



AGENDA

Technical Advisory Committee

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 Belnap, 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 Hindiye, 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
Natalie Meeks, City of Anaheim
Ernesto Munoz, City of Costa Mesa
William Murray, City of Garden Grove
Shaun Pelletier, City of Aliso Viejo
Doug Reilly, 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
April 27, 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



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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 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.

- 1. Approval of February 24, 2016 Technical Advisory Committee Minutes – pg. 5**
- 2. 2016 Grant Funding Opportunities – pg. 10**
Louis Zhao

Overview

The Technical Advisory Committee requested a list of grant opportunities at the February 24, 2016 meeting. The list is provided per the request.

Recommendation

Receive and file.

Discussion Items

- 3. Fixing America's Surface Transportation ACT - pg. 17**
Ben Ku, Richard Bacigalupo
- 4. Comprehensive Transportation Funding Programs Guidelines Modifications – pg. 23**
Sam Kaur

Regular Items

- 5. March 2016 Semi-Annual Review**
pg. 27 Sam Kaur



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Technical Advisory Committee

Overview

The Orange County Transportation Authority recently completed the semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for review and approval.

Recommendation

Approve adjustments to the Comprehensive Transportation Funding Program project allocations.

6. Correspondence

OCTA Board Items of Interest

- Monday, February 22, 2016
http://atb.octa.net/agendapdfsite/2124_SynopsisH.pdf
Item 11: 2016 State Transportation Improvement Program Reduction
Item 12: 2016 Bus Service Plan Recommendations

Announcements by Mail

- 2016 California Statewide Local Streets and Roads Needs Assessment Letter – *sent February 22, 2016, to City Managers and Public Works Directors*

Announcements by Email

- February 24, 2016 Technical Advisory Committee Meeting Agenda – *sent February 19, 2016*
- February 24, 2016 Technical Steering Committee Meeting Agenda – *sent February 19, 2016*
- Call for Applications for Systemic Analysis Report Program – *sent February 26, 2016*
- MicroPaver / StreetSaver Training: Please RSVP – *sent March 3, 2016*
- FY 2016-17 M2 Eligibility Workshop – *sent March 8, 2016*
- Bicycle Corridor Improvement Program (BCIP) 2016 Call for Projects and Advisory Panel – *sent March 14, 2016*
- Local Streets and Roads Needs Assessment: 2016 Participation – *sent March 17, 2016*
- March 23, 2016 Technical Advisory Committee – CANCELLATION NOTICE – *sent March 23, 2016*
- TAC/TSC: REMINDER: Bicycle Corridor Improvement Program (BCIP) 2016 Call for Projects Workshop and Advisory Panel – *sent March 23, 2016*
- Reminder: MicroPaver / StreetSaver Training: Please RSVP for



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Technical Advisory Committee

March 29, 2016 – *sent March 23, 2016*

April 13, 2016 Technical Steering Committee – NOTICE – *sent April 8, 2016*

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

The next regularly scheduled meeting of this Committee will be held at 1:30 p.m. on Wednesday, May 25, 2016, at the OCTA Headquarters.



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Technical Advisory Committee

February 24, 2016

Voting Representatives Present:

Chris Tanio	City of Aliso Viejo
Natalie Meeks	City of Anaheim
	City of Brea
James Biery	City of Buena Park
Raja Sethuraman	City of Costa Mesa
	City of Cypress
Khalid Bazmi	County of Orange
	City of Dana Point
	City of Fountain Valley
	City of Fullerton
	City of Garden Grove
Tom Herbel	City of Huntington Beach
Manuel Gomez	City of Irvine
Chris Johansen	City of La Habra
Kanwal Singh	City of La Palma
	City of Laguna Beach
Ken Rosenfield	City of Laguna Hills
Nasser Abbaszadeh	City of Laguna Niguel
	City of Laguna Woods
Tom Wheeler	City of Lake Forest
	City of Los Alamitos
	City of Mission Viejo
	City of Newport Beach
	City of Orange
Luis Estevez	City of Placentia
	City of Rancho Santa Margarita
Bill Cameron	City of San Clemente
	City of San Juan Capistrano
William Galvez	City of Santa Ana
	City of Seal Beach
	City of Stanton
Doug Stack	City of Tustin
	City of Villa Park
Marwan Youssef	City of Westminster
	City of Yorba Linda
Monroe Johnson	Caltrans

Guests Present:

Joe Sarmiento, County of Orange
Lisa Senn, Nicols Consulting Group
Paul Rodriguez, Rodriguez Consulting
Juanita Martinez, Nicols Consulting Group
Shohreh Dupuis, City of Irvine

Staff Present:

Kameron Altar
Kurt Brotcke
Brandon Bullock
Sam Kaur
Dave Simpson
Harry Thomas
Louis Zhao
Adriann Cardoso
Kia Mortazavi
May Hout



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Technical Advisory Committee

February 24, 2016

Meeting was called to order by Mr. Ken Rosenfield at 1:31 p.m.

Self-Introductions

CONSENT CALENDAR ITEMS

1. **Approval of Minutes for January 27, 2016** (*Wheeler/Meeks*)

REGULAR ITEMS

2. **Bicycle Corridor Improvement Program Call for Projects**

Mr. Louis Zhao introduced the item to the committee and delivered a PowerPoint presentation (see agenda). Mr. Zhao directed attention to Attachment A of the staff report to review the proposed changes to the guidelines, which were summarized in Attachment C of the staff report. Mr. Zhao directed attention to Attachment D of the staff report to address the comments from the January 13, 2016 Technical Steering Committee, and the January 27, 2015 Technical Advisory Committee meetings. Mr. Zhao reviewed the estimated schedule for the BCIP call for projects and invited the committee members to consider volunteering for the review panel.

Mr. Rosenfield thanked staff for taking the comments from the committee into consideration.

There was no further discussion.

The committee approved the proposed Bicycle Corridor Improvement Program (BCIP) Guidelines and recommended approval to the Orange County Transportation Authority Board of Directors. (Gomez/Wheeler)

3. **2016 Comprehensive Transportation Funding Programs Call for Projects – Programming Recommendations**

Mr. Kurt Brotcke provided to share opening comments to the committee. He reviewed the technical issues brought up at the February 10, 2016 Technical Steering Committee (TSC) and informed the committee that staff would bring a discussion item on the Comprehensive Transportation Funding Programs (CTFP) Guidelines to the April 2016 Technical Steering Committee and Technical Advisory Committee meetings.

Ms. Kaur reviewed the programming recommendations with the committee for the 2016 Regional Capacity Program and the 2016 Regional Traffic Signal Synchronization Program. Ms. Kaur reviewed the policy issues covered at the February 10, 2016 TSC meeting and staff recommendations following direction from the TSC committee.

Mr. Rosenfield directed attention to Attachment A of the staff report to review the programming recommendations for the projects brought before the Technical Steering Committee for policy issues.



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Mr. Stack respectfully disagreed with how the alternative Level of Service (LOS) strategy proposed by the City was evaluated under the CTFP scoring criteria, and stated that the City of Tustin would formally submit a letter to OCTA.

Mr. Gomez stated that the City of Irvine would accept the recommendation to fund Engineering and wanted to reapply later for the right of way and construction phases for the Jamboree Road Widening project.

