



# AGENDA

## Technical Advisory Committee

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### **Committee Members**

*Ken Rosenfield, Chair*  
*Tom Wheeler, Vice-Chair*  
*Nasser Abbaszadeh, City of Laguna Niguel*  
*George Alvarez, City of San Juan Capistrano*  
*Vacant, City of Buena Park*  
*Khalid Bazmi, County of Orange*  
*Michael Belknap, City of La Palma*  
*Mark Chagnon, City of Mission Viejo*  
*Bill Cameron, City of San Clemente*  
*Stephanie Camorlinga, City of Stanton*  
*Doug Dancs, City of Cypress*  
*Joe DeFrancesco, City of Orange*  
*Luis Estevez, City of Placentia*  
*Brad Fowler, City of Dana Point*  
*William Galvez, City of Santa Ana*  
*Manuel Gomez, City of Irvine*  
*Travis Hopkins, City of Huntington Beach*  
*Don Hoppe, City of Fullerton*  
*Dave Hunt, City of Los Alamitos*  
*Michael Ho, City of Seal Beach*  
*Akram Hindiyeh, City of Villa Park*  
*Chris Johansen, City of La Habra*  
*Mark Lewis, City of Fountain Valley*  
*Raul Lising, City of Brea*  
*E. Maximous, City of Rancho Santa Margarita*  
*Vacant, City of Anaheim*  
*Ernesto Munoz, City of Costa Mesa*  
*William Murray, City of Garden Grove*  
*Shaun Pelletier, City of Aliso Viejo*  
*Vacant, City of Laguna Woods*  
*Doug Stack, City of Tustin*  
*Christina Templeton, City of Laguna Beach*  
*David Webb, City of Newport Beach*  
*Rick Yee, City of Yorba Linda*  
*Marwan Youssef, City of Westminster*

*Orange County Transportation Authority*  
*600 South Main Street, Room 103/104*  
*Orange, California*  
**June 22, 2016 1:30 p.m.**

*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) 560-5673, 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*



# **AGENDA**

## **Technical Advisory Committee**

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*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](http://www.octa.net) or through the Measure M2 Local Programs office at the OCTA Headquarters, 600 South Main Street, Orange, California.*

### **Call to Order and Self Introductions**

### **Consent Calendar Items**

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

**The May 25, 2016 Technical Advisory Committee Minutes will be provided at the July 2016 meeting.**

### **Discussion Items**

- 1. Alternative Level of Service Working Group Update – Kurt Brotcke**
- 2. Fiscal Year 2017-18 Maintenance of Effort Benchmark Adjustment - pg. 5**  
May Hout

#### ***Overview***

All local jurisdictions in Orange County are required to satisfy annual eligibility requirements to receive Net Revenues as defined in the Measure M2 Ordinance. The Measure M2 Ordinance requires an adjustment to the Maintenance of Effort benchmark every three years effective July 1, 2014. The first MOE benchmark adjustment was approved by the Board of Directors on April 14, 2014. The methodology for the second Maintenance of Effort benchmark adjustment is being presented to the Technical Advisory Committee as an information only item.

- 3. Comprehensive Transportation Funding Programs Guidelines Modifications –**  
pg. 9  
Sam Kaur

#### ***Overview***

Measure M2 allocates net revenues for the development of various competitive programs which will provide funding for local streets and roads, environmental cleanup, and transit projects. These programs include the Regional Capacity Program (Project O), the Regional Traffic Signal Synchronization Program (Project P), the Environmental Cleanup Program (Project X), the Community Based Transit Circulators (Project V),



and Safe Transit Stops (Project W). OCTA staff will be updating the guidelines for Project O and Project P to facilitate the administration of the next call for projects. This staff report provides another opportunity to discuss policy issues that emerged out of the 2016 call for projects for RCP and RTSSP programs and discussions at the committee meetings held in April and May 2016.

