



AGENDA

Technical Steering Committee

2018 Committee Members

Manuel Gomez, Chair
Don Hoppe, Vice Chair
Marwan Youssef, District 1
Mark Lewis, District 2
Doug Stack, District 3
Rudy Emami, District 4
Tom Wheeler, District 5
Steve May, At-Large
Nardy Khan, At-Large

Orange County Transportation Authority
550 South Main Street, Room 09
Orange, California
March 14, 2018 1:30 PM

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Measure M2 Local Programs section, telephone (714) 560-5372, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

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

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Measure M2 Local Programs office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Call to Order

Self-Introductions

Consent Calendar

All items on the Consent Calendar are to be approved in one motion unless a Technical Steering Committee member requests separate action on a specific item.

1. Approval of Minutes

Approval of the Technical Steering Committee regular meeting minutes of June 14, 2017.

Regular Items

2. 2018 CTFP Call for Projects Programming Recommendations – Joseph Alcock

Overview

The Orange County Transportation Authority issued the 2018 annual Regional Capacity Program and Regional Traffic Signal Synchronization Program Call for Projects in August 2017. This Call for Projects made available approximately \$40 million in grant funding for streets and roads projects countywide. A list of projects recommended for funding is presented for review and approval.



Recommendations

- A. Recommend for Board of Director's approval the programming recommendations for the 2018 Regional Capacity Program to fund 11 projects, in an amount totaling \$32 million.

- B. Recommend for Board of Director's approval the programming recommendations for the 2018 Regional Traffic Signal Synchronization Program to fund 6 projects, in the amount totaling \$8,900,699, contingent upon receipt of Senate Bill 1 grant funding (Scenario 1); alternatively recommend for Board of Director's approval the programming recommendations for the 2018 Regional Traffic Signal Synchronization Program to fund 2 projects totaling \$7,502,156, if Senate Bill 1 grant funding is not secured (Scenario 2).

Discussion Items

There are no discussion items.

3. Correspondence

OCTA Board Items of Interest

- **Monday, July 10, 2017**

- Item 6:* OCTA State and Federal Grant Programs – Update and Recommendations

- Item 8:* Capital Programming Update

- Item 9:* Overview of SB-1 – The Road Repair and Accountability Act of 2017

- **Monday, August 14, 2017**

- Item 6:* Guidance for Administration of the Orange County Master Plan of Arterial Highways Related to Complete Streets

- Item 7:* 2018 State Transportation Improvement Program Overview

- Item 8:* Approval of Use of Federal Funds for Orange County Transportation Authority Projects Related to the Federal Fiscal Year 2017-18 Obligation Authority Plan

- Item 20:* Measure M2 Comprehensive Transportation Funding Programs – 2018 Annual Call for Projects

- Item 21:* Measure M2 Environmental Cleanup Program – 2017 Tier 1 Water Quality Grant Funding Allocations

- **Monday, August 28, 2017**

- Item 13:* Managed Lanes Workshop

- **Monday, September 11, 2017**

- Item 8:* Measure M2 Performance Assessment Report Update

- Item 9:* Measure M2 Quarterly Progress Report for the Period of April 2017 through June 2017

- Item 10:* Cooperative Agreements for Regional Traffic Signal Synchronization Program Projects



AGENDA

Technical Steering Committee

Item 12: 2018 State Transportation Improvement Program

- **Monday, September 25, 2017**

Item 18: Consideration of Measure M Identity Enhancements

- **Monday, October 9, 2017**

Item 6: 2018 Long-Range Transportation Plan – Proposed Scenarios

Item 7: SB 1 (Chapter 5, Statutes of 2017) Competitive Programs

- **Monday, October 23, 2017**

Item 11: Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Program of Projects for Federal Fiscal Year 2017-18

- **Monday, November 13, 2017**

Item 23: Measure M2 Sales Tax Forecast

Item 25: OC Bus 360° Update

Item 27: Measure M2 Updated Next 10 Delivery Plan

- **Monday, December 11, 2017**

Item 6: 2018 Technical Steering Committee Membership

Item 8: Comprehensive Transportation Funding Programs Semi-Annual Review - September 2017

Item 9: Measure M2 Quarterly Progress Report for the Period of July 2017 Through September 2017

Item 10: Fiscal Year 2017-18 Measure M2 Annual Eligibility Review

- **Monday, January 8, 2018**

Item 15: Project V Community-Based Transit Circulators Program Ridership Report

- **Monday, January 22, 2018**

Item 14: Local Agencies' Interest in Project V Call for Projects

- **Monday, February 12, 2018**

Item 12: Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations

Item 22: 2018 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects

- **Monday, March 12, 2018**

Item 6: Low Carbon Transit Operations Program Recommendations for Fiscal Year 2017-18

Item 11: Measure M2 Environmental Cleanup Program – Tier 1 Grant Program Call for Projects

Item 12: Agreement for the Operation and Maintenance of a Micro-Transit Pilot Program