Mr. Gomez expressed interest in working with OCTA staff directly on the language with regard to the Marine Way project as OCTA staff carries it forward to the Board of Directors. Mr Gomez emphasized that the City of Irvine feels that the project is worthwhile, and appreciates the efforts of OCTA to distribute money to more projects.

Mr. Rosenfield inquired about the scope of work for one of the projects under the M2 Regional Traffic Signal Synchronization Program.

Ms. Kaur stated that it is related to the traffic signal equipment.

Ms. Meeks reminded the committee that the agencies listed as receiving funding through the program are the lead agencies for the projects. Ms. Meeks pointed out that the Brookhurst Street project begins in the City of Fullerton and ends at the beach. The funding reflects the large number of signal and equipment along the corridors.

Mr. Brotcke reminded the committee that the funding cap for the M2 Regional Traffic Signal Synchronization Program was raised to accommodate the cost of equipment.

Mr. Gomez inquired about the approach staff will take when presenting the Warner Avenue Improvements and Widening project from the City of Santa Ana to the OCTA Board of Directors.

Mr. Brotcke stated that the City of Santa Ana's project is a worthwhile project but the Board of Directors will react to the programming recommendation in relation to the overall project, including raising questions about funding equity. Staff expects questions about policy rather than technical issues with the project. Staff will meet with the City of Santa Ana to visit options for phasing the project.

Mr. Gomez inquired about the funding recommendation change, should projects from the City of Anaheim and the City of Santa Ana not be funded.

Mr. Brotcke stated that, should funding become available, the recommendation would then include the next unfunded project, or projects listed on Attachment A of the staff report.

Mr. Gomez requested a draft of the staff report going to the OCTA Board of Directors to be provided to the agencies involved to give the city staff an idea of the conversation to take place at the meeting.

Mr. Brotcke stated that staff will have discussions with the local agencies involved, but cannot guarantee a draft staff report.

Mr. Rosenfield stated that it may be of interest for the committee to revisit the conversation on funding caps when the CTFP Guidelines are up for review at a future meeting. Mr. Rosenfield suggested that



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the Technical Steering Committee (TSC) consider alternate funding requirements such as increasing the local match requirement if a local agency is requesting a certain amount of funding for a project.

Mr. Cameron requested a list of the roads in Orange County that may be a part of a priority list for funding for future projects.

Mr. Rosenfield stated that local agencies can refer to the Master Plan for Arterial Highways completion list.

Ms. Meeks encouraged the committee to work with staff to establish a program that reflects the needs of the county.

Mr. Stack expressed appreciation to staff for working with city staff to understand the alternative methodologies presented with project applications. Mr. Stack expressed interest in funding shovel-ready projects over funding \$27 million for two right-of-way projects.

Mr. Galvez stated that the City of Santa Ana understands that the project is a large project and encouraged the committee to look at the project in the long-term because the completed project will benefit the entire region. Mr. Galvez emphasized that large projects are intended to have a regional benefit beyond individual agency boarders.

There was no further discussion.

The committee approved the programming recommendations for the 2016 Regional Capacity Program and the 2016 Regional Traffic Signal Synchronization Program as presented. (Cameron/Meeks)

4. Correspondence

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

5. Committee Comments

- Mr. Rosenfield directed the Committee's attention to Ms. Lisa Senn, who reminded the committee to complete the statewide needs assesement. Mr. Mortazavi informed the committee that a letter was sent out from the OCTA Chief Executive Officer, Mr. Darrell Johnson, encouraging local agencies to complete the needs assessment to help represent Orange County's needs at the state level.
- Mr. Biery announced his retirement from the City of Buena Park, and thanked the committee for their dedication to public service in Orange County. Mr. Rosenfield thanked Mr. Biery on behalf of the committee for years of service to the committee.

6. Local Assistance Update

- Mr. Monroe Johnson informed the committee of DLA-OB 10-01 Cargo Preference Act, issued on January 21, 2016. The Implementation of Cargo Preference Act Requirements now include the requirement to insert a contract clause referencing and requiring compliance with the Cargo Preference Act for at least 50 percent of any equipment and materials purchased with federal funds that must be transported by ocean ship to be done so on privately owned U.S. flagged ships.



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7. Staff Comments

- Ms. Cardoso reminded the committee of the Phase 1 call for projects for the Systemic Safety Analysis Report Program (SSARP). Ms. Cardoso reviewed the funding opportunities, project caps, and encouraged the committee to submit applications before the March 25, 2016 SSARP due date.
- Ms. Cardoso informed the committee of the Cycle 8 call for projects for the Highway Safety Improvement Program (HSIP). The cycle is expected to begin April 2016 with \$150 million available for HSIP projects.
- Mr. Brotcke announced that the OCTA Board of Directors took action on Bus360, which included reallocation of bus service with the goal of increasing ridership.
- Mr. Brotcke reminded the committee that applications for Project V are due February 29, 2016.
- Mr. Brotcke informed the committee that staff was asked to reduce State Transportation Improvement Program (STIP) funding by \$36 million in response to lower than expected state excise tax funding availability. Mr. Brotcke stated that staff was able to make reductions through project delays and project cancellations.

8. Items for Future Agendas

- Mr. Rosenfield requested a briefing on the Fixing America's Surface Transportation ACT

9. Public Comments

No Public Comments.

10. Adjournment at 2:16 p.m.



March 9, 2016

To: Technical Advisory Committee
From: Orange County Transportation Authority Staff
Subject: 2016 Grant Funding Opportunities

Overview

The Technical Advisory Committee requested a list of grant opportunities at the February 24, 2016 meeting. The list is attached for reference.

Recommendation

Receive and file.

Background

On February 24, 2016, the Technical Advisory Committee requested Orange County Transportation Authority (OCTA) staff to provide a list of grant opportunities available to Orange County cities and the County of Orange.

Discussion

Provided in Attachment A and B is a list of grant opportunities for 2016. The combined list includes 16 local, state, and federal grant opportunities from the State of California, California Department of Transportation (Caltrans), OCTA, Mobile Source Air Pollution Review Reduction Committee (MSRC), Office of Traffic Safety (OTS), and United States Department of Transportation (US DOT) administered grants. Of the 16 grants, nine grants are due between May 2016 and January 2017.

Summary

A list of 2016 grant opportunities from local, state, and federal agencies are provided. A total of nine grants are available within the next nine months.

Attachment

- A. 2016 Grant Funding Opportunities – Grants By Administering Agency Type
- B. 2016 Grant Funding Opportunities – Grants By Estimated Application Due Date

2016 Grant Funding Opportunities
Grants by Administering Agency Type
 (Subject to change by administering agency)

State Administered Grants

Highway Safety Improvement Program (HSIP) Systemic Safety Analysis Report

- Estimated annual funding available: \$10 million statewide
- Period of the call: FFY 16/17
- Basic goal(s) of the program: Assist local agencies in performing collision analysis, identifying safety issues on their roadway network, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications
- Maximum grant amount: NA
- Application due date: March 2016
- Website: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm

Active Transportation Program Cycle 3

- Estimated annual funding available: \$230 million statewide
- Period of the call: FY 19/20 to FY 20/21
- Basic goal(s) of the program: Increase the proportion of trips accomplished by biking and walking, increase safety, reduce greenhouse gas emissions, enhance public health
- Minimum grant amount: \$250,000
- Application due date: mid June 2016.
- Website: <http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-3.html>

Caltrans or SCAG Planning Grants: Sustainable Communities or Strategic Partnerships