#### **4. Correspondence**

##### OCTA Board Items of Interest

- Monday, May 23, 2016  
<http://atb.octa.net/AgendaPDF/4419.pdf>  
Item 12: Consultant Selection for the Fullerton Transportation Center Initial Planning Study
- Monday, May 23, 2016  
<http://atb.octa.net/AgendaPDF/4419.pdf>  
Item 13: Consultant Selection for the Transit Master Plan
- Monday, June 13, 2016  
<http://atb.octa.net/AgendaPDF/5204.pdf>  
Item 13: Orange County Transportation Authority State and Federal Grand Programs – Update and Recommendations
- Monday, June 13, 2016  
<http://atb.octa.net/AgendaPDF/5204.pdf>  
Item 14: 2016 State Route 91 Implementation Plan  
Item 15: Capital Programming Update
- Monday, June 13, 2016  
<http://atb.octa.net/AgendaPDF/5204.pdf>  
Item 16: 2016 State Transportation Improvement Program Update
- Monday, June 13, 2016  
<http://atb.octa.net/AgendaPDF/5204.pdf>  
Item 17: Amendments to the Master Plan of Arterial Highways
- Monday, June 13, 2016  
<http://atb.octa.net/AgendaPDF/5204.pdf>  
Item 25: Comprehensive Transportation Funding Program Semi-Annual Review – March 2016  
Item 26: Measure M2 Quarterly Progress Report for the Period of January 2016 Through March 2016
- Monday, June 13, 2016  
<http://atb.octa.net/AgendaPDF/5204.pdf>  
Item 27: 2016 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations for Capital and Planning Grants

##### Announcements by Email

- TAC – LTA Sales Tax Forecast Methodology Presentation – *sent*



# **AGENDA**

## ***Technical Advisory Committee***

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*May 25, 2016*

- Local HSIP Cycle 8 Call for Projects Announced – *sent May 31, 2016*
- June 8, 2016 Technical Steering Committee - Cancellation NOTICE – *sent June 2, 2016*
- MSRC – Workshop – *sent June 13, 2016*

- 5. Committee Comments**
- 6. Local Assistance Update**
- 7. Staff Comments**
- 8. Items for Future Agendas**
- 9. Public Comments**
- 10. Adjournment**

*The next regularly scheduled meeting of this Committee will be held at 1:30 p.m. on Wednesday, July 27, 2016, at the OCTA Headquarters.*

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**June 22, 2016**

**To:** Technical Advisory Committee  
**From:** Orange County Transportation Authority Staff  
**Subject:** Fiscal Year 2017-18 Maintenance of Effort Benchmark Adjustment

**Overview**

All local jurisdictions in Orange County are required to satisfy annual eligibility requirements to receive Net Revenues as defined in the Measure M2 Ordinance. The Measure M2 Ordinance requires an adjustment to the Maintenance of Effort benchmark every three years effective July 1, 2014. The first MOE benchmark adjustment was approved by the Board of Directors on April 14, 2014. The second Maintenance of Effort benchmark adjustment is presented for information purposes. .

**Recommendation**

Receive and file as an information item.

**Background**

Measure M2 Ordinance (Ordinance) requires local jurisdictions to satisfy Maintenance of Effort (MOE) requirements by maintaining a minimum level of local streets and roads expenditures from local agencies' general fund. The annual MOE certification must be submitted by all local jurisdictions and compares maintenance, construction, and administrative/other expenditures to the annual MOE benchmark requirements.

**Discussion**

The Ordinance requires the adjustment of the MOE benchmark by the percentage change in the Caltrans' Construction Cost Index (CCI) for the previous three calendar years (2014, 2015, and 2016) as described in Attachment B. The Ordinance includes a provision that if the total general fund revenues growth for the jurisdiction is less than the CCI growth, the general fund revenues growth value will be used for escalating the current MOE benchmark. If there is a negative or zero growth in the general fund revenues, the local jurisdiction's current MOE benchmark will remain unchanged.

Although the calculated change in CCI growth will be the same for each local jurisdiction, the change in local jurisdiction's growth of general fund revenues may result in a different level of MOE adjustment for each local jurisdiction.