Announcements by Email

- July 2017 TSC & TAC Meetings Cancellation Notice, *sent 7/3/17*
 - SB-1 Draft Guidelines Webinar Announcement, *sent 7/10/17*
 - SCAG Update: New Funding Opportunity, *sent 7/14/17*
 - Survey – MPAH Complete Streets Assessment, *sent 7/19/17*
 - Emergency Relief Training, *sent 7/24/17*
 - SB-1 Rebuilding CA Website and Logo, *sent 7/26/17*
 - Updated Local Streets and Roads Funding Draft Reporting Guidelines, *sent 7/27/17*
 - CSAC/League SB-1 LSR Webinar, *sent 7/28/17*
 - September 2017 Semi-Annual Review Now Open, *sent 8/1/17*
 - August 9, 2017 Technical Steering Committee Meeting Cancellation Notice, *sent 8/1/17*
 - 2017 Local Streets and Roads Funding Annual Reporting Guidelines, *sent 8/8/17*
 - Caltrans Division of Local Assistance: A&E 2 Hour Training, *sent 8/9/17*
 - 2018 CTFP Call for Projects - NOW OPEN, *sent 8/14/17*
 - Request for Letters of Intent for the 2018 Technical Steering Committee Membership, *sent 8/15/17*
 - September 2017 Semi-Annual Review Reminder, *sent 8/21/17*
 - Caltrans D12 Local Assistance: Upcoming SCLAMM Updates, Flyer, and Agenda, *sent 8/21/17*
 - Measure M2 Local Fair Share Program FY 2017-18 through FY 2023-24 Projections, *sent 8/31/17*
 - 2018 CTFP Call for Projects – Priority Corridor Information, *sent 8/31/17*
 - September 13, 2017 Technical Steering Committee Meeting Cancellation Notice, *sent 9/5/17*
 - Caltrans D12 Local Assistance: SCLAMM Flyer, Map, and Agenda Distribution, *sent 9/7/17*
 - Final Reminder: September 2017 Semi-Annual Review Deadline Approaching, *sent 9/7/17*
 - SB1 LSR Funds: Local Streets and Roads Proposed Project List Template, *sent 9/12/17*
 - 2019 Federal Transportation Improvement Program Workshop, *sent 9/13/17*
 - SB 1 Sustainable Communities and Adaptation Planning Grant Guides and Call for Applications, *sent 9/18/17*
 - REMINDER: 2018 CTFP Call for Projects - NOW OPEN, *sent 9/20/17*
 - SAVE THE DATE: Pavement Distress Training, *sent 9/26/17*
 - REMINDER: 2019 Federal Transportation Improvement Program Workshop, *sent 9/27/17*
 - October 11, 2017 Technical Steering Committee Meeting Cancellation Notice, *sent 10/3/17*
 - Release of Draft 2017 Congestion Management Program Report, *sent 10/10/17*
 - RSVP Pavement Distress Training, *sent 10/19/17*
 - November 8, 2017 Technical Steering Committee Cancellation Notice, *sent 10/30/17*
 - Pavement Inspector Certification, *sent 11/1/17*
 - Pavement Distress Training RSVP Reminder, *sent 11/7/17*
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AGENDA

Technical Steering Committee

- Measure M2 Community-Based Transit Circulator Grant Program (Project V)- Letter of Interest, *sent 11/20/17*
- Pavement Management Plan Due to OCTA June 29, 2018, *sent 11/27/17*
- December 13, 2017 Technical Steering Committee Cancellation Notice, *sent 12/5/17*
- Save the Date: Pavement Management Software Training, *sent 12/14/17*
- January 10, 2018 Technical Steering Committee Cancellation Notice, *sent 1/2/18*
- RSVP: Pavement Management Software Training, *sent 1/4/18*
- Measure M2 Eligibility – NEW PMP Submittal Template, *sent 1/16/18*
- February 14, 2018 Technical Steering Committee Cancellation Notice, *sent 2/5/18*
- 2018 Project V Call for Projects – Now Open, *sent 2/12/18*
- Prequalified Pavement Inspection Consultants List – Updated, *sent 2/27/18*
- March 2018 Semi-Annual Review Reminder, *sent 2/27/18*

4. Committee Comments

5. Local Assistance Update

6. Staff Comments

7. Items for Future Agendas

8. Public Comments

9. Adjournment

The Technical Steering Committee convenes on the second Wednesday of each month, at 1:30 p.m., at OCTA Headquarters.



MINUTES

Technical Steering Committee

Voting Representatives Present:

<i>Tom Wheeler, Chair</i>	<i>City of Lake Forest</i>
<i>Manuel Gomez, Vice-Chair</i>	<i>City of Irvine</i>
<i>Marwan Youssef, District 1</i>	<i>City of Westminster</i>
<i>Mark Lewis, District 2</i>	<i>City of Fountain Valley</i>
<i>Doug Stack, District 3</i>	<i>City of Tustin</i>
<i>E. Maximous, District 5</i>	<i>City of Rancho Santa Margarita</i>
<i>Steve May, At-Large</i>	<i>City of San Juan Capistrano</i>
<i>Rudy Emami, At-Large</i>	<i>City of Anaheim</i>

Orange County Transportation Authority
550 S. Main Street, Room 09
Orange, CA
June 14, 2017 1:30 PM

Voting Representatives Absent:

None

Guests Present:

<i>Joe Rin</i>	
<i>Edwin Byrne</i>	<i>OCTA</i>
<i>Dave Simpson</i>	<i>OCTA</i>
<i>Tifini Tran</i>	<i>Caltrans</i>

Staff Present:

Kia Mortazavi
Kurt Brotcke
Sam Kaur
Brianna Martinez



Meeting was called to order by Mr. Tom Wheeler at 1:02 p.m.

Self-Introductions

CONSENT CALENDAR ITEMS

1. Approval of Minutes

Mr. Marwan Youssef moved to approve the minutes.

Mr. Steve May seconded the motion.

Minutes were approved.