- Estimated annual funding available: \$9.8 million (Caltrans), SCAG - TBD
- Period of the call: FY 17/18
- Basic goal(s) of the program: to promote a balanced, comprehensive multimodal transportation system. With an emphasis on planning efforts that promote sustainability
- Minimum grant amount: NA
- Application due date: Caltrans – December 2016, SCAG – TBD
- Website: <http://www.dot.ca.gov/hq/tpp/grants.html>

Cap and Trade: Affordable Housing and Sustainable Communities Program (AHSC)

- Estimated annual funding available: \$320 million
- Period of the call: FY 15/16
- Basic goal(s) of the program: to reduce greenhouse gas (GHG) emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that also reduce air pollution; improve conditions in disadvantaged communities; improve public health; improve connectivity and accessibility to jobs, housing, and services; increase options for mobility, including the implementation of the Active Transportation Program; increase transit ridership; preserve and develop affordable housing for lower income households; and protect agricultural lands to support infill development.
- Minimum grant amount: \$500,000
- Application due date: March 16, 2016

- Website: <http://www.hcd.ca.gov/financial-assistance/affordable-housing-and-sustainable-communities/>

Cap and Trade: Transit and Intercity Rail Capital Program (TICRP)

- Estimated annual funding available: \$440 million through
- Period of the call: 2016
- Basic goal(s) of the program: to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to reduce emissions of greenhouse gases; expand and improve transit service to increase ridership; integrate the rail service of the state's various rail operators, including integration with the high-speed rail system; and improve transit safety.
- Minimum grant amount: none
- Application due date: April 5, 2016
- Website: <http://www.dot.ca.gov/hq/MassTrans/tircp.html>

HSIP Cycle 8

- Estimated annual funding available: \$150 million statewide
- Period of the call: FFY 16/17
- Basic goal(s) of the program: Safety improvements on all public roads and highways to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement. Minimum benefit cost 3.5.
- Maximum grant amount: \$10 million/agency
- Application due date: July 2016
- Website: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm

Orange County Transportation Authority Administered Grants

Measure M2 Community Circulators – M2 Call for Project V

- Estimated funding available: \$18 million
- Period of the call: FY 16/17 – FY 23/24
- Basic goal(s) of the program: provide community based services to alleviate gaps in transit service
- Application due date: February 29, 2016
- Website: <http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Call-for-Projects/Project-V/>

2016 Bicycle Corridor Improvement Program (BCIP)

- Estimated funding available: \$20 million
- Period of the call: FFY 16/17 and FFY 17/18
- Basic goal(s) of the program: Increase the proportion of trips accomplished by biking and walking, increase safety, reduce greenhouse gas emissions, enhance public health
- Minimum/maximum grant amount: minimum \$100,000; maximum \$3 million
- Application due date: May 9, 2016
- Website: <http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Call-for-Projects/BCIP-Call-For-Projects/>

Measure M2 Environmental Cleanup Program: M2 Project X Tier 1

- Estimated funding available: \$2.8 million

- Period of the call: FY 16/17
- Basic goal(s) of the program: to improve water quality in Orange County
- Maximum grant amount: \$200,000/project and \$500,000/applicant
- Application due date: April 15, 2016
- Website: [http://www.octa.net/Projects-and-Programs/Measure-M/Measure-M2-\(2011-2041\)/Water-Quality/Improving-Water-Quality/](http://www.octa.net/Projects-and-Programs/Measure-M/Measure-M2-(2011-2041)/Water-Quality/Improving-Water-Quality/)

Measure M2 Regional Traffic Signal Synchronization Program (RTSSP): M2 Project P

- Estimated funding available: TBD
- Period of the call: TBD
- Basic goal(s) of the program: to address Multi-jurisdictional signal synchronization projects
- Minimum grant amount: NA
- Application due date: TBD (typically due in October of each year)
- Website: <http://www.octa.net/Projects-and-Programs/All-Projects/Streets-Projects/Signal-Synchronization/>

Measure M2 Regional Capacity Program (RCP): M2 Project O

- Estimated funding available: TBD
- Period of the call: TBD
- Basic goal(s) of the program: to address streets and roads capital projects to improve the arterial street network, intersections and transitions to freeways
- Minimum grant amount: NA
- Application due date: TBD (typically due in October of each year)
- Website: <http://www.octa.net/Projects-and-Programs/All-Projects/Streets-Projects/Street-Improvement-Projects/>

Other Grants

Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE)

- Estimated annual funding available: \$800 million
- Period of the call: FY 15/16
- Basic goal(s) of the program: provide funds for freight and highway projects to support expected growth in freight movement.
- Minimum grant amount: \$5 million (small project)
- Maximum grant amount : \$100 million (large project)
- Application due date: April 2016
- Website: <https://www.transportation.gov/FASTLANEgrants>

Mobile Source Air Pollution Review Reduction Committee (MSRC) - Alternative Fuel Infrastructure Program

- Estimated annual funding available: \$5 million
- Period of the call: FY 2014 to FY 2016
- Basic goal(s) of the program: provide funds for new and expanded alternative fuel stations, as well as for the upgrade of existing vehicle maintenance facilities. Stations will be eligible for up to 50 percent of station capital equipment, site construction, and signage

- Maximum grant amount : \$100,000 to \$275,000
- Application due date: May 1, 2015 to July 29, 2016
- Website: <http://www.cleantransportationfunding.org/rfp/view/alternative-fuel-infrastructure-funding-opportunities>

MSRC - FYs 2014-16 Major Event Center Transportation Program

- Estimated annual funding available: \$4.5 million
- Period of the call: FY 2014 to FY 2016
- Basic goal(s) of the program: provide transportation service for venues not currently served by sufficient transportation service
- Maximum grant amount: To any entity is \$2.25 million, To any event center is \$1.35 million
- Application due date: May 1, 2015 to July 29, 2016
- Website: <http://www.cleantransportationfunding.org/rfp/view/major-event-center-transportation-programs1>

Office of Traffic Safety (OTS)

- Estimated annual funding available: \$87 million
- Period of the call: FFY 16/17
- Basic goal(s) of the program: to address Alcohol Impaired Driving; Distracted Driving; Drug Impaired Driving; Emergency Medical Services (crash related); Motorcycle Safety; Occupant Protection; Older Driver; Pedestrian Safety/Bicycle Safety ; Police Traffic Services and Traffic Records/ Roadway Safety
- Application due date: January 30, 2017.
- Website: <http://www.ots.ca.gov/Grants/default.asp>

Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program

- Estimated annual funding available: \$500 million
- Period of the call: available through September 30, 2019
- Basic goal(s) of the program: Capital projects that leverage resources, encourage partnership, catalyze investment and growth, fill a critical void in the transportation system or provide a substantial benefit to the nation, region or metropolitan area in which the project is located.
- Minimum grant amount: \$5 million
- Application due date: April 29, 2016
- Website: <https://www.transportation.gov/tiger>

