



# AGENDA

## Technical Advisory Committee

### Committee Members

Shaun Pelletier	City of Aliso Viejo
Rudy Emami	City of Anaheim
Tony Olmos	City of Brea
David Jacobs	City of Buena Park
Raja Sethuraman	City of Costa Mesa
Nardy Khan	County of Orange
Doug Dancs	City of Cypress
Matthew Sinacori	City of Dana Point
Mark Lewis	City of Fountain Valley
Don Hoppe, <i>Vice Chair</i>	City of Fullerton
William Murray	City of Garden Grove
Travis Hopkins	City of Huntington Beach
Manuel Gomez, <i>Chair</i>	City of Irvine
Chris Johansen	City of La Habra
Michael Belknap	City of La Palma
Christina Templeton	City of Laguna Beach
Ken Rosenfield	City of Laguna Hills
Nasser Abbaszadeh	City of Laguna Niguel
Akram Hindiyeh	City of Laguna Woods
Tom Wheeler	City of Lake Forest
Dave Hunt	City of Los Alamitos
Mark Chagnon	City of Mission Viejo
David Webb	City of Newport Beach
Joe DeFrancesco	City of Orange
Luis Estevez	City of Placentia
Brendan Dugan	City of Rancho Santa Margarita
Tom Bonigut	City of San Clemente
Steve May	City of San Juan Capistrano
William Galvez	City of Santa Ana
Steve Myrter	City of Seal Beach
Stephanie Camorlinga	City of Stanton
Doug Stack	City of Tustin
Akram Hindiyeh	City of Villa Park
Marwan Youssef	City of Westminster
E. Maximous	City of Yorba Linda

Orange County Transportation Authority  
 550 South Main Street, Room 09  
 Orange, California  
**April 25, 2018 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) 560-5372, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.*

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

*All documents relative to the items referenced in this agenda are available for public inspection at [www.octa.net](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**

**Self-Introductions**

**Consent Calendar**

*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 Minutes**

Approval of the Technical Advisory Committee regular meeting minutes of February 28, 2018

**Regular Items**

**2. March 2018 Semi-Annual Review – Christina Moore**

***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***

- A. Recommend Board approval of adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility funds.
- B. Recommend Board approval of the City of Orange's request, considering it is not consistent with the intent of the Fast Track approach.

**3. 2018 CTFP Call for Projects Programming Recommendations – Joseph Alcock**

***Overview***

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



## Recommendations

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

## Discussion Items

4. **Active Transportation Program (ATP) Cycle 4 Updates** – Paul Martin/Louis Zhao
5. **SB-1 Presentation** – Bassem Barsoum, *Caltrans*
6. **Correspondence**

### OCTA Board Items of Interest

- **Monday, March 12, 2018**

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

- **Monday, April 9, 2018**

- Item 12: 2018 State Transportation Improvement Program Update*

- Item 13: Measure M2 Quarterly Report for the Period of October 2017 Through December 2017*

- Item 14: Fiscal Year 2018-19 Measure M2 Eligibility and Countywide Pavement Management Plan Guidelines and City of Placentia's Maintenance of Effort Benchmark*

### Announcements by Email

- Program Schedule and Draft Updates to the 2018 Local Streets and Roads Reporting Guidelines, *sent 2/23/18*
- Prequalified Pavement Inspection Consultants List – Updated, *sent 2/27/18*
- March 2018 semi-annual review reminder, *sent 2/27/18*
- Vehicle-to-infrastructure (V2I) survey follow-up, *sent 2/28/18*
- FY 2018-19 Eligibility Workshop, *sent 3/7/18*
- FY 18-19 Eligibility Guidelines and Related Materials, *sent 3/14/18*
- 2018 Project V Call for Projects - Scoring Criteria, *sent 3/19/18*
- March 28, 2018 Technical Advisory Committee - Cancellation Notice, *sent 3/19/18*
- Statewide Local Streets and Roads Needs Assessment Reminder, *sent 3/20/18*
- CTC Launches Online Tool to Submit SB 1 Local Streets and Roads Funding Project Lists, *sent 3/30/18*
- April 11, 2018 Technical Steering Committee - Cancellation Notice, *sent 4/4/18*
- ATP Progress Reports for Local Agencies, *sent 4/12/18*
- FY 2018-19 M2 Eligibility Workshop Follow Up, *sent 4/12/18*



- Southern California Local Assistance Management Meeting (SCLAMM), *sent 4/17/18*
- Active Transportation Count Pilot Program: Notice of Data Collection, *sent 4/19/18*

## **7. Committee Comments**

## **8. Caltrans Update**

- Local Assistance
- Planning

## **9. Staff Comments**

- Audits of Local Fair Share and Competitive Programs – Janet Sutter
- SB-1 Local Streets and Roads Program – Louis Zhao

## **10. Items for Future Agendas**

## **11. Public Comments**

## **12. Adjournment**

*The next regularly scheduled meeting of this Committee is Wednesday, May 23, 2018 at 1:30 p.m.*