REGULAR ITEMS

2. Revised Traffic Calming Policy– Carolyn Mamaradlo/Joseph Alcock

Mr. Alcock presented background to the Master Plan of Arterial Highways (MPAH) Traffic Calming Policy.

Ms. Mamaradlo reviewed the proposed revisions as per the Ad Hoc Committee's May 2017 approval, included as Attachment A.

Mr. Alcock stated that the main changes were not allowing traffic calming on the higher volume arterials but recognizing that lane narrowing and roundabouts are allowed on higher volume facilities.

Mr. E. Maximus asked if curb extensions are allowed so long as the same number of lanes are kept.

Ms. Mamaradlo confirmed that was correct.

Mr. Alcock further stated that if the project is built to plan and a curb extension is added without precluding the number of through lanes in the intersection, then the project follows the policy.

Mr. Wheeler asked if traffic calming was allowed on roundabouts but not traffic circles.

Ms. Mamaradlo defined the distinction between roundabouts and traffic circles, where roundabouts are typically used for higher volume arterials in replacement of a signal, whereas a traffic circle would be used on a (more) residential street. Both instances would require an evaluation for conditional approval.

Mr. Wheeler asked if that was stated.

Ms. Mamaradlo confirmed that it was stated in the appendix.

Mr. Alcock stated that the traffic circle is a neighborhood slowing mechanism where the roundabout is used as a form of intersection control.

Ms. Mamaradlo added that the definitions could be found in Section 7 of the MPAH Guidance.



Mr. Lewis cautioned that it will be important to keep aware that traffic calming can encourage a change in driving behavior and cause congestion to occur on other streets as drivers avoid traffic calming measures, thus inducing a new traffic problem.

Mr. Gomez motioned to approve the topic.

Mr. Emani seconded. The topic was passed.

3. 2018 CTFP Guidelines Discussion and Call for Projects - Sam Kaur

Ms. Kaur presented proposed changes to the 2018 CTFP Guideline updates with a focus on Project O (ACE & ICE) and P (TSSP). Ms. Kaur outlined the schedule for providing project scoring and recommendation of approval to the TSC and TAC.

Ms. Kaur introduced a slide for the meeting. Precept 40 was added in 2016 for parking mitigation as requested by the coastal cities. Prior to this, precept 27 identified environmental mitigation costs, which were eligible for up to 25% reimbursement. Cities were concerned that the parking mitigation was not considered eligible as it was identified in the scope of work to expedite processes with the coastal commission. To accommodate for this, an exception to the Gas Tax guidelines was made so that the parking can be included under precept 40. The goal of the motion is to be clear that precepts 40 and 27 will be consistent and that environmental mitigation can be covered up to 25% of the total cost.

Mr. Wheeler questioned if OCTA funded the parking project for Newport Beach.

Ms. Kaur confirmed that OCTA funded the project but did not exceed 25%.

Mr. Brotcke stated that with the previous language, 100% of project mitigation costs could have been covered by OCTA, in the future Precept 27 will prevent OCTA from exceeding 25%.

Ms. Kaur agreed that it was required but it was not included in the environmental document, there was an exception made to the guidelines by the Board to be able to accommodate it as an environmental mitigation. Subsequently the Guidelines were amended to include precept 40.

Mr. Gomez inquired if this was tied to mitigations and not because the coastal commission was requiring it.

Ms. Kaur stated that widening projects which remove parking in the coastal zone are required to re-establish or relocate that parking. In this instance the right-of-way was not wide enough to re-establish or relocate the removed parking along the roadway therefore it was required to relocate off-site. The State Gas Tax guidelines do not normally allow for parking that is not along the roadway right-of-way, but in this case an exception was made. To mediate the issue, the City of Newport Beach addressed the parking mitigation within the project scope of work to expedite the clearance process with the Coastal Commission. Project mitigation is covered in CTFP guidelines for up to 25%, but the parking in this particular instance was not specifically addressed. Therefore, OCTA may be funding the parking up to 100%. To avoid this occurring, OCTA is going back and making clarifications with Precept 40.

Mr. Brotcke stated that in this specific instance the mitigation is being treated differently because the Coastal Commission is involved and the parking must be replaced.

Ms. Kaur included for clarification purposes that staff has been observing applications for ROW and construction phases, items or activities not clearly defined in the applications, and therefore some



MINUTES

Technical Steering Committee

costs may not be eligible. It is the local agency's responsibility to check and ensure that activities in the scope of work are in fact eligible for funding.

Mr. Gomez stated that many local agencies are on a time crunch to complete the applications to OCTA and inquired if it would incur a challenge to OCTA staff to move the deadline for project application submittals back to the end of November.

Mr. Wheeler asked if the other deadlines would be kept.

Mr. Gomez stated he is looking for another 30 days.

Ms. Kaur stated that OCTA could work with Mr. Gomez on his staff restrictions with staff but her goal is to have the letter agreements established before the next fiscal year begins so that the local agency will be ready to embark on their next projects when the year begins. To push back the application deadline would result in proceeding steps to approval getting pushed back. If this were to occur the agency would find itself several months into the fiscal year before the letter of agreement would be received.

Mr. Brotcke mentioned that in his observations the process includes time to inquire upon and receive answers from local agencies on matters that are not clearly defined or completed. OCTA was up to the last day with this previous cycle attempting to receive answers to staff's questions regarding projects. Mr. Brotcke suggested that the schedule can be reviewed at the next TAC meeting in two weeks. He further stated that perhaps a refined schedule could be discussed considering the issues which have been raised.