2016 Grant Funding Opportunities
Grants by Estimated Application Due Date
 (Subject to change by administering agency)

ATTACHMENT B

Grant	Administering Agency	2015	2016												2017
		December	January	February	March	April	May	June	July	August	September	October	November	December	January
Measure M2 Community Circulators - M2 Project V	OCTA			D											
Cap and Trade: Affordable Housing and Sustainable Communities Program (AHSC)	Caltrans		I		D			D							
Highway Safety Improvement Program (HSIP) Systemic Safety Analysis Report	Caltrans			I	D										
Cap and Trade: Transit and Intercity Rail Capital Program (TICRP)	Caltrans			I		D									
Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE)	US DOT				I	D									
Measure M2 Environmental Cleanup Program: M2 Project X Tier 1	OCTA			I		D									
Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program	US DOT	I				D									
2016 Bicycle Corridor Improvement Program (BCIP)	OCTA				I		D								
Active Transportation Program Cycle 3	Caltrans					I		D							
HSIP Cycle 8	Caltrans					I			D						
MSRC - Alternative Fuel Infrastructure Program	MSRC								D						
MSRC - FYs 2014-16 Major Event Center Transportation Program	MSRC	I							D						
Measure M2 Regional Traffic Signal Synchronization Program (RTSSP): M2 Project P	OCTA									I*		D*			
Measure M2 Regional Capacity Program (RCP): M2 Project O	OCTA									I*		D*			
Caltrans/SCAG Planning Grants: Sustainable Communities or Strategic Partnerships	Caltrans									I*				D*	
Office of Traffic Safety (OTS)	OTS														D

I - Issuance/Announcement of Call for Projects

D - Application Due Date

I* - Estimated Issuance of Call for Projects, subject to change

D* - Estimated Application Due Date, subject to change

OCTA - Orange County Transportation Authority

Caltrans - California Department of Transportation

US DOT - United States Department of Transportation

MSRC - Mobile Source Air Pollution

Review Reduction Committee

OTS - Office of Traffic Safety



April 27, 2016

To: Technical Advisory Committee
From: Ben Ku, Senior Transportation Funding Analyst
Subject: Fixing America's Surface Transportation Act

Overview

Fixing America's Surface Transportation is a five year \$305 billion transportation act that was signed into legislation on December 4, 2015. Information on the act is provided at the request of the Technical Advisory Committee.

Recommendations

Receive and file as an information item.

Background

On December 4, 2015, the new federal surface transportation act, also known as Fixing America's Surface Transportation (FAST) Act, was signed into law by President Obama. The FAST Act is a five year \$305 billion transportation act that covers fiscal years (FY) 2016 to 2020 and is the first long-term highway bill in a decade. The previous surface transportation act, Moving Ahead for Progress in the 21st Century (MAP-21) provided \$105 billion in funding for FY 2013 and 2014. FAST identifies specific funding programs and major procedures for the growth and development to the country's transportation system.

FAST builds on the same structure as MAP-21, continues to focus on accelerating project delivery, and introduces a higher priority for freight and goods movement programs. In California, these funds are used by the state to maintain state managed infrastructure.

Discussion

FAST Act Federal Highways Administration (FHWA) funding is distributed among six core programs:

Federal-aid Highway Programs (000,000's)	FY2016	FY2017	FY2018	FY2019	FY2020	FY16-FY20
National Highway Performance Program	\$ 22,332.26	\$ 22,827.91	\$ 23,261.96	\$ 23,741.39	\$ 24,235.62	\$ 116,399.14
Surface Transportation Block Grant Program	\$ 11,162.56	\$ 11,424.41	\$ 11,667.79	\$ 11,876.33	\$ 12,136.99	\$ 58,268.08
Highway Safety Improvement Program (HSIP)	\$ 2,225.96	\$ 2,275.06	\$ 2,317.76	\$ 2,359.55	\$ 2,407.42	\$ 11,585.76
- Railway-Highway Crossings Program (HSIP set aside)	\$ 225.00	\$ 230.00	\$ 235.00	\$ 240.00	\$ 245.00	\$ 1,175.00
- Safety-related Programs (HSIP set aside)	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 17.50
Congestion Mitigation and Air Quality Improvement Program	\$ 2,309.06	\$ 2,360.31	\$ 2,405.19	\$ 2,449.22	\$ 2,498.96	\$ 12,022.73
Metropolitan Planning Program	\$ 329.27	\$ 335.94	\$ 343.00	\$ 350.36	\$ 358.52	\$ 1,717.08
National Highway Freight Program	\$ 1,140.25	\$ 1,090.67	\$ 1,189.83	\$ 1,338.55	\$ 1,487.28	\$ 6,246.59
	\$ 39,727.86	\$ 40,547.81	\$ 41,424.02	\$ 42,358.90	\$ 43,373.29	\$ 207,431.89

National Highway Performance Program

The National Highway Performance Program (NHPP) continues under the FAST Act as established under MAP-21. NHPP is available for the State to support the condition, performance, and construction of new facilities on the National Highway System.

In addition to previously eligible categories, the FAST Act also includes new eligible activities or costs including Transportation Infrastructure Finance and Innovation Act (TIFIA) costs, vehicle to infrastructure communication equipment, as well as bridge resurfacing, preservation, and reconstruction on non-National Highway System Federal Aid Highways. In California, these funds are used by the California Department of Transportation (Caltrans).

Surface Transportation Block Grant Program

Previously known as Surface Transportation Program (STP), the Surface Transportation Block Grant Program (STBG) is renamed to align with the way in which the program is carried out. The STBG provides flexible funding to State and local transportation needs. New eligible activities or costs include TIFIA costs, State Public Private Partnership office work, and vehicle to infrastructure communication equipment. There are also two set-asides within the STBG for transportation alternatives and recreational trails. In California, these funds are split between the State and the regional transportation planning agencies.

Surface Transportation Block Grant Program- Transportation Alternatives

Under the FAST Act, the previously established Transportation Alternatives Program (TAP) is substituted by a Surface Transportation Block Grant (STBG) set-aside, specifically for transportation alternatives (TA). The Transportation Alternatives Program (TAP) supports a variety of alternative transportation projects. Additionally, non-profit organizations administering local transportation programs may now be eligible to receive funding. In California, these funds are distributed through the States Active Transportation Program (ATP) call for projects.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) supports projects that significantly reduce traffic and injuries on public roads. The HSIP requires a data-driven, strategic approach to improving safety on all public roads that focuses on performance. The FAST act will also pay for vehicle to infrastructure communication equipment and specific pedestrian safety improvements. Additionally the HSIP has two set aside programs: The Railway-Highway Crossings program that provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings and the Safety Related programs set aside for safety related activities. In California, these funds are used by Caltrans for the State highway system. A portion of these funds are distributed through the Caltrans HSIP call for projects.

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality (CMAQ) improvement program provides funding for transportation projects to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). In Orange County, there is a 10 percent set-aside for bike and pedestrian projects. In California, these funds are distributed based on a formula to regional transportation planning agencies in nonattainment areas or attainment areas that were previously nonattainment.

Metropolitan Planning Program

The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit

Administration responsibility. In our region, these funds are distributed to the Southern California Association of Governments (SCAG).

National Highway Freight Program

The National Highway Freight Program (NHFP) was established under FAST with the intention of improving the efficiency of the movement of freight on the National Freight Network. Under the new formula-based program eligible activities or costs include construction, operational improvements, freight planning, and performance measures. This program focuses on highway improvements. 10 percent may be used for rail, port, and intermodal projects. Beginning in FY 2018, states will be required to have freight plans in order to obligate NHFP funds.