**Approval of Minutes**  
**February 28, 2018**



**Voting Representatives Present:**

Shaun Pelletier	City of Aliso Viejo
Rudy Emami	City of Anaheim
Tony Olmos	City of Brea
Raja Sethuraman	City of Costa Mesa
Nardy Khan	County of Orange
Kamran Dadbeh	City of Cypress
Matt Sinacori	City of Dana Point
Mark Lewis	City of Fountain Valley
Don Hoppe	City of Fullerton
Travis Hopkins	City of Huntington Beach
Manuel Gomez	City of Irvine
Michael Plotnik	City of La Habra
Michael Belknap	City of La Palma
Christina Templeton	City of Laguna Beach
Ken Rosenfield	City of Laguna Hills
Akram Hindiyeh	City of Laguna Woods
Tom Wheeler	City of Lake Forest
Mark Chagnon	City of Mission Viejo
Mark Vukojevic	City of Newport Beach
Frank Sun	City of Orange
Luis Estevez	City of Placentia
E. Maximus	City of Rancho Santa Margarita
Tom Bonigut	City of San Clemente
Steve May	City of San Juan Capistrano
Taig Higgins	City of Santa Ana
Steve Myrter	City of Seal Beach
Doug Stack	City of Tustin
Akram Hindiyeh	City of Villa Park
Marwan Youssef	City of Westminster

**Voting Representatives Absent:**

David Jacobs	City of Buena Park
William Murray	City of Garden Grove
Nasser Abbaszadeh	City of Laguna Niguel
Dave Hunt	City of Los Alamitos
Stephanie Camorlinga	City of Stanton
Rick Yee	City of Yorba Linda

Orange County Transportation Authority  
550 S. Main Street, Room 09  
Orange, CA  
**February 28, 2018 1:30 PM**

**Guests Present:**

Khalid Bazmi  
Brendan Dugan  
Iris Lee  
Jennifer Rosales  
Meghan Mitman  
Juanita Martinez  
Emily Finkel  
Dru Van Hengel  
Dave Simpson  
Harry Thomas  
Temo Galvez  
Patricia Crosby  
Mark Myers

**Staff Present:**

Kurt Brotcke  
Tamara Warren  
Brianna Martinez  
Joe Alcock  
Harry Thomas  
Peter Moncada  
David Simpson  
Paul Martin



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*Meeting was called to order by Mr. Manuel Gomez at 1:30 p.m.*

## **Self-Introductions**

## **CONSENT CALENDAR**

### **1. The Minutes for the October 25, 2017 meeting were approved.**

Mr. Wheeler motioned to approve, seconded by Mr. Stack.

## **DISCUSSION ITEMS**

### **2. 2018 Project V Guidelines and Call for Projects – Kurt Brotcke**

Kurt Brotcke reviewed the upcoming Call for Projects for the existing CTFP Program, Project V. He announced that applications would be due March 23, 2018; and noted that staff recommendations would likely be presented to the Board in June 2018. Mr. Brotcke stated that revisions to the guidelines have been made providing more flexibility; and include the option to begin the project in FY 18/19 or 19/20, covering a period of 3-5 years; and encouraging the use of leased vehicles. However, he noted that purchasing vehicles is still an allowable option.

Marwan Youssef asked how much money was available.

Mr. Brotcke responded the estimated amount was \$12 million.

Mark Chagnon stated that the new language appeared to incentivize new service rather than existing services.

Mr. Brotcke responded that the changes to the language were made to discourage new applications from agencies when their existing services have not met performance standards.

Mr. Chagnon suggested revising the performance metrics and project review policy to provide services more time to become successful. Mr. Chagnon also suggested that routes added to an existing service be considered new services, rather than expansions of existing services.

Mr. Brotcke clarified that if a new route is not an expansion of an existing service then it would be considered a new project and would not have limitations based on separate existing projects.

There was no further discussion.

### **3. M2 Delivery – Next 10 Plan Updates – Tamara Warren**

Ms. Warren reviewed the progression of the Measure M2 Delivery plan, starting with the Action Plan adopted in 2007. Ms. Warren noted that the 2018 Delivery Plan is an updated version of the 2016 Next 10 Delivery Plan. The Plan was developed to update and address lower revenues; increased project costs; and also includes revisions to ensure plans reach completion. Ms. Warren concluded with the next steps for the 10 Year Delivery Plan and reviewed plans to report to the Board in the future.

Mr. Hoppe inquired whether staff would be supplying local jurisdictions with a hard copy or presentation of the updates.



Ms. Warren responded it is possible though not currently planned. She also noted that materials are available on OCTA's website.

There was no further discussion.

**4. Systematic Safety Analysis Report (SSAR) - Paul Martin**

Mr. Martin provided an overview of the Systemic Safety Plan planning study aimed at improving safety, expanding mode choices, and enhancing bicycle transportation in Orange County. He then introduced the project manager Meghan Mitman, a consultant from Fehr & Peers.