Mr. Gomez stated that an adequate time to move the submittal date would be right before thanksgiving.

Mr. Brotcke mentioned that a delayed submittal date may lead to more stringent guidelines for application completion.

Ms. Kaur brought the next topic to attention: tiered funding approach. The approach served its purpose in the previous cycle so it will be kept. Clarification will be added as to the meaning of each tier. Tier 1 includes projects that are scoring above 50 points, Tier 2 includes projects scoring less than 50 points. Two categories exist in Tier 1: Category 1 receives 60% of RCP funds and includes projects requesting \$5 million or less. Category 2 (in Tier 1) receives 40% of RCP funds and includes projects requesting above \$5 million in funding.

Mr. Lewis asked if projects requesting less than \$5 million do not consume the complete 60% if the funding allocations between category 1 and category 2 would change to 50/50 rather than 60/40.

Mr. Kaur stated that the approach used last time was to move remaining unused balances to Tier 2. Unless projects are left which score above 50 in category 2, then funding will shift over.

Ms. Kaur introduced the next topic: changes to Chapter 8 (TSSP). Priority corridors are no longer eligible for any additional points and this has been expressed in the document and the scoring criteria. Other modifications to the Guidelines address the technical challenges faced during implementation of project. Language has been added that will help improve the efficiency of the traffic signal systems. Improvements to intersecting corridors that have been improved within the last three years, any crossing arterials within the half mile distance are eligible for the improvements. Communications systems and other equipment has been added to the Guidelines. The clause added last year pertaining to not-funding capital improvements has been removed. Scoring criteria



MINUTES

Technical Steering Committee

has been updated to reflect zero for the priority corridors. Ms. Kaur deferred to project manager, Ron Keith, for any technical questions.

Mr. Lewis asked what the reasoning was for excluding the priority corridors.

Mr. Keith replied that when the network was first set up the Board wanted certain corridors to be priority corridors. However, by removing the additional points, the playing field is evened for projects attempting to join the signal synchronization network.

Mr. Brotcke asked how many corridors had been implemented.

Mr. Keith stated that several priority corridors are on their 3rd revision while others in non-priority areas have not been funded at all.

Mr. Stack asked if he meant Beach Boulevard, Imperial Highway, and Harbor Boulevard.

Mr. Keith agreed and stated majors and principle arterials.

Mr. Stack asked if the five points would make a difference.

Mr. Keith stated that it would help and potentially make some difference.

Mr. Mortazavi stated that the additional points served to get the program up and running and service major arterials, but it's important to balance the network.

Mr. Keith stated that removing additional points for priority corridors is a trial run for the 2018 call for projects and continuation of this can be determined at a later date.

Ms. Kaur stated for clarification that it is 10-20 points.

Mr. Gomez mentioned that on page 8-6 the language still mentioned priority corridors.

Mr. Kaur stated that the language will be modified.

Mr. Gomez stated that on page 8-3 the word "safe" was added and requested a definition for the adjective.

Mr. Keith stated that the language is intended for businesses in the area and the team is looking for anything below the 85th percentile or within the 10 mile an hour pace speed of any traffic speed posting.

Mr. Wheeler suggested using that definition as opposed to the language "safe speeds".

Mr. Keith agreed to remove the 'safe speeds' terminology.

Ms. Kaur introduced the next topic: modifications to Chapter 10 (reimbursements and reporting procedures). Language was added for clarification purposes which provides a key within phases involving billing or charging under specific job codes. Further language was added to ensure all required details were included in the documentation. Project completion date was further clarified in the language to avoid circumstances in which a project could lose eligibility. New ECP Tier I guidelines have been included and minor modifications have been made throughout the entire document to increase consistency. Ms. Kaur stated that her team is hoping to have \$32 million for Project O and \$8 million for Project P. Ms. Kaur plans to speak with the TAC on application due



dates and return with information, as appropriate. Any further requests or questions staff will be happy to work on August through September. She also stated that her staff is happy to meet with local agencies to clarify any other questions.

Mr. Wheeler referenced page 12-7 and asked if the environmental cleanup program was allowing for operations and maintenance to be considered local match or if the match was cash only.

Ms. Kaur stated that this was correct and was approved by The Board in April. The guidelines were changed to cash match only rather than in-kind due to issues faced in the previous years.

Mr. Wheeler asked if projects that have been grandfathered in are still required to pay that off.

Ms. Kaur stated that this was correct, the new language is not applied retroactively.

Mr. Gomez motioned to approve. Mr. Wheeler seconded. Motion was passed.

DISCUSSION ITEMS

There were no discussion items.

4. Correspondence

- a. OCTA Board Items of Interest – See Agenda
- b. Announcements Sent by Email – See Agenda

5. Committee Comments

Mr. Lewis brought to attention the gas tax under the new SB1. He stated that he would like to begin a conversation when appropriate about the County of Orange's gas tax money and how the members can be involved.

Mr. Wheeler asked if two weeks would work.

Mr. Lewis agreed it would work.

6. Local Assistance Update

Ms. Tran stated that headquarters has put together an oversight program and would like to meet with members of the district next month before rolling out the new training program.

7. Staff Comments

Mr. Brotcke introduced staff member Adriann Cardoso to discuss the emergence of SB1.

