

**Comprehensive Transportation Funding Programs
March 2017 Semi-Annual Review Adjustment Request Descriptions**

Delays

Local agencies may request a one-time delay of up to 24-months to obligate funds. During this semi-annual review cycle, 17 delays have been submitted.

The City of Anaheim is requesting a 24-month delay for the construction phase of the Ball Road and Anaheim Boulevard Intersection project (15-ANAH-ICE-3764). The City is requesting the delay due to unexpected conditions that occurred during the acquisition of the right-of-way (ROW). The additional time will provide the City with the necessary time to complete the ROW phase. The City anticipates starting construction within 24-months.

The City of Costa Mesa is requesting a 24-month delay on the following four phases due to their current volume of work combined with limited staff resources:

- The engineering phase of the Newport Boulevard widening project from 19th Street to Superior Avenue (16-CMSA-ACE-3803)
- The engineering phase of the Wilson Street widening project from College Avenue to Fairview Road (16-CMSA-ACE-3804)
- Both the primary implementation and operations and maintenance phases of the Fairview Road Signal Synchronization Project (16-CMSA-TSP-3790)

The County of Orange (County) is requesting a 24-month delay for awarding the construction contract for the Oso Parkway and Antonio Parkway Intersection Improvements Project (16-ORCO-ICE-3805). The delay is requested due to anticipated complications from another project in the area, Oso Parkway Bridge Project, which is scheduled to commence in the fall 2017. If constructed concurrently, this has the potential to cause traffic delays. The additional 24-months will allow for the completion of the bridge project prior to the County starting construction on this project.

The City of Irvine is requesting a 24-month delay for the construction phase of the Jamboree Road and Barranca Parkway Intersection Improvements Project (14-IRVN-ICE-3716). Unforeseen delays in acquiring ROW have caused the City to be unable to meet the grant funding requirement award deadline. The delay will allow sufficient time for the City to complete ROW and award the construction phase.

The City of La Habra is requesting a 24-month delay of funds for the construction phase of the Whittier Boulevard and Hacienda Road Intersection Improvements Project (16-LHAB-ICE-3809). The construction phase is set to start after the completion of the ROW phase which is not scheduled to be completed until December 2017. The additional time will allow the City additional time necessary to complete the ROW phase, finalize the construction bid documents, and award the construction contract.

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The City of La Palma is requesting a 24-month delay for the contract award for both the project approval and environmental document (PA&ED) and plans, specifications, and estimate (PS&E) engineering phases of the La Palma Avenue and Del Amo Boulevard over Coyote Creek Bridge Replacement Project (16-LPMA-ACE-3810). This project is a collaborated project with the City of Cerritos. The City previously anticipated receiving funding for their portion of the engineering phase from Los Angeles County's Measure R, which did not materialize. The City is actively pursuing alternative funding sources for this project. The City of La Palma's PA&ED delay request will allow the City of Cerritos additional time to secure funding for their portion of the project. The PS&E phase will subsequently be delayed as final PS&E cannot start until PA&ED tasks are complete.

The City of Lake Forest is requesting a delay of 24-months for the operations phase of the Shuttle Service between Train Station and Oakley Project (16-LFOR-CBT-3830). The additional time is needed in order to allow Oakley more time to promote the shuttle service and to grow interest and ridership.

The Orange County Transportation Authority (OCTA), as the administrative lead agency for the cities of Aliso Viejo, Garden Grove, Laguna Hills, Laguna Niguel, Mission Viejo, Orange, Santa Ana, Seal Beach, Tustin, Westminster, and the County is requesting a delay of 24-months. The additional time will enable OCTA time to complete the efforts necessary to complete the primary implementation phases. The requested delays are for the operations and maintenance phases of the following three projects:

- Alicia Parkway Signal Synchronization Project (15-OCTA-TSP-3774)
- Chapman Avenue Corridor Signal Synchronization Project (15-OCTA-TSP-3783)
- Westminster Avenue and 17th Street Corridor Signal Synchronization Project (15-OCTA-TSP-3786)

The City of Santa is requesting a 24-month delay on the following three phases:

- The construction phases of Bristol Street Widening project from Civic Center to Washington Avenue (15-SNTA-ACE-3787) and the Bristol Street Widening Project from Warner Avenue to Saint Andrew Place (15-SNTA-ACE-3788). The City continues to work on ROW phase and will need additional time before construction contract can be awarded.
- The ROW phase for Warner Avenue Widening Project from Main Street to Oak Street (16-SNTA-ACE-3814). Additional time is needed in order to secure additional funds. The City will begin the ROW acquisition process in fiscal year (FY) 2017-18.