In addition, local jurisdictions are required to provide excerpts from the Comprehensive Annual Financial Reports (CAFRs) to provide evidence of actual general fund revenues in FY 2013-14 and FY 2015-16. This information will be used to determine the change in actual general fund revenues as required by the Ordinance. This should be submitted to OCTA no later than December 31, 2016. OCTA staff will calculate the adjusted growth in CCI for calendar years 2014 through 2016. A comparison of the growth in general fund revenues and CCI will determine the appropriate MOE adjustment for each local jurisdiction.

### ***Summary***

The current benchmarks for each local jurisdiction are identified in Attachment A and will be used as the Maintenance of Effort benchmark for the upcoming eligibility cycle for fiscal year 2016-17. Local jurisdictions must submit excerpt information from their Comprehensive Annual Financial Reports for fiscal year 2013-14 and fiscal year 2015-16 to determine the change in actual general fund revenues in comparison to the change in the California Department of Transportation's Construction Cost Index for the preceding 3 calendar years as required by the Measure M2 Ordinance. This should be submitted to the Orange County Transportation Authority no later than December 31, 2016. The Maintenance of Effort adjustments described in this staff report will not go into effect until July 1, 2017. The growth in Construction Cost Index in this report has been calculated using the growth in Construction Cost Index for calendar year 2014 through Quarter 1 of 2016 as a sample calculation of growth in Construction Cost Index and will be adjusted with the actual Construction Cost Index for the 2016 calendar year.

### ***Attachments***

- A. Exhibit 2: Maintenance of Effort Benchmark by Local Jurisdiction
- B. Renewed Measure M Ordinance No. 3 – Section 6. Maintenance of Effort Requirements

## Exhibit 2: MOE Benchmark by Local Jurisdiction

Revised August 11, 2014

Agency	MOE Benchmark
Aliso Viejo	\$ 409,360
Anaheim	\$ 8,127,913
Brea	\$ 703,000
Buena Park	\$ 3,738,212
Costa Mesa	\$ 6,457,802
Cypress	\$ 2,767,411
Dana Point	\$ 1,065,496
Fountain Valley	\$ 1,180,712
Fullerton	\$ 3,427,988
Garden Grove	\$ 2,823,522
Huntington Beach	\$ 4,954,235
Irvine	\$ 5,452,970
La Habra	\$ 1,356,014
La Palma	\$ 173,004
Laguna Beach	\$ 1,417,616
Laguna Hills	\$ 269,339
Laguna Niguel	\$ 721,542
Laguna Woods	\$ 83,501
Lake Forest	\$ 145,670
Los Alamitos	\$ 147,465
Mission Viejo	\$ 2,247,610
Newport Beach	\$ 8,868,393
Orange	\$ 2,430,131
Placentia	\$ 546,000
Rancho Santa Margarita	\$ 358,155
San Clemente	\$ 951,000
San Juan Capistrano	\$ 390,383
Santa Ana	\$ 6,958,998
Seal Beach	\$ 551,208
Stanton	\$ 186,035
Tustin	\$ 1,222,756
Villa Park	\$ 279,227
Westminster	\$ 1,284,000
Yorba Linda	\$ 1,985,964
<b>Annual Total</b>	<b>\$ 73,682,632</b>



1 separate allocations, shall be defined as "Net Revenues" and shall be allocated solely for  
2 the transportation purposes described in the Ordinance.

### 3 SECTION 5. BONDING AUTHORITY

4 "Pay as you go" financing is the preferred method of financing transportation  
5 improvements and operations under the Ordinance. However, the Authority may use bond  
6 financing as an alternative method if the scope of planned expenditures makes "pay as you  
7 go" financing unfeasible. Following approval by the electors of the ballot proposition  
8 authorizing imposition of the transactions and use tax and authorizing issuance of bonds  
9 payable from the proceeds of the tax, bonds may be issued by the Authority pursuant to  
10 Division 19 of the Public Utilities Code, at any time before, on, or after the imposition of  
11 taxes, and from time to time, payable from the proceeds of the tax and secured by a pledge  
12 of revenues from the proceeds of the tax, in order to finance and refinance improvements  
13 authorized by the Ordinance.