Ms. Cardoso shared that a presentation will be done at the TAC at the end of the month focusing on the Road Maintenance and Rehabilitation Account funds distributed to the Highway Users Tax Account. A California Transportation Commission (CTC) workshop was attended last week where staff was reminded of the earlier term requirements which would need to be implemented in order to receive funds. The CTC is required to receive a list of projects and those projects must be included in the adopted budget for FY 17/18, therefore if the budget has not been adopted by local agencies then members may want to take a look into this opportunity to include new projects. CTC will not have estimates until end of July/early August. League of Cities estimates can be used in the meantime. CTC can be flexible as to projects after they have received the lists if local agencies wish



to make changes. As part of the budget process, there will be an ongoing Maintenance of Effort requirement.

Mr. Stack asked if this can be reduced by one-time expenditures.

Ms. Kaur stated that in the legislature it is allowed and persons involved can work with the State Controller's office to make reductions.

Mr. Stack asked who is attempting to communicate this information.

Ms. Cardoso stated that the League of Cities is playing a large role in communication and that the CTC kicked off the guidelines the previous week.

Mr. Lewis stated that OCTA was a great staff providing helpful information.

Ms. Cardoso added that an agency-wide email was being prepared for the City managers including specific information regarding budgets and project lists due to the timeliness. Monthly reports will be done through the TAC and information will continue to be distributed through emails.

Mr. E. Maximus asked if the guidelines were currently out.

Ms. Cardoso stated that the work on guidelines has just begun and the estimated date of completion is in August.

Mr. Lewis asked if their project list would need to be amended due to the new allocation of money.

Ms. Cardoso stated that her assumption was that it is expected that the budget will include additional revenues and potential projects.

Mr. Mortazavi stated that this will be discussed more at the TAC. For cities, if the pavement index is 80 or below, there is a limitation on where SB1 funds can be applied. Funds may have to be shifted. Ms. Cardoso stated that the types of projects were road maintenance and rehabilitation, safety, railroad grade separations, complete streets components, and traffic control devices. Under complete streets, active transportation, bike and pedestrian safety, transit facilities, and drainage and storm water capture categories are included. Any jurisdiction with less than an 80 PCI score is required to spend SB1 revenues solely on these types of projects.

8. Items for Future Agendas

Mr. Brotcke stated that at the upcoming TAC meeting there will be a high level presentation on vehicle to infrastructure communication to address federal rulemaking underway as well as other vehicle-to-vehicle communication topics.

9. Public Comments - None

10. Adjournment at 2:23 p.m.



March 14, 2018

To: Technical Steering Committee

From: Orange County Transportation Authority Staff

Subject: Comprehensive Transportation Funding Programs – 2018 Project O & P - Call for Projects Programming Recommendations

Overview

The Orange County Transportation Authority issued the 2018 annual Regional Capacity Program and Regional Traffic Signal Synchronization Program Call for Projects in August 2017. This Call for Projects made available approximately \$40 million in grant funding for streets and roads projects countywide. A list of projects recommended for funding is presented for review and approval.

Recommendations

- A. Recommend for Board of Director's approval the programming recommendations for the 2018 Regional Capacity Program to fund 11 projects, in an amount totaling \$32 million.
- B. Recommend for Board of Director's approval the programming recommendations for the 2018 Regional Traffic Signal Synchronization Program to fund 6 projects, in the amount totaling \$8,900,699 million, contingent upon receipt of Senate Bill 1 grant funding (Scenario 1); alternatively recommend for Board of Director's approval the programming recommendations for the 2018 Regional Traffic Signal Synchronization Program to fund 2 projects totaling \$7,502,156 million, if Senate Bill 1 grant funding is not secured (Scenario 2).

Background

The Regional Capacity Program (RCP), Project O, is the Measure M (now called OCGO) funding program through which the Orange County Transportation Authority (OCTA) supports streets and roads capital projects. The Regional Traffic Signal Synchronization Program (RTSSP), Project P, is the OCGO program which provides funding for signal synchronization projects. Both programs are included in the Comprehensive Transportation Funding Programs

(CTFP). The CTFP allocates funds through a competitive call based on a common set of guidelines and scoring criteria approved by the OCTA Board of Directors (Board). The CTFP may include state and federal sources as well and in this case includes an application for Senate Bill 1 (SB1) Local Partnership Program (LPP) funds.

On August 14, 2017, the Board authorized staff to issue a Call for Projects (Call) making available approximately \$40 million (\$32 million in RCP funding and \$8 million in RTSSP funding).

Discussion

The CTFP allocates funds through a competitive process using a common set of guidelines and scoring criteria. The Guidelines for the 2018 Call were approved by the Board on August 14, 2017. The Guidelines establish a two-tiered funding approach to prioritize high scoring RCP projects with funding availability for small and large projects. The first tier is for projects scoring 50 points or higher and the second tier is for projects scoring below 50 points. Within Tier 1, two categories were established as shown in the table below:

Total Funds Available	Tier 1 Category 1 <i>Projects requesting <\$5m (60%)</i>	Tier 1 Category 2 <i>Projects requesting >\$5m (40%)</i>
\$32 million	\$19.2 million	\$12.8 million

If all Project O funds are not allocated in Tier 1, consideration is given to moving the remaining funds to projects in Tier 2. This is considered during each call review process, on a case-by-case basis. There is no funding split between small and large projects for Tier 2.

RCP

On October 20, 2017, OCTA received 12 applications requesting a total of \$39.4 million in RCP funding, as reflected in Attachment A. All applications were reviewed for eligibility, consistency and adherence to the Guidelines and program objectives. The applications were evaluated and ranked as per the scoring criteria identified in the Guidelines. During the review process, staff worked with local agencies to address technical issues such as, project scopes, excess right of way and construction unit costs.