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Timely-Use of Funds Extensions

Once obligated, the Combined Transportation Funding Programs (CTFP) funds expire 36 months from the contract award date. Per the CTFP Guidelines, local agencies may request extensions up to 24-months through the semi-annual review. During this semi-annual review cycle, 27 timely-use of funds extension requests were submitted for CTFP projects.

The City of Anaheim is requesting a 24-month timely use of funds extensions for the following seven project phases:

- The ROW phase of the Brookhurst Street Improvement Project, from Interstate 5 to State Route 91, (13-ANAH-ACE-3650) from May 2017 to May 2019. The project requires a transfer of ROW from the City of Anaheim to the State of California Department of Transportation (Caltrans). Caltrans requires the street improvements to be constructed before the transfer of ROW. The project is currently under construction and is anticipated to be completed in November 2017. The additional time would enable the City to complete the construction and subsequently transfer of vesting the ROW to Caltrans.
- Anaheim Boulevard Signal Synchronization Project (14-ANAH-TSP-3701) for both the primary implementation and operations and maintenance phase from June 2018 to June 2020. The contractor has been experiencing longer than expected delays for procuring and integrating specialized performance measure equipment.
- Orangewood Avenue Signal Synchronization Project (14-ANAH-TSP-3705) for both the primary implementation and operations and maintenance phase from June 2018 to June 2020. The contractor has been experiencing longer than expected delays for installing traffic signal cabinet foundations and integrating wireless communications equipment.
- La Palma Avenue Signal Synchronization Project (15-ANAH-TSP-3765) for both the primary implementation and operations and maintenance phase from May 2019 to May 2021. The contractor has been experiencing longer than expected delays for procuring armored fiber optic cable.

The County is requesting a 24-month timely use of funds extension for the Brea Boulevard and Brea Canyon Road Widening Improvements Project (14-ORCO-ACE-3727) from June 2017 to June 2019. The engineering phase commenced shortly after grant award and a preferred alignment has been studied and selected. Preliminary engineering studies and findings identified several environmental and ROW factors that have major impacts to the design, environmental, drainage, ROW, utilities and construction cost aspects of the project. The additional time will enable the County to complete investigations and studies needed to complete the design phase.

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Orange County Parks, on behalf of the County, is requesting a 24-month funds extension for the Wagon Wheel Creek Restoration and Stormwater Management Project (14-ORCO-ECP-3739) from August 2017 to August 2019. The project schedule has been lengthened due to delays in the procurement and regulatory permit processes. Several rain delays and forthcoming rain events have also impacted the construction schedule. A time extension is needed to ensure the construction, plant maintenance, and all the construction close-out items are completed before the grant funds expires.

OCTA, as the administrative lead agency for the cities of Anaheim, Brea, Costa Mesa, County, Huntington Beach, Lake Forest, Mission Viejo, Newport Beach, Orange, Placentia, Rancho Santa Margarita, Santa Ana, and Tustin, is requesting a 24-month timely use of funds extension for the following projects:

- Adams Avenue Signal Synchronization Project (13-OCTA-TSP-3663) and Antonio Parkway Signal Synchronization Project (13-OCTA-TSP-3664) for the operations and maintenance phases from May 2017 to May 2019, and June 2017 to June 2019, respectively. Delays were caused due to the coordination with Caltrans in sharing of communications facilities. A separate cooperative agreement between the agencies and Caltrans needs to be executed before work can be started or finished.
- Bake Parkway Signal Synchronization Project (13-OCTA-TSP-3665) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Delays were caused due to unforeseen circumstances faced during the construction phase, which delays the schedule for both phases.
- Kraemer Boulevard Signal Synchronization Project (13-OCTA-TSP-3666) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Additional time was needed for negotiations with Caltrans for an encroachment permit in order to install required communications equipment that transects their ROW. Other utility and agency issues also contributed to the delay in construction.
- Newport Avenue and Newport Boulevard Signal Synchronization (North) Project (13-OCTA-TSP-3667) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Additional time is needed due to delays caused by the necessary coordination with Caltrans to utilize their facilities to bring communication back to the County's Traffic Management Center (TMC).
- Newport Boulevard Signal Synchronization (South) Project (13-OCTA-TSP-3668) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Delays were caused by required coordination with Caltrans to enter into a cooperative agreement to install equipment in their ROW.

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- Jeronimo Road Signal Synchronization Project (13-OCTA-TSP-3669) and Trabuco Road Signal Synchronization Project (13-OCTA-TSP-3671) for the operations and maintenance phases from April 2017 to April 2019 and May 2017 to May 2019 respectively. The additional time is needed to execute cooperative agreements with the participating agencies.
- State College Boulevard Signal Synchronization Project (13-OCTA-TSP-3670) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. The additional time is needed due to delays caused by faulty equipment that had to be repaired.