### 14 SECTION 6. MAINTENANCE OF EFFORT REQUIREMENTS

15 It is the intent of the Legislature and the Authority that the Net Revenues allocated to  
16 a jurisdiction pursuant to the Ordinance for street and road projects shall be used to  
17 supplement existing local discretionary funds being used for transportation improvements.  
18 Each jurisdiction is hereby required to annually maintain as a minimum no less than the  
19 maintenance of effort amount of local discretionary funds required to be expended by the  
20 jurisdiction for local street and road purposes pursuant to the current Ordinance No. 2 for  
21 Fiscal Year 2010-2011. The maintenance of effort level for each jurisdiction as determined  
22 through this process shall be adjusted effective July 1, 2014 and every three fiscal years  
23 thereafter in an amount equal to the percentage change for the Construction Cost Index  
24 compiled by Caltrans for the immediately preceding three calendar years, providing that  
25 any percentage increase in the maintenance of effort level based on this adjustment shall  
26 not exceed the percentage increase in the growth rate in the jurisdiction's general fund  
27 revenues over the same time period. The Authority shall not allocate any Net Revenues to  
28 any jurisdiction for any fiscal year until that jurisdiction has certified to the Authority that it





**June 22, 2016**

**To:** Technical Advisory Committee

**From:** Orange County Transportation Authority Staff

**Subject:** Comprehensive Transportation Funding Programs Guidelines Modifications

**Overview**

Measure M2 allocates net revenues for the development of various competitive programs which will provide funding for local streets and roads, environmental cleanup, and transit projects. These programs include the Regional Capacity Program (Project O), the Regional Traffic Signal Synchronization Program (Project P), the Environmental Cleanup Program (Project X), the Community Based Transit Circulators (Project V), and Safe Transit Stops (Project W). OCTA staff will be updating the guidelines for Project O and Project P to facilitate the administration of the next call for projects. This staff report provides another opportunity to discuss policy issues that emerged out of the 2016 call for projects for RCP and RTSSP programs and discussions at the committee meeting held in April and May 2016.

**Recommendation**

Discuss modifications to the 2017 Comprehensive Transportation Funding Programs guidelines.

**Background**

The Regional Capacity Program (RCP) provides funding for improvements to the Orange County Master Plan of Arterial Highways (MPAH). The program also provides for intersection improvements and other projects to help improve street operations and reduce congestion. The Regional Traffic Signal Synchronization Program (RTSSP) provides funding for multi-agency, corridor-based signal synchronization throughout Orange County. These programs allocate funds through a competitive process and target projects that improve traffic by considering factors such as degree of congestion relief, cost effectiveness, and project readiness. The Comprehensive Transportation Funding Programs (CTFP) serves as the mechanism the Orange County Transportation Authority (OCTA) uses to administer the RCP and RTSSP, as well as the competitive

transit (Projects S, T, and V) and environmental cleanup programs (Project X). The CTFP guidelines provide the procedures necessary for Orange County agencies to apply for funding and seek reimbursement for projects following award of funds. These guidelines were originally approved by the OCTA Board of Directors (Board) on March 22, 2010, and were most recently updated and approved in August 2015.

***Discussion***

The CTFP guidelines originally approved by the OCTA Board in 2010 included the provision to modify and adjust the guidelines as needed. Some of the policy issues that emerged from the 2016 Call for Projects were discussed with the committee at the April and May Technical Advisory Committee (TAC) meetings. After the initial discussion and considering the feedback received from TAC members, staff is proposing modifications to the guidelines for 2017 call.

The primary areas of discussion for the Regional Capacity Program include funding split and scoring analysis for the small and large projects, and alternative methodologies for Level of Service (LOS).