During the application reviews and discussions with local agencies, the City of Orange changed their Cannon Street at Serrano Avenue ICE application from a Fast Track project (engineering and right-of-way) and opted for engineering only, due to project readiness. Laguna Niguel changed their Crown Valley Parkway ACE application from right-of-way and construction to right-of-way only to allow the City additional time to plan for construction.

During the document review process for the County of Orange's Brea Canyon Road/Tonner Canyon Road ICE project, it was apparent that the environmental clearance documents required to assess eligibility for construction phase funding would not be available in time for a full technical review during this Call. OCTA staff met with Orange County staff to discuss this issue and subsequently notified them that the project recommendation would be to not fund this project in the 2018 Call.

The City of Brea requested RCP funding totaling \$12.8 million for the SR-57 and Lambert Road interchange project. The staff recommendation is to award a reduced amount of \$12,081,378 to stay within the overall \$32.0 million Project O allocation.

The City of Irvine Harvard Avenue at Michelson Drive ICE application requested 50% match funding. However, the project is included in the Irvine Business Complex Nexus Study and Fee Program and has a 90% developer commitment for funding. Therefore, after discussion with the City of Irvine the OCGO funds request was reduced to 10%.

Staff prepared final funding recommendations as identified in Attachment B (with escalated final values) per the tiered funding approach outlined above and described in the CTFP Guidelines. The staff recommendation is to program approximately \$32. million to fund 11 projects.

RTSSP

The RTSSP is a significant funding source for corridor-based signal synchronization along Orange County arterials. Funding is typically provided for a three-year period that includes the implementation of signal synchronization and two years of funding for ongoing maintenance and monitoring to keep the investments in optimal condition.

On October 20, 2017, OCTA received 7 applications requesting \$16.5 million in RTSSP funding, as reflected in Attachment A. Applicants were encouraged to

act as lead agencies for proposed corridor signal synchronization projects. However, applicants can also request that OCTA act as lead agency. The latter approach is considered where corridors are complex, have multiple jurisdictions and where regional agency assistance adds value to the project. During this funding cycle, OCTA was asked to lead five projects. One project was too small for OCTA to provide efficiencies and was referred back to the applicant as a City-led project. All applications were reviewed for eligibility, consistency and adherence to the Guidelines and program objectives. The applications were then evaluated and ranked per the scoring criteria identified in the Guidelines. During the review process, staff worked with local agencies to address technical issues such as project corridor limits, eligible equipment/upgrades and unit costs.

SB1 provides additional gas tax revenues for transportation projects statewide. SB 1 includes a Local Partnership Program (LPP) that leverages transportation sales tax program funds. OCTA State and Federal Programs have submitted an LPP application that consolidates the proposed OCTA-led RTSSP applications for SB1 funding. Notification of grant awards will be in May 2018. Should OCTA-led RTSSP projects be awarded SB1 funds, this should allow for additional projects from the 2018 Call to be programmed.

Staff prepared two funding scenario recommendations as depicted in Attachment C. Scenario 1 assumes that OCTA receives SB1 LPP funds for all OCTA-led projects. Scenario 2 assumes no SB1 LPP funds are awarded to OCTA. As such the programming recommendation for Project P includes two components. The first component of the staff recommendation is to program \$8,900,699 million to fund 6 projects shown in Attachment C, assuming OCTA's receipt of SB1 LPP funds; alternatively, the second component of the recommendation assumes that should OCTA be unsuccessful in securing SB1 LPP funds, that it would program \$7,502,156 million to fund 2 projects depicted in Attachment C.

Project O & P Recommendations Summary

The table below provides an overall summary of staff's funding recommendations:

2018 CTFP Call for Projects RCP Summary (\$ in millions)

	RCP	Total
Number of Applications Recommended for Approval	11	11

Amount Recommended for Approval (escalated)	\$32,000,000	\$32,000,000
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2018 CTFP Call for Projects RTSSP Summary (\$ in millions)

	With SB1	Without SB1
Number of Applications Recommended for Approval	6	2
Amount Recommended for Approval (escalated)	\$8,900,699	\$7,502,156

Next Steps

The recommended project programming, if approved by the TSC, will be forwarded to the Technical Advisory Committee (TAC) for consideration. If approved by the TAC, the project programming will go to the Regional Planning and Highways Committee and Board in June for final approval. Once approved, the new projects will be incorporated into master funding agreements between OCTA and local agencies. Staff will then monitor project status and project delivery through the semi-annual review process.

Summary

The proposed programming recommendations for projects in the RCP and RTSSP have been developed by staff. Funding for 17 projects totaling \$40,900,699 million in OCGO funds is proposed, assuming OCTA receives SB1 LPP funding for RTSSP projects; and alternatively, funding for 13 projects totaling \$39,502,156 million in OCGO funds is proposed if OCTA does not secure SB1 LPP funding. Staff is seeking Technical Steering Committee approval of the programming recommendations presented.