Nationally Significant Freight and Highway Projects

The Nationally Significant Freight and Highway Projects (NSFHP) provides on a competitive basis, financial assistance to nationally and regionally significant freight and highway projects that align with the program goals:

- to improve safety, efficiency, and reliability of the movement of freight and people;
- generate national or regional economic benefits and an increase in global economic competitiveness of the U.S;
- reduce highway congestion and bottlenecks;
- improve connectivity between modes of freight transportation;
- enhance the resiliency of critical highway infrastructure and help protect the environment;
- improve roadways vital to national energy security;
- address the impact of population growth on the movement of people and freight, and
- mitigate the impacts of freight movements on communities

Formal guidance on how the funds will be distributed are being developed.

Federal Transit Administration

The Federal Transit Administration (FTA) funding is continued through the FAST Act and several FTA grant programs have either been modified or consolidated.

Section 5337 State of Good Repair

The formula State of Good Repair program will continue to be used for rail replacement and rehabilitation capital projects required to maintain public transportation systems in a state of good repair.

Section 5307 Urbanized Area Formula Grants

The formula Urbanized Area Formula Grant program provides grants to urbanized areas for transit capital and operating assistance and for transportation-related planning in urbanized areas.

Section 5309 Fixed Guideway Capital Investment Grants

The competitive Fixed Guideway Capital Investment Grants continues to be available for fixed guideway investments. This section includes four categories of eligible projects which are New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The competitive Enhanced Mobility of Seniors and Individuals with Disabilities program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5339 Bus and Bus Facilities

The Bus and Bus Facilities Program makes funds available to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Additional FAST Act modifications

The FAST Act now requires public authorities operating a high-occupancy toll or low emission and energy-efficient vehicle toll lane on the Interstate System and located in a metropolitan planning area to consult with the metropolitan planning organization for the area regarding the placement and amount of tolls on the facility.

As part of the FAST Act, if the average speeds of a High Occupancy Vehicle (HOV) facility fall below specified minimums, then a plan to bring the facility into compliance is required. Waivers for these requirements can be granted in certain instances (such as if the waiver is in the best interest of the traveling public, or the public authority is making a good effort to improve performance).

Additionally, the FAST Act expands on past efforts to delegate federal environmental and regulatory responsibilities to the States. In particular it

creates a National Environmental Policy Act (NEPA) Delegation Pilot Program to allow for states to substitute state environmental laws and regulations to satisfy NEPA and associated requirements.

Summary

With the implementation of Fixing America's Surface Transportation, the five year bill creates an efficient, performance-based program to address the challenges of the transportation system. The program is expected to improve safety, maintain the infrastructure conditions, and protect the environment. With the challenges ahead due to program changes, Orange County Transportation Authority will continue to work closely with California Department of Transportation staff to meet the requirements of the federal and state regulations and monitor available fund sources. Local agencies will also be updated regarding federal funding provided through the California Department of Transportation and Orange County Transportation Authority when available.



April 27, 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 an opportunity to discuss policy issues that emerged out of the 2016 call for projects for RCP and RTSSP programs.

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, project readiness, etc. 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 following award of funds seek reimbursement for projects. 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. Considering the policy issues and discussions that emerged from 2016 Call for Projects and in anticipation of the 2017 Call for Projects for RCP programs, staff has worked to determine areas of the guidelines that will need to be adjusted. Through this staff report, an effort is made to review the concerns highlighted during the 2016 call and discussion points are drafted to receive feedback from the committee members.

Primary area of discussion under the policy level issues include Project Level Caps, Project Readiness, Project Delivery and Alternative Methodologies for Level of Service (LOS).

1. Project Level Caps: Since Project O is a small scale program providing approximately \$35 million a year on a competitive basis, project level caps should be considered for Right of Way (R/W) and Construction phases in order to meet the needs for smaller and larger projects in an effective manner. Potential changes include:

- OCTA contributions in Measure M funds for R/W phase be capped at \$5 million or 50% of the total cost of construction phase whichever is less.
- Local agency requesting over \$2 million for R/W phase must provide at least 50 percent local match.
- Initial payment for R/W phase will be capped at 25% of the total R/W allocation for projects above \$2 million in Measure M allocation for R/W phase.
- All full takes must be economically justified at the time of application for R/W phase.

- Construction phase caps should also be considered to meet the needs for smaller and larger projects in an effective manner.
- RCP projects that may contain intersections of two or more MPAH Streets, shall submit a separate ICE application for each such MPAH intersection.

2. Project Readiness: Over the years, number of delay requests for implementation phases (R/W and Construction) have increased significantly due to the issues realized during environmental and design phase. Several reasons have been identified by local agencies including but not limited to; approvals required from Army Corps of Engineers and Caltrans, issues with the third party contractors, additional mitigation measures etc. To ensure timely delivery of the Measure M commitments, staff is proposing that projects meet certain milestones before submitting an application for implementation phase.

- In order to apply for R/W and/or construction phase, a project must have all project level environmental clearances including California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) clearance (NEPA is only applicable to federally funded projects).
- Before applying for construction, project must demonstrate that the R/W phase will be completed within six months of the programming fiscal year.

3. Project Delivery: During the Measure M2 performance assessment, local agencies voiced their concerns about lack of staff and resources to support projects funded through CTFP. An effort is being made to help local agency staff deliver CTFP projects in the pipeline before pursuing funds for additional projects.

- Agencies with a certain percentage of delayed projects will not be able to apply for additional projects/ funds until current projects are awarded/obligated and a project completion schedule is provided to OCTA.
- Project obligation deadline is met when an agency awards the primary contract for the project.
- Fast Track Projects are not eligible to request timely use of funds extensions.

4. Alternative Methodology for Level of Service (LOS): During the 2016 call for projects, OCTA and Technical Steering Committee (TSC) struggled to evaluate some projects due to the lack of details and specifics provided in the guidelines related to the alternative methodologies to determine LOS. In order to address this issue in future calls:

- Consider removing the alternate methodologies strategy for determining LOS or clearly define specific alternative methodologies, consistent with the traffic engineering practices.

Next Steps

OCTA staff is currently working on updating the guidelines and will provide draft guidelines to the TSC and TAC in May 2016 for further discussion. 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.



April 27, 2016

To: Technical Advisory Committee

From: Orange County Transportation Authority Staff

Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2016

Overview

The Orange County Transportation Authority recently completed the semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for review and approval.

Recommendations

Approve adjustments to the Comprehensive Transportation Funding Program project allocations.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism the Orange County Transportation Authority (OCTA) uses to administer funding for street, road, signal, transit, and water quality projects. The CTFP contains a variety of funding programs and sources including Measure M2 (M2) revenues and State-Local Partnership Program (SLPP) funds. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants. As needed, OCTA staff meets with representatives from local agencies to review the status of projects and proposed changes. This process is commonly referred to as the semi-annual review. The goals of the semi-annual review process are to review project status, determine the continued viability of projects, address local agency concerns, confirm the availability of local match funds, and ensure timely closeout of all projects funded under the CTFP.

Discussion

The March 2016 semi-annual review adjustments are itemized in Attachment A and described in Attachment B. The adjustments include five cancellations, nine delays, two timely-use of funds extension requests for local fair share funds, sixteen timely-use of funds extension requests for CTFP projects, two transfers, and six scope changes.

Summary

The Orange County Transportation Authority has recently reviewed the status of grant-funded streets and roads projects funded through the Comprehensive Transportation Funding Programs. Staff recommends approval of the project adjustments requested by local agencies, including five cancellations, nine delays, two timely-use of funds extension requests for local fair share funds, sixteen timely-use of funds extension requests for CTFP projects, two transfers, and six scope changes. The next semi-annual review is currently scheduled for September 2016.