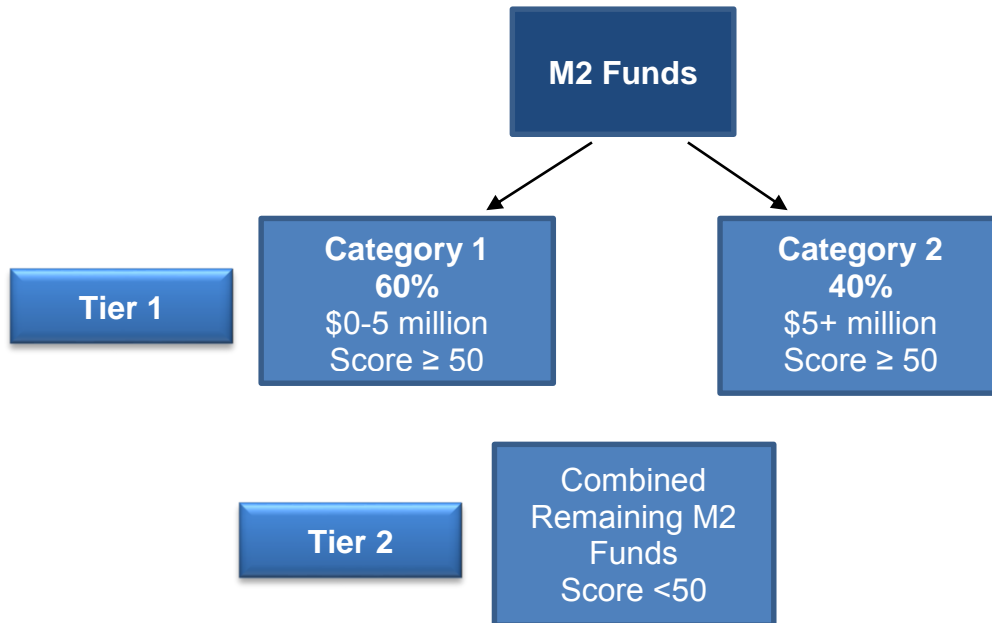
**Regional Capacity Program (RCP)**

1. *Funding Split and Scoring Analysis:* Based on the discussion from the May TAC meeting, staff has prepared the scoring analysis for projects funded through the Regional Capacity Program. M2 allocations and scoring ranges are identified below.

Score Range	M2 Allocation Range		Total
	Category 1 \$0-\$5 million	Category 2 \$5+ million	
0-25	1	0	1
26-50	55	4	59
51-75	72	12	84
76-100	7	0	7
Total	135	16	151

This analysis shows that the majority of the projects in both allocation categories fall under the 51-75 score range. The median is 52 for category 1 (\$0-\$5 million) and 56 for category 2 (\$5+ million). Staff is recommending that the RCP funds be first split into 60-40 with the 60% of the funds being available for the category 1 and 40% of the funds being

available for the category 2. Projects scoring more than or equal to 50 would be considered first in the both categories as Tier 1 projects. Remaining funds will be combined to fund the projects that fall below 50 as Tier 2 projects. The diagram below illustrates the funding split and process:



2. *Alternative Methodology for Level of Service (LOS):* OCTA staff and local agency representatives held the first Level of Service (LOS) Working Group meeting on June 14, 2016. The first meeting involved discussions about the scoring history of the projects currently funded through the CTFP using alternative methodologies and exploring traffic engineering practices that can be employed to support the concept. The working group will meet again on June 28, 2016 to discuss recommendations that can be incorporated into the guidelines as appropriate.

**Regional Traffic Signal Synchronization Program (RTSSP)**

There are 102 active phases in the RTSSP, OCTA is currently the project lead for 56 phases. Less than 10% of these phases have been completed since the inception of M2. Given the level of effort required to complete these phases and limited staff resources available, OCTA will not be able to accept any OCTA lead project applications through the 2017 call for projects. In addition, staff is considering that the 2017 call for projects only provide funding for the operations and maintenance improvements (signal timing) and no capital purchases. This

will help local agencies to protect existing capital investments through continued maintenance and may also increase the low project delivery rate.

***Next Steps***

OCTA staff is currently working on updating the guidelines and will provide draft guidelines to the TSC and TAC in July 2016 for review and approval. The draft guidelines will include changes based on the discussions today and additional changes as needed for clarification and administrative purpose.

***Summary***

The CTFP serves as the mechanism OCTA uses to administer the RCP and RTSSP. In anticipation of the 2017 annual call for projects, staff is discussing potential modifications to the guidelines.