Attachments

- A. 2018 Measure OCGO Projects O & P Call for Projects – Applications Received
- B. 2018 OCGO RCP Call for Projects – Programming Recommendations
- C. 2018 OCGO RTSSP Call for Projects – Programming Recommendations

**2018 OCGO Projects O and P Call for Projects
Applications Received**

Agency	Project O - Regional Capacity Program	Fund	Phase	FY	Fund Request
Brea	SR-57 & Lambert Road Interchange Improvements Project Phase 1	FAST	C	2018/19	\$ 12,800,000
Irvine	Culver Drive at Alton Parkway Intersection Improvements	ICE	E	2018/19	\$ 150,000
				2019/20	\$ 44,047
Irvine	Harvard Avenue at Michelson Drive Intersection Improvements	ICE	E	2018/19	\$ 272,102
Irvine	University Drive Widening from Ridgeline Drive to Interstate-405	ACE	E	2018/19	\$ 327,262
Laguna Niguel	Crown Valley Parkway Westbound Widening Forbes Rd to Cabot Rd	ACE	R	2018/19	\$ 51,750
Mission Viejo	La Paz Bridge and Road Widening: Muirlands to Chrisanta	ACE	C	2018/19	\$ 3,308,205
Orange	Cannon Street at Serrano Avenue Intersection Widening	ICE	E	2018/19	\$ 108,750
Santa Ana	Warner Avenue Improvements - Oak Street to Standard Avenue	ACE	R	2018/19	\$ 7,456,000
Santa Ana	Warner Avenue Improvements - Standard Avenue to Grand Avenue	ACE	R	2018/19	\$ 3,103,000
Santa Ana	Warner Avenue Improvements - Main Street to Oak Street	ACE	C	2018/19	\$ 4,629,750
Yorba Linda	Yorba Linda Boulevard Widening: La Palma Ave to Santa Ana Canyon Rd	ACE	E	2018/19	\$ 375,000
					\$ 32,625,866

Unfunded (Project Withdrawn by Applicant)

Laguna Niguel	Crown Valley Parkway Westbound Widening Forbes Rd to Cabot Rd	ACE	C	2019/20	\$ 1,950,000
Orange	Cannon Street at Serrano Avenue Intersection Widening	ICE	R	2019/20	\$ 444,375

Unfunded (Application Incomplete - Environmental Approval Required)

Orange County	Brea Canyon Road/Tonner Canyon Road Intersection Improvements	ICE	C	2018/19	\$ 4,434,344
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Project P - Regional Traffic Signal Synchronization Program¹

Anaheim	Katella Avenue/Villa Park Road/Santiago Canyon Road	RTSSP			\$ 3,907,307
Fullerton	Orangethorpe Avenue Corridor	RTSSP			\$ 3,577,668
Garden Grove	Garden Grove Boulevard (Valley View St - Bristol St)	RTSSP			\$ 2,109,670
Irvine	Culver Drive/Bonita Canyon Drive/Ford Road	RTSSP			\$ 1,230,772
Irvine	Main Street	RTSSP			\$ 3,119,348
Lake Forest	Rockfield Boulevard Corridor	RTSSP			\$ 810,184
Mission Viejo	Los Alisos Boulevard Route Project	RTSSP			\$ 1,816,470
					\$ 16,571,419

1. Implementation funding requested in 2018/19 for all projects. Operations & Maintenance in FY 2019/20 & 2020/21

Acronyms:

ACE - Arterial Capacity Enhancements, ICE - Intersection Capacity Enhancements, FAST - Freeway, Arterial / Streets Transitions

RTSSP - Regional Traffic Signal Synchronization Program

E - Engineering, R - Right of Way, C - Construction

SR-57 - State Route 57

FY - Fiscal Year

**2018 OCGO Regional Capacity Program Call for Projects
Programming Recommendations**

Tier 1 Projects - Category 1 (60 percent) Funds Request <\$5 million and Project Score > 50

Agency	Project	Fund	Phase	Score	Funding Total	Balance
					Beginning Balance	\$ 19,200,000
Irvine	University Drive Widening from Ridgeline Drive to Interstate-405	ACE	E	80	\$ 327,262	\$18,872,738
Mission Viejo	La Paz Bridge and Road Widening: Muirlands to Chrisanta	ACE	C	71	\$ 3,300,843	\$15,571,895
Santa Ana	Warner Avenue Improvements - Standard Ave to Grand Ave	ACE	R	70	\$ 3,157,980	\$12,413,915
Santa Ana	Warner Avenue Improvements - Main Street to Oak Street	ACE	C	64	\$ 4,629,750	\$7,784,165
Yorba Linda	Yorba Linda Blvd Widening: La Palma Ave to Santa Ana Canyon Rd	ACE	E	64	\$ 375,000	\$7,409,165
			Sub-Total:		\$ 11,790,835	

Tier 1 projects - Category 2 (40 percent) Funds Request >\$5 million and Project Score > 50

Agency	Project	Fund	Phase	Score	Funding Total	Balance
					Beginning Balance	\$ 12,800,000
Santa Ana	Warner Avenue Improvements - Oak Street to Standard Avenue	ACE	R	57	\$ 7,718,820	\$ 5,081,180
			Sub-Total:		\$ 7,718,820	\$ 5,081,180
			Tier 1 Total:		\$ 19,509,655	

Balance available for Tier 2 Projects \$12,490,345

Tier 2 Projects - No category Split

Agency	Project	Fund	Phase	Score	Funding Total	Balance
					Beginning Balance	\$ 12,490,345
Brea ¹	SR-57 & Lambert Road Interchange Improvements Phase 1	FAST	C	47	\$ 12,081,378	\$ 408,967
Irvine ²	Culver Drive at Alton Parkway Intersection Improvements	ICE	E	44	\$ 194,047	\$ 214,920
Orange	Cannon Street at Serrano Avenue Intersection Widening	ICE	E	42	\$ 108,750	\$ 106,170
Laguna Niguel	Crown Valley Parkway Westbound Roadway Widening	ACE	R	41	\$ 51,750	\$ 54,420
Irvine	Harvard Avenue at Michelson Drive Intersection Improvements	ICE	E	31	\$ 54,420	\$ -
			Tier 2 Total:		\$ 12,490,345	