Attachments

- A. Comprehensive Transportation Funding Programs - March 2016 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs - March 2016 Semi-Annual Review Adjustment Request Descriptions

Comprehensive Transportation Funding Programs (CTFP)

March 2016 Semi-Annual Review Adjustment Requests

Delay Request(s)								
Agency	Project No.	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay	Proposed FY
Anaheim	14-ANAH-ACE-3711	O	Brookhurst Street (I-5 to SR-91)	CON	FY 15/16	\$ 4,754,131	24 Months	FY 17/18
Anaheim	15-ANAH-ECP-3755	X	Green Alley Bio-Infiltration Project	CON	FY 15/16	\$ 200,000	24 Months	FY 17/18
Anaheim	15-ANAH-ICE-3762	O	State College Boulevard and La Palma Avenue Intersection	CON	FY 15/16	\$ 2,189,239	24 Months	FY 17/18
Fullerton	15-FULL-TSP-3769	P	Malvern Avenue/Chapman Avenue Corridor	PI	FY 15/16	\$ 2,075,104	24 Months	FY 17/18
Fullerton	15-FULL-TSP-3769	P	Malvern Avenue/Chapman Avenue Corridor	O&M	FY 16/17	\$ 127,200	24 Months	FY 18/19
Huntington Beach	15-HBCH-ACE-3770	O	Atlanta Avenue Widening	CON	FY 15/16	\$ 1,200,000	24 Months	FY 17/18
OCTA	14-OCTA-TSP-3704	P	Bristol Street Traffic Signal Synchronization Project	O&M	FY 15/16	\$ 78,720	12 Months	FY 16/17
OCTA	14-OCTA-TSP-3709	P	La Paz Road Signal Synchronization Project	O&M	FY 15/16	\$ 44,160	12 Months	FY 16/17
Yorba Linda	15-YLND-ACE-3789	O	Bastanchury Road (Prospect Avenue to Imperial Highway)	CON	FY 15/16	\$ 385,000	24 Months	FY 17/18
Delay(s) - Total Phase Allocations (9)						\$ 11,053,554		

CON - Construction

O&M - Operations & Maintenance

PI - Primary Implementation

ROW - Right of Way

Project O - Regional Capacity Program

Project P - Regional Traffic Signal Synchronization Program

Project X - Environmental Cleanup Program

FY - Fiscal Year

Comprehensive Transportation Funding Programs (CTFP)
 March 2016 Semi-Annual Review Adjustment Requests

ATTACHMENT A

Cancellation Request(s)						
Agency	Project No.	Project	Project Title	Phase	Current FY	Current Allocation
Dana Point	13-DPNT-ECP-3676	X	San Juan Creek LO1SO2 Trash Removal/Dry Weather Diversion	CON	FY 15/16	\$ 470,236
Fullerton	13-FULL-ACE-3652	O	Bastanchury Road (Harbor Boulevard to Fairway Isles Drive)	CON	FY 15/16	\$ 1,806,637
Laguna Beach	14-LBCH-ICE-3719	O	South Coast Highway/Broadway (SR-1/SR-133)	ROW	FY 15/16	\$ 127,500
Laguna Beach	14-LBCH-ICE-3719	O	South Coast Highway/Broadway (SR-1/SR-133)	CON	FY 15/16	\$ 495,360
San Juan Capistrano	14-SJCP-ACE-3723	O	Ortega Highway Improvement Project	ROW	FY 16/17	\$ 3,679,800
Cancellation(s) - Total Phase Allocations (5)						\$ 6,579,533

CON - Construction

ROW - Right of Way

Project O - Regional Capacity Program

Project X - Environmental Cleanup Program

FY - Fiscal Year

Comprehensive Transportatin Funding Programs (CTFP)

March 2016 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Request(s) - LFS							
Agency	Project No.	Project	Project Title	Phase	Current FY	Proposed Allocation Extension	Proposed Time Extension
Santa Ana	N/A	Q	Several City Projects	N/A	FY 13/14	\$ 296,564	12 Months
Yorba Linda	N/A	Q	Several City Projects	N/A	FY 13/14	\$ 290,256	24 Months
LFS Timely Use of Funds Extension(s) - Total Phase Allocations (2)						\$ 586,820	

FY - Fiscal Year

LFS - Local Fair Share

N/A - Not Applicable

Project Q - Local Fair Share Program

Comprehensive Transportation Funding Programs (CTFP)

March 2016 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Request(s) - CTFP								
Agency	Project No.	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension (in Months)	Proposed Expenditure Deadline
Anaheim	11-ANAH-FST-9000	O	Katella Avenue from Manchester Avenue to Anaheim Way	CON	FY 12/13	\$ 1,360,044	24 Months	April 2018
County of Orange	13-ORCO-ACE-3655	O	La Pata Avenue Phase II	CON	FY 13/14	\$ 10,000,000	24 Months	December 2018
OCTA	12-OCTA-TSP-3603	P	Ball Road	PI	FY 12/13	\$ 606,136	24 Months	June 2018
OCTA	12-OCTA-TSP-3603	P	Ball Road	O&M	FY 13/14	\$ 127,280	24 Months	June 2018
OCTA	12-OCTA-TSP-3615	P	Lake Forest Drive	O&M	FY 13/14	\$ 10,704	24 Months	May 2018
OCTA	12-OCTA-TSP-3616	P	Pacific Park/Oso	PI	FY 12/13	\$ 465,756	24 Months	April 2018
OCTA	12-OCTA-TSP-3616	P	Pacific Park/Oso	O&M	FY 13/14	\$ 24,466	24 Months	April 2018
OCTA	12-OCTA-TSP-3618	P	Los Alisos Boulevard	PI	FY 12/13	\$ 309,261	24 Months	May 2018
OCTA	12-OCTA-TSP-3618	P	Los Alisos Boulevard	O&M	FY 13/14	\$ 23,356	24 Months	May 2018
OCTA	12-OCTA-TSP-3622	P	Santa Margarita Parkway	PI	FY 12/13	\$ 300,051	24 Months	June 2018
OCTA	12-OCTA-TSP-3622	P	Santa Margarita Parkway	O&M	FY 13/14	\$ 11,861	24 Months	June 2018
OCTA	12-OCTA-TSP-3625	P	Edinger Avenue	PI	FY 12/13	\$ 694,600	24 Months	June 2018
OCTA	12-OCTA-TSP-3625	P	Edinger Avenue	O&M	FY 13/14	\$ 59,200	24 Months	June 2018
OCTA	12-OCTA-TSP-3626	P	First Street/Bolsa Avenue	PI	FY 12/13	\$ 903,200	24 Months	May 2018
OCTA	12-OCTA-TSP-3626	P	First Street/Bolsa Avenue	O&M	FY 13/14	\$ 76,800	24 Months	May 2018
Orange	13-ORNG-ICE-3656	O	Lincoln Avenue/Tustin Street Intersection Widening	ENG	FY 13/14	\$ 105,000	24 Months	July 2018
CTFP Timely Use of Funds Extension(s) - Total Phase Allocations (16)						\$ 15,077,715		

CON - Construction

O&M - Operations & Maintenance

PI - Primary Implementation

ROW - Right of Way

Project O - Regional Capacity Program

Project P - Regional Traffic Signal Synchronization Program

Project X - Environmental Cleanup Program

FY - Fiscal Year

Comprehensive Transportatin Funding Programs (CTFP)

