000, to provide additional services for the Interstate 405 Improvement Project.

***Attachments***

- A. City of Seal Beach, Cooperative Agreement No. C-6-1126 Fact Sheet
- B. Revised Schedule A, Reimbursement Schedule for Combined City Services, City of Seal Beach

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**City of Seal Beach  
Cooperative Agreement No. C-6-1126 Fact Sheet**

1. May 9, 2016, Cooperative Agreement No. C-6-1126, \$120,600, approved by the Board of Directors (Board).
  - To provide City of Seal Beach (City) services, including review and approval of plans, specifications, reports, traffic management plan, oversight of construction and detour inspection services, traffic engineering, and police services for the Interstate 405 Improvement Project (Project).
2. April 8, 2019, Amendment No. 1 to Cooperative Agreement No. C-6-1126, \$250,000, approved by Board.
  - To provide additional city services, including review and approval of plans, specifications, reports, traffic management plan, oversight of construction and detour inspection services, traffic engineering, and police services for the Project.
3. October 11, 2021, Amendment No. 2 to Cooperative Agreement No. C-6-1126, \$370,000, pending Board approval.
  - To provide additional city services, including schedule mitigation strategies, review and approval of plans, specifications, reports, traffic management plan, oversight of construction and detour inspection services, traffic engineering, and police services for the Project. These City services are needed to accommodate the current construction completion milestone date of late 2023.

Total committed to the City after approval of Amendment No. 2 to Cooperative Agreement No. C-6-1126: \$740,600.

**REVISED SCHEDULE A****REIMBURSEMENT SCHEDULE FOR COMBINED CITY SERVICES****CITY OF SEAL BEACH**

<b><i>Item No.</i></b>	<b><i>Description of City Services</i></b>	<b><i>Maximum Reimbursement Amount<sup>1</sup></i></b>
1	Review and approval of plans, specifications, and other pertinent engineering plans and reports, traffic management plan review and concurrence, and construction oversight inspection services related to City of Seal Beach (CITY) Facilities.	\$541,900
2	Traffic engineering	\$103,100
3	Police services (including overtime costs)	\$95,600
4	Pavement rehabilitation (if applicable)	\$TBD <sup>2</sup>
	<b>TOTAL MAXIMUM REIMBURSEMENT</b>	<b>\$740,600</b>

- (1) Schedule A shows estimated reimbursement amounts for each CITY SERVICES item of work. During the term of this cooperative agreement, the CITY may redistribute funds for items of work as needed; however, the total amount of CITY SERVICES shall not exceed the Total Maximum Reimbursement amount shown herein.
- (2) In the event it is determined that pavement mitigation is required, this amount will be determined after the contractor is hired by the Orange County Transportation Authority and shall be reimbursed as a one-time lump sum amount upon execution of an amendment to this cooperative agreement.