The City of Santa Ana is requesting a 24-month timely use of funds extension for three phases:

- The engineering phase of the Warner Avenue Widening Project from Main Street to Oak Street (13 -SNTA-ACE-3658) from April 2017 to April 2019. The additional time will provide the City the opportunity to modify the final plans addressing the changes during the latest coordination with OCTA.
- The Harbor Boulevard Corridor Signal Synchronization Project (14-SNTA-TSP-3710) for both primary implementation and operations and maintenance phases from April 2018 to April 2020. A major construction delay was encountered in Costa Mesa where the contractor discovered a long segment of damaged conduit that was intended to be used for the installation of new fiber optic cable. The contractor has determined that the conduit needs to be repaired or replaced.

The City of Seal Beach is requesting a 12-month timely use of funds extension for the primary implementation phase of TMC Relocation and Fiber Optic Bridge Gap Project (13-SBCH-TSP-3673) from April 2017 to April 2018. Additional time is necessary to resolve outstanding issues with the contractor.

Local Fair Share (LFS) Timely-Use of Funds Extensions

The City of Aliso Viejo received \$583,666 of LFS funds in fiscal year (FY) 2013-14 and \$619,100 in FY 2014-15. The City is requesting a one-time 24-month timely-use of funds extension of \$287,940 of LFS funds remaining from FY 2013-14, and \$99,083 remaining from FY 2014-15. The total funds being considered for extension, \$387,023. were disbursed in four separate installments: \$96,009 disbursed on March 11, 2014 and must be expended by March 11, 2019; \$89,898 disbursed on May 15, 2014 and must be expended by May 15, 2019; \$102,033 disbursed on June 30, 2014 and must be expended by June 30, 2019; and \$99,083 disbursed on September 9, 2014 and must be expended by September 9, 2019. The extension will provide the City the ability to expend the funds on specific projects beyond the initial expenditures deadline.

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The City of Santa Ana received \$4,064,201 of LFS funds in FY 2013-14 and \$4,307,484 in FY 2014-15. The City is requesting a one-time 24-month timely-use of funds extension of \$710,483 of LFS funds remaining from FY 2013-14 and \$690,832 from FY 2014-15. The total funds being considered for extension, \$1,401,315, were disbursed in two separate installments: \$710,483 disbursed on June 30, 2014, and must be expended by June 30, 2019; and \$690,832 disbursed on September 9, 2014, and must be expended by September 9, 2019. The extension will provide the City the ability to complete project phases and pay invoices beyond the initial expenditure deadlines.

The City of Stanton received \$463,286 of LFS funds in FY 2013-14 and \$466,536 in FY 2014-15. The City is requesting a one-time 24-month timely-use of funds extension of \$134,597 of LFS funds, plus \$3,104 of interest earned on LFS funds remaining from FY 2013-14 and \$74,989 from FY 2014-15. The funds were disbursed in four separate installments: \$53,608 of the unspent balance disbursed on May 15, 2014, and must be expended by May 15, 2019; \$80,989, disbursed on June 30, 2014, and the LFS funds, plus the \$3,104 interest earned must be expended by June 30, 2019; \$74,989 disbursed on September 9, 2014, and must be expended by September 9, 2019. The extension will provide the City the ability to expend the funds on specific projects beyond the initial expenditures deadline.

The City of Yorba Linda received \$933,270 of LFS funds in FY 2014-15 and is requesting a one-time 24-month timely-use of funds extension of \$135,735. The funds were disbursed in one installment: \$135,735 of the unspent balance disbursed on September 9, 2014 and must be expended by September 9, 2019. The extension will provide the City the ability to expend the funds on specific projects beyond the initial expenditures deadline.

Scope Change

The County is requesting a scope adjustment to amend the quantities and locations for the Trash Booms Phase I Project (16-ORCO-ECP-3850). The County originally proposed six new locations and five re-install locations for trash. However, three of these proposed new locations are situated in earthen unimproved trapezoidal flood control channels that may undergo major improvements within the next two to five years. Therefore, the installation in these locations will be deferred. Additionally three re-install locations have been identified for a total of eight booms to be reinstalled and three new locations.

