



August 2, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Comprehensive Transportation Funding Programs - 2022 Annual Call for Projects

For

Overview

The Measure M2 Comprehensive Transportation Funding Programs Guidelines provide the mechanism for administration of the annual competitive call for projects for Measure M2 funding programs. The 2022 Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) call for projects are presented for review and approval.

Recommendations

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs Guidelines.
- B. Authorize staff to issue the 2022 annual call for projects for the Regional Capacity Program.
- C. Authorize staff to issue the 2022 annual call for projects for the Regional Traffic Signal Synchronization Program.

Background

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

The Regional Traffic Signal Synchronization Program (RTSSP) provides M2 Project P funding for multi-agency, corridor-based signal synchronization throughout Orange County to support efficient operation of existing arterials.

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

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

The CTFP Guidelines (Guidelines) identify procedures and requirements that local agencies must satisfy in order to apply for M2 funding and how project applications are evaluated. The Guidelines also define how local agencies can seek reimbursement once funds are awarded. The Guidelines were first approved by the OCTA Board of Directors (Board) on March 22, 2010, and are updated annually as appropriate.

Discussion

Proposed updates to the Guidelines have been prepared in anticipation of the release of the upcoming 2022 annual call for projects (call) for the RCP and RTSSP. Staff is proposing changes based on lessons learned from previous calls. Staff also worked closely with both the Technical Steering Committee (TSC) and Technical Advisory Committee (TAC) to determine areas of the Guidelines that needed to be adjusted and/or updated. The Guidelines were also reviewed and updated, as appropriate, to provide for both better consistency and streamlining throughout the document.

The proposed 2022 Guidelines have been updated to reflect appropriate deadline and call cycle dates for the 2022 call. This call cycle includes approximately \$40 million of funding capacity for both programs consistent with the April 2021 Board-approved M2 Next10 Delivery Plan. The split between the programs is approximately \$32 million for RCP projects and \$8 million for RTSSP projects. It should be noted that the final funding recommendations may not adhere precisely to this funding split but will be based on the relative benefits of the individual projects that are submitted under each category.

In this cycle, staff is recommending several notable changes to the CTFP Guidelines, which are described below.

RCP - Project O

There is only one significant change for the RCP in the 2022 Guidelines. The proposed 2022 Guidelines specify that grading outside of the MPAH right-of-way, which is generally considered ineligible, may be considered eligible depending on individual factors for each project. OCTA will evaluate these

factors on a case-by-case basis. However, they must be tied to the MPAH improvement(s) and must also not supplant developer or any other project obligations.

RTSSP - Project P

There are several changes that are proposed for the RTSSP which were derived from lessons learned and requests by local agencies. These include:

- Dividing the Pacific Coast Highway signal corridor into multiple segments in order to allow this corridor to be coordinated in segments;
- Adding language to clarify that for applications, which designate OCTA as the lead agency, points for implementation within 12 months cannot be claimed for scoring purposes; and
- Updating the Project P “Current Project Status” scoring criteria to allow for a larger group of applications to claim signal retiming points.

The Guidelines revisions also include a minor change to Chapter 6, the Community-Based Transit/Circulators (Project V) chapter, to reflect changes to that program, which were approved by the Board earlier this year. These proposed changes have no bearing on the proposed 2022 Project O and Project P call and are included with this item because this is the first opportunity to publish an overview of the changes.

Attachment A provides a table summary of all proposed changes and Attachment B provides a marked-up version of the Guidelines in track changes format. It should be noted that proposed changes that were deemed to be non-substantive (i.e., wording/grammatical, streamlining, and clarifications) are generally not described in this report but are shown in the attachments.

The Guidelines changes were presented to the TSC and TAC in June 2021 and both committees, after providing input, unanimously approved the proposed changes. Accordingly, these proposed changes are now being submitted to the Board for final consideration and approval. Authorization is also being requested to initiate the 2022 call, which would make up to \$40 million available for the M2 RCP and RTSSP to support local streets and roads improvement projects through Orange County.

Next Steps

If the Board approves the recommendations noted above, staff will notify the local jurisdictions of the call’s initiation and any other pertinent information.

Grant applications will be due to OCTA by October 21, 2021, and based upon selection criteria specified in the 2022 Guidelines, projects will be prioritized for TSC, TAC, and Board consideration in spring 2022. Selected projects can be eligible to receive funding as early as July 1, 2022, through fiscal year 2024-25 depending on each project's schedule. A summary of the call's proposed timeline is identified below.

- Board authorization to issue call: August 9, 2021
- Application submittal deadline: October 21, 2021
- TSC/TAC review: February/March 2022
- Regional Planning and Highways Committee/Board approval: May 2022

Summary

M2 provides funding for roadway improvements through the RCP and signal synchronization improvements through the RTSSP. The Guidelines serve as the mechanism that OCTA uses to administer these competitive funding sources. Proposed changes to these Guidelines were presented and approved by both the TSC and TAC in June 2021, and staff is now seeking Board approval of proposed modifications to the 2022 Guidelines and authorization to initiate the 2022 RCP and RTSSP annual call.

Attachments

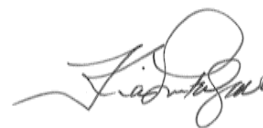
- A. 2022 CTFP Guidelines (Projects O and P) – Proposed Changes List
- B. Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions

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