March 2016 Semi-Annual Review Adjustment Requests

Scope Change Request(s)						
Agency	Project No.	Project	Project Title	Phase	Current FY	Current Allocation
Brea	14-BREA-TSP-3702	P	Birch Street/Rose Drive Corridor	PI	FY 15/16	\$ 617,110
County of Orange	14-ORCO-ECP-3756	X	Catch Basin Screens Phase IV	CON	FY 14/15	\$ 200,000
Fullerton	15-FULL-TSP-3769	P	Malvern Avenue/Chapman Avenue Corridor	PI	FY 15/16	\$ 2,075,104
OCTA	15-OCTA-TSP-3783	P	Chapman Avenue Corridor	PI	FY 15/16	\$ 2,188,844
Orange	14-ORNG-ICE-3721	O	Lincoln Avenue and Tustin Street Intersection Widening	CON	FY 15/16	\$ 368,640
Tustin	14-TUST-ECP-3741	X	Biofiltration Retrofit - Edinger/Redhill/Valencia/Kensington Park	CON	FY 14/15	\$ 1,200,000
Scope Change(s) - Total Phase Allocations (6)						\$ 6,649,698

CON - Construction

PI - Primary Implementation

Project O - Regional Capacity Program

Project P - Regional Traffic Signal Synchronization Program

Project X - Environmental Cleanup Program

FY - Fiscal Year

Comprehensive Transportation Funding Programs (CTFP)

March 2016 Semi-Annual Review Adjustment Requests

Transfer Request(s)								
Agency	Project No.	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation
Orange	14-ORNG-ICE-3721	O	Lincoln Avenue and Tustin Street Intersection Widening	ROW	FY 14/15	\$ 67,500	\$ (62,250)	\$ 5,250
Orange	14-ORNG-ICE-3721	O	Lincoln Avenue and Tustin Street Intersection Widening	CON	FY 15/16	\$ 368,640	\$ 62,250	\$ 430,890
Orange	14-ORNG-ICE-3722	O	Katella Avenue and Wanda Road Intersection Widening	ROW	FY 14/15	\$ 120,000	\$ (16,974)	\$ 103,026
Orange	14-ORNG-ICE-3722	O	Katella Avenue and Wanda Road Intersection Widening	CON	FY 15/16	\$ 583,680	\$ 16,974	\$ 600,654
Transfer Request(s) - Total Phase Allocations (4)						\$ 1,139,820	\$ -	\$ 1,139,820

CON - Construction

ROW - Right of Way

Project O - Regional Capacity Program

FY - Fiscal Year

Comprehensive Transportation Funding Programs
March 2016 Semi-Annual Review Adjustment Request Descriptions

Delays

The City of Anaheim (Anaheim) is requesting 24 month delays on the following three projects:

- Brookhurst Street from I-5 to SR-91 Project (14-ANAH-ACE-3711) was awarded \$4,754,131 in FY 2015/16 for the construction phase. The project is currently in the right-of-way acquisition/relocation phase and the city has acquired 19 full takes and 7 partial takes. There are 4 partial takes remaining in the procurement process to complete the right of way acquisitions. The project is currently in the design phase and the delay provides the city with additional time to complete design and right of way.
- Green Alley Bio-Infiltration Project (15-ANAH-ECP-3755) was awarded \$200,000 in FY 2015/16 for the construction phase. The project is currently in the design phase and the delay will allow sufficient time for the city to award construction of this project.
- State College Boulevard and La Palma Avenue Project (15-ANAH-ICE-3762) was awarded \$2,189,239 in FY 2015/16 for the construction phase. The project is currently in the design phase and the delay provides the city with time to complete design and right of way. The city is currently working to acquire 6 partial takes and plans to begin construction within 24 months.

The City of Fullerton (Fullerton) is requesting 24 month delay on the implementation and operation & maintenance phases of the Malvern Avenue/Chapman Avenue Corridor Project (15-FULL-TSP-3769). On February 16, 2016, the city awarded a contract to provide professional traffic engineering consultant services for design, system integration, construction management, and ongoing monitoring/maintenance services. The delay will provide the city with sufficient time to award a construction contract.

The City of Huntington Beach (Huntington Beach) is requesting a 24 month delay on the construction of the Atlanta Avenue Widening Project between Huntington Street and Delaware Street (15-ANAH-ACE-3770). The street widening project requires the acquisition of additional public right of way from an adjacent mobile home park. The project is currently delayed until the City is able to come to an agreement with the Park owner or a determination is made to acquire the right of way through eminent domain. The delay will provide the City sufficient time to either complete negotiations with the Park owner or acquire the necessary easements through the condemnation process.

Orange County Transportation Authority (OCTA) is requesting a 12 month delay on the operations and maintenance phases of Bristol Street Traffic Signal Synchronization project from SR-22 ramps to Jamboree Road (14-OCTA-TSP-3704) and La Paz Road Signal Synchronization project from Olympiad Road to Crown Valley Parkway (14-OCTA-TSP-3709) due to anticipated administrative delays in closing out the Primary

Comprehensive Transportation Funding Programs

March 2016 Semi-Annual Review Adjustment Request Descriptions

Implementation phase that will affect the start of the operations and maintenance phases of both projects.

The City of Yorba Linda (Yorba Linda) is requesting a 24 month delay on the construction phase of Bastanchury Road – Prospect Avenue to Imperial Highway (15-YLND-ACE-3789). Currently, there are two poles that need to be relocated prior to the construction of the proposed improvements. Yorba Linda has initiated the relocation request. The delay will provide sufficient time to complete utility relocations and award a construction contract.

Cancellations

The City of Dana Point (Dana Point) was awarded \$470,236 for the construction of the San Juan Creek LO1SO2 Trash Removal/Dry Weather Diversion Project (13-DPNT-ECP-3676). The OCTA Board of Directors previously approved a 24-month delay request since additional agencies had a vested interest in the project as well as a minor scope change that involved a more feasible and cost-effective treatment for future operation and maintenance costs. Dana Point is requesting to cancel the project since the city is unable to reach consensus on the fiscal responsibility for cost sharing of the project operation and maintenance and plans to reapply when cost allocations have been determined amongst their partners.

The City of Fullerton (Fullerton) was awarded \$1,806,637 for construction (13-FULL-ACE-3652) of the Bastanchury Road – Harbor Boulevard to Fairway Isles Drive Project. Construction plans were submitted to the Army Corps of Engineers (Corps) for comments and many of the details for the new retaining walls will need to be revised. In addition, the Corp has relocated the original borrow site which will require an additional review from the Department of Fish and Game and Regional Water Quality Board. Fullerton will not be able to award the project contract within the current year of programming (FY 2015-16). City's intent is to re-apply for construction funding once the final construction documents are in conformance with the Corps' requirements.

The City of Laguna Beach (Laguna Beach) was awarded \$127,500 for right-of-way, and \$495,360 for construction (14-LBCH-ICE-3719) of the South Coast Highway/Broadway Project. The city has decided not to proceed with this project as the city is unable to meet Caltrans requirements without further narrowing of sidewalk and increasing the right of way acquisition area.

The City of San Juan Capistrano (San Juan Capistrano) was awarded \$3,679,800 for right-of-way (14-SJCP-ACE-3723) of Ortega Highway Project between Calle Entradero and the east City limits. The cancellation request is made based on the final action taken by the City Council at the January 5, 2016 meeting that directed staff not to proceed with the project.