Tier 1 & 2 Total:

\$ 32,000,000

All projects have requested M2 funds in FY 2018/19, with the exception of the City of Irvine. (See footnote 2)
 1. M2 request was \$12,800,000. Amount reduced to \$12,081,378 to stay within \$32,000,000 Project O allocation
 2. \$150,000 requested in M2 funds in FY 2018/19. \$44,047 requested in M2 funds in FY 2019/20

*All projects recommended for funding met the minimum requirement of level of service (LOS) "D"
 *Escalation rates included where applicable, based upon fiscal year programmed

Acronyms: ACE - Arterial Capacity Enhancements, ICE - Intersection Capacity Enhancements, FAST - Freeway Arterial / Streets Transitions, E - Engineering, R - Right of Way, C - Construction, SR-57 - State Route 57

2018 OCGO RTSSP Call for Projects - Programming Recommendations

Scenario 1: With SB 1

Agency	Project	Project Total	Implementation FY 2018/19	O&M FY 2019/20	M2 RTSSP	SB1 ²	Local Match	M2	Score	Cumulative ¹	
										M2 RTSSP	M2
Fullerton	Orangethorpe Avenue Corridor (57 signals)	\$ 4,472,085	\$ 4,266,885	\$ 205,200	\$ 3,577,668	\$ -	\$ 894,417	\$ 3,577,668	79		
Anaheim ³	Katella/Villa Park/Santiago Canyon (73 signals)	\$ 4,936,835	\$ 4,759,235	\$ 177,600	\$ 1,529,571	\$ 2,394,917	\$ 1,012,347	\$ 5,107,239	78		
Irvine ³	Main Street Corridor (67 signals)	\$ 3,822,720	\$ 3,661,920	\$ 160,800	\$ 1,174,514	\$ 1,883,662	\$ 764,544	\$ 6,281,753	77		
Mission Viejo ³	Los Alisos Boulevard Route Project (40 signals)	\$ 2,222,228	\$ 2,126,228	\$ 96,000	\$ 685,467	\$ 1,092,315	\$ 444,446	\$ 6,967,220	73		
Irvine	Culver/Bonita Canyon/Ford Corridor (39 signals)	\$ 1,424,660	\$ 1,331,060	\$ 93,600	\$ 1,139,728	\$ -	\$ 284,932	\$ 8,106,948	72		
Garden Grove ³	Garden Grove Boulevard (34 signals)	\$ 2,645,838	\$ 2,523,438	\$ 122,400	\$ 793,751	\$ 1,322,919	\$ 529,168	\$ 8,900,699	69		
Lake Forest	Rockfield Boulevard Corridor (12 signals)	\$ 970,543	\$ 941,743	\$ 28,800	\$ 776,434	\$ -	\$ 194,109	\$ 9,677,133	30		
		\$ 20,494,909			\$ 9,677,133	\$ 6,693,813	\$ 4,123,963				

Scenario 2: Without SB 1

Agency	Project	Project Total	Implementation FY 2018/19	O&M FY 2019/20	M2 RTSSP	SB1	Local Match	M2	Score	Cumulative	
										M2 RTSSP	M2
Fullerton	Orangethorpe Avenue Corridor (57 signals)	\$ 4,472,085	\$ 4,266,885	\$ 205,200	\$ 3,577,668	\$ -	\$ 894,417	\$ 3,577,668	79		
Anaheim	Katella/Villa Park/Santiago Canyon (73 signals)	\$ 4,936,835	\$ 4,759,235	\$ 177,600	\$ 3,924,488	\$ -	\$ 1,012,347	\$ 7,502,156	78		
Irvine	Main Street Corridor (67 signals)	\$ 3,822,720	\$ 3,661,920	\$ 160,800	\$ 3,058,176	\$ -	\$ 764,544	\$ 10,560,332	77		
Mission Viejo	Los Alisos Boulevard Route Project (40 signals)	\$ 2,222,228	\$ 2,126,228	\$ 96,000	\$ 1,777,782	\$ -	\$ 444,446	\$ 12,338,114	73		
Irvine	Culver/Bonita Canyon/Ford Corridor (39 signals)	\$ 1,424,660	\$ 1,331,060	\$ 93,600	\$ 1,139,728	\$ -	\$ 284,932	\$ 13,477,842	72		
Garden Grove	Garden Grove Boulevard (34 signals)	\$ 2,645,838	\$ 2,523,438	\$ 122,400	\$ 2,116,670	\$ -	\$ 529,168	\$ 15,594,512	69		
Lake Forest	Rockfield Boulevard Corridor (12 signals)	\$ 970,543	\$ 941,743	\$ 28,800	\$ 776,434	\$ -	\$ 194,109	\$ 16,370,946	30		
		\$ 20,494,909	\$ 19,610,509	\$ 884,400	\$ 16,370,946	\$ -	\$ 4,123,963				

1 M2 RTSSP allocated funding is \$8.0m. By approving an additional \$900,699 in M2 funds OCTA will be able to potentially secure \$1.3m of additional SB1 LPP funding

2 SB1 - Total funding amount applied for \$6,845,496. Therefore, \$151,683 available for contingencies, if awarded and required

3 OCTA-led as designated by local agency

Acronyms:

O&M - Operations and Maintenance