The City of Fullerton, acting as administrative lead agency for Caltrans and the cities of La Habra, Anaheim, Garden Grove, Santa Ana and Fountain Valley is requesting a scope change for the primary implementation phase of the Euclid Street Corridor Signal Synchronization Project (11-FULL-TSP-3550). The scope changes include three main categories. First, reconfiguration of the proposed communications network to utilize existing hardwire interconnect or unappropriated fiber-optic cables along the project corridor to supplement the proposed fiber-optic cable installation. Prior to being connected, fiber identification and integrity testing procedures were conducted on the re-purposed cables. No additional funding is requested since the cost to conduct the fiber integrity testing and re-pull the existing cables is offset by the savings in the fiber cable

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acquisition cost. Additionally, utilization of controller equipment/software upgrades in lieu of complete equipment change outs for relatively newer traffic signal controllers throughout the project corridor. Lastly, an additional wireless radio installation in the City of Fullerton. During the design phase, it was identified that an additional radio would enhance the stability of the communication path to the Fullerton TMC.

The City of Fullerton, acting as administrative lead agency for Caltrans and the cities of Brea, and Buena Park, is requesting a scope change for the primary implementation phases of the Brea Boulevard Corridor Signal Synchronization (12-FULL-TSP-3608) and Commonwealth Avenue Corridor Signal Synchronization (12-FULL-TSP-3609) projects. The scope change covers the installation of a closed circuit television camera at Brea Boulevard and Harbor Boulevard in the City of Fullerton and at Commonwealth Avenue and Dale Street in the City of Buena Park. The installation will benefit the overall intent of the project as it will provide incident detection and verification at this busy intersection.

OCTA, as the Administrative Lead Agency for the cities of Lake Forest and Mission Viejo requests a change in scope of work on the Trabuco Road Signal Synchronization Project (13-OCTA-TSP-3671). This request is the result of cost savings from intersection improvements. The original application included the installation of a Type 3 service cabinet and pedestrian signals at 8 locations. However, the Type 3 service cabinet at Trabuco Road and Los Alisos Boulevard will be provided as part of another project. Also during field investigation, it was discovered that pedestrian signals were already installed as part of another project. Consequently, both the Type 3 cabinet and pedestrian signals are not needed on this project. OCTA is requesting to use these cost savings towards additional unforeseen Southern California Edison (SCE) fees. Additionally, SCE is requiring the depth of these new conduits to be a minimum of five feet below grade. This requires extensive additional labor and materials cost for deep trenching and required safety shoring which was unanticipated during the application.

OCTA, as Administrative Lead Agency for the cities of Costa Mesa, Newport Beach, and Santa Ana, is requesting a change in scope of work on the Bristol Street Signal Synchronization Project (14-OCTA-TSP-3704). New design requirements placed on the project by SCE required modification to original plans which resulted in additional conduit and cabling installed, as well as additional labor charges incurred. Also, during the construction design phase, newer controllers from Econolite needed to be factored into the project.

OCTA, as the Administrative Lead Agency for the cities of Santa Ana, Garden Grove, Seal Beach, Tustin, Westminster, and the County of Orange is requesting a scope change for the Westminster Avenue and 17th Street Corridor Signal Synchronization Project (15-OCTA-TSP-3786). This request is the result of a recent commitment from Caltrans to participate in the project. Adding Caltrans to the project will facilitate continuous flow along the length of the corridor instead of having to stop at every freeway interchange. In addition, the City of Tustin is requesting to add conduit. The original application requested the installation of single mode fiber optic cable in existing conduit.

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However, during field review, it was discovered that the conduit does not exist, so new conduit and pull boxes must be installed along with the new cable.

The City of Orange is requesting a scope change for the Orangewood Avenue Bio Clean Unit Installation Project (16-ORNG-ECP-3856). The City is requesting this modification in order to keep the project within the available budget. Bids were opened on November 26, 2017, with the low bid being \$313,400, which is significantly higher than the budgeted amount. The main reason for the project being over budget was the need to design a bypass with two large manholes since the BioClean unit could not be installed in line with the large 78" storm drain. This created a financial hardship for the City and resulted in a rejection on all bids. Subsequent to rejecting the bids, a 48" storm drain was located on Glassell Street just north of the Collins Channel. This channel receives storm water from a predominantly industrial area and is an excellent candidate for the BioClean unit installation.

The City of Westminster is requesting a scope adjustment for the Catch Basin Screen Installation Project (16-WEST-ECP-3859). Proposed catch basin screen installation locations approved in the application package, serves a residential neighborhood that had sustained severe flooding during the storm event of January/February 2017. Due to concerns for the safety of this neighborhood, City is requesting the removal of screen installation from these catch basins.

Transfers

The City of Newport Beach is requesting to transfer future cost savings for the Balboa Peninsula Trolley Project (16-NBCH-CBT-3832). The City requests lowering the capital allocation of \$507,871 to \$362,560 and distributing those funds across the seven years and requests transferring the capital savings (\$145,311) to the operations allocation and distribute across seven years.