Comprehensive Transportation Funding Programs

March 2016 Semi-Annual Review Adjustment Request Descriptions

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

The City of Santa Ana (Santa Ana) has received \$657,540 of LFS funds on November 19, 2013 and is requesting a one-time 12 month timely-use of funds extension of \$296,564 at this time. These funds must be expended by November 19, 2017. 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 (Yorba Linda) has received \$891,779 of LFS funds in fiscal year 2013-14 and is requesting a one-time 24 month timely-use of funds extension of \$290,256 at this time. These funds were disbursed in two separate installments: \$146,222 was disbursed on September 4, 2013, and must be expended by September 4, 2018; \$144,034 was disbursed on November 19, 2013 and must be expended by November 19, 2018. Yorba Linda plans to use the LFS funds mentioned above for specific projects within the extended time frame.

Timely-Use of Funds Extensions

Once obligated, the Comprehensive Transportation Funding Programs (CTFP) funds expire 36 months from the contract award date. Per precept 20 in the 2015 CTFP Guidelines, local agencies may request extensions up to 24 months through the semi-annual review (SAR). During this SAR cycle, four agencies submitted 16 timely-use of funds extension requests for CTFP projects.

The City of Anaheim is requesting a 24-month timely use of funds extension for the construction phase of Katella Avenue from Manchester Avenue to Anaheim Way (11-ANAH-FST-9000) from April 2016 to April 2018. The additional time will help the city to resolve outstanding payments to the contractor and complete project closeout.

The County of Orange is requesting a 24-month timely use of funds extension for the construction phase of La Pata Avenue Phase II between Ortega Highway and north boundary of Prima Deshecha landfill (13-ORCO-ACE-3655) from December 2016 to December 2018. This extension will provide sufficient time to complete construction, issue payments to the contractor, and complete project closeout.

OCTA as an administrative lead agency and is requesting 24-month timely use of funds extension for the following projects:

- Primary implementation and maintenance phases of Ball Road Project from Holder Street to Tustin Street (12-OCTA-TSP-3603) until June 2018.
- Maintenance phase of Lake Forest Drive from Laguna Canyon Road to Rockfield Boulevard (12-OCTA-TSP-3615) until May 2018.

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- Primary implementation and maintenance phases of Pacific Park/Oso Project from Aliso Viejo Parkway to SR-241 (12-OCTA-TSP-3616) until April 2018.
- Primary implementation and maintenance phases of Los Alisos Boulevard from Paseo de Valencia to Altisima (12-OCTA-TSP-3618) until May 2018.
- Primary implementation and maintenance phases of Santa Margarita Parkway from El Toro Road to Plano Trabuco Road (12-OCTA-TSP-3622) until June 2018.
- Primary implementation and maintenance phases of Edinger Avenue Project from Bolsa Chica Street to SR-55 (12-OCTA-TSP-3625) until June 2018.
- Primary implementation and maintenance phases of First Street/Bolsa Avenue Project from Edwards Street to Newport Avenue (12-OCTA-TSP-3626) until May 2018.

OCTA has experienced delays with the Caltrans encroachment permit approval process, unanticipated utility conflicts and additional coordination needed between participating agencies and contractors. The additional time will provide OCTA with sufficient time to complete and closeout the projects.

The City of Orange (Orange) is requesting a 24-month timely use of funds for engineering of Lincoln Avenue and Tustin Street Intersection Widening project (13-ORNG-ICE-3656) from July 2016 to July 2018. Orange has experienced delays with obtaining an encroachment permit approval from Caltrans. This extension will provide sufficient time for Orange to obtain the encroachment permit from Caltrans.

Scope Change

During this SAR, six agencies are requesting a scope changes.

The City of Brea was awarded \$617,110 for the primary implementation of Birch Street and Rose Drive Corridor (14-BREA-TSP-3702). The proposed CCTV cameras at Birch Street/Kraemer Boulevard and Birch Street/Brea Boulevard have been provided by other city projects. Instead, the city would like to install new CCTV cameras at Birch Street/South Associated Road and Birch Street/Valencia Boulevard. No additional funding is requested as part of the scope change.

The County of Orange (County) was awarded \$200,000 for the construction of Catch Basin Screens Phase IV (14-ORCO-ECP-3756). The County originally proposed 350 Connector Pipe Screen (CPS) units. However, only 315 CPS units were installed due to increased retrofit costs on non-conformance standard catch basin sizes. The waterways and pollutants originally identified in the project application remain the same and no additional funding is being requested as part of the scope change.

The City of Fullerton (Fullerton) was awarded \$2,075,104 for the implementation phase of Malvern Avenue and Chapman Avenue Corridor (15-FULL-TSP-3769). Fullerton is

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requesting a scope change relative to the fiber communications layout along the project corridor. The proposed scope change involves a reconfiguration of the communications network into a Self-healing Communication Backbone ring in case of construction activity or component failure. The scope change will involve installing the new 2" conduit and additional fiber optic cable along the project corridor between Malvern Avenue/Euclid Street and Malvern Avenue/Woods Avenue. New fiber optic cable will be installed in existing conduit from Malvern Avenue/Woods Avenue to connect to existing fiber at Chapman Avenue/Highland Avenue. No additional funding is requested as part of the scope change.

The City of Orange (Orange) was awarded \$368,640 for the construction of Lincoln Avenue and Tustin Street Intersection Widening (14-ORNG-ICE-3721). Orange is requesting a scope change since Orange has decided not to proceed with right of way acquisition. The scope change includes constructing 3-foot wide stamped concrete raised island median, removing the bus turnout, and an increase in unit and quantity cost for rehabilitating failing pavement areas.

The Orange County Transportation Authority (OCTA) was awarded \$2,188,844 for the primary implementation of Chapman Avenue Corridor (15-OCTA-TSP-3783). The original application included Ethernet switches, uninterruptible power supply and a control upgrade as part of the intersection improvements. However, upon field review, it was discovered that these items were no longer necessary because they were provided as part of another city project. OCTA is requesting a scope change to use cost savings to allow a participating agency, City of Orange, to purchase one video detection system, three cabinet patch panels, two 6E pullboxes, and three closed-circuit television camera systems. No additional funding is requested as part of the scope change and the installation of these components will enhance the overall benefit of the project.

The City of Tustin (Tustin) was awarded \$1,200,000 for the Biofiltration Retrofit – Edinger/Redhill/Valencia/Kensington project (14-TUST-ECP-3741). Tustin originally proposed to install 29 modular wetland units at catch basins located within the Tustin Legacy. Due to underground utilities conflicts, 14 locations were discovered to be ineligible to install a unit. Therefore, the 14 units were installed in other locations within the Tustin Legacy. In addition, Tustin installed 32 modular wetlands instead of the originally proposed 29. The waterways and pollutants originally identified in the project application remain the same and no change in the allocation amount is being requested.

Transfers

The City of Orange (Orange) is requesting two transfers for the following projects. For Lincoln Avenue and Tustin Street Intersection Widening (14-ORNG-ICE-3721), Orange is requesting to transfer cost savings of \$62,250 from right of way phase to the construction phase as a result of a project scope change and increase in construction cost items.

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For the Katella Avenue and Wanda Road Intersection Widening (14-ORNG-ICE-3722), Orange is requesting to transfer cost savings of \$16,974 from the right of way phase to the construction phase.