Ms. Mitman presented on the Systemic Safety Analysis Report and stated that the project team will return later to report on initial study recommendations.

Mr. Sethuraman questioned how specific the locations of study were.

Ms. Mitman responded that the study applies a systemic approach where the data determines the outcome. The project looks for patterns in crash history to create templates of common problematic intersection types on a countywide level. As such, the result provides location neutral results, allowing any local agency within Orange County to apply the templates to their existing conditions, if appropriate.

Mr. Sethuraman asked for clarification.

Mr. Martin clarified that it was best to apply a systemic approach identifying county-wide trends so that results could be evenly applied to every jurisdiction.

Mr. Sinacori was concerned that identifiable photos would be included in the report.

Mr. Martin clarified that generic graphics would be included in the report; there would not be any identifiable locations within Orange County.

Mr. Hoppe asked if project staff is looking at other geographic factors.

Ms. Mitman responded that one factor they were considering were mid-block crossings near schools.

Mr. Martin added that the project is looking at data including but not limited to time of day, proximity to land uses, and other salient issues. He also stated that due to the early stages of the project, specifics could not be given at the moment, but data will be available.

Ms. Mitman also stated that the project will provide both infrastructure and non-infrastructure recommendations.

Mr. Hoppe questioned when the project team anticipates returning with more information.

Mr. Martin responded in the Fall.

Ms. Khan asked if project staff would elaborate on the Citizens Advisory Committee's role.

Mr. Martin responded that there is an approximately ten-person pedestrian and bicycle subcommittee within the CAC, they are citizen appointees, and the group will meet with them quarterly to discuss updates. He also stated that the subcommittee was consulted regarding goals and objectives for the project.



Mr. Stack inquired about project funding.

Mr. Martin responded that for local agencies there is funding available from the Highway Safety Improvement Program (HSIP), the state-wide Active Transportation Program (ATP) or OCTA's Bicycle Corridor Improvement Program (BCIP), amongst others.

There was no further discussion.

## **REGULAR ITEMS**

### **5. Countywide Pavement Management Plan Guidelines Update – Harry Thomas**

Mr. Thomas reviewed the proposed revisions to the Countywide Pavement Management Guidelines. Mr. Thomas stated that their purpose is to create as much consistency as possible throughout the county.

Mr. Wheeler motioned to approve, Mr. Sethuraman seconded. The item was approved.

### **6. Correspondence**

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

### **7. Committee Comments - None**

### **8. Local Assistance Update**

Caltrans Division of Local Assistance spoke about the following programs: the Active Transportation Program (ATP), the Highway Bridge Program (HBP), the Highway Safety Improvement Program (HSIP), and the Emergency Relief Program (ER). Please refer to the attached presentation for additional details.

### **9. Staff Comments**

- **SB-1 Update – Louis Zhao**

Mr. Zhao stated that fiscal year 18-19 local streets and roads Road Maintenance and Rehabilitation Account (RMRA) projects are due on May 1<sup>st</sup>, 2018. He also stated that 17-18 annual reporting for local streets and roads projects are due to California Transportation Commission (CTC) on October 1<sup>st</sup>, 2018 and this is a requirement as part of SB-1 program. Mr. Zhao also stated that that all SB-1 funded projects need to have appropriate signage, as this is also a requirement of SB-1.

- **Active Transportation Program (ATP) Update – Louis Zhao**

Mr. Zhao provided updates on the ATP. He stated that according to information from Caltrans, so far no one in Orange County had reported, which could cause some issues when projects are audited. He stated that many agencies did in fact submit the report and should contact CTC to confirm receipt. Mr. Zhao also stated that Cycle Four ATP call for projects is scheduled to be released in May 2018.



Mr. Hoppe asked why the release was moved to May. Mr. Zhao explained that it was originally scheduled for April, but CTC staff need to include some changes to the application.

- **2018 California Statewide Local Streets & Roads Needs Assessment – Harry Thomas**

Mr. Thomas stated that the 2018 California Statewide Local Streets & Roads Needs Assessment was underway. Mr. Thomas encouraged participation and was pleased to announce that there were only two Orange County cities that did not submit data in the 2016 cycle.

Mr. HindiyeH asked when the due date was. Mr. Thomas replied that it is at the end of March.

- **Vehicle-to-Infrastructure State of the Practice Review – Kurt Brotcke**

Mr. Brotcke stated that OCTA was going to send out an email to the TAC regarding the Vehicle-to-Infrastructure State of the Practice Review, that was completed by Iteris. He requested feedback on the report.

**10. Items for Future Agendas - None**

**11. Public Comments - None**

**12. Adjournment at 2:38 p.m.**

# Local Assistance: Projects and Funding

## Common Programs

Name	Purpose	When to Apply	Online Link For More Info
Active Transportation Program (ATP)	Encourage active modes of transportation like biking and walking such as the Safe Routes to School programs	Cycle 4 (May 2018 – July 2018)	<a href="http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html">www.dot.ca.gov/hq/LocalPrograms/atp/index.html</a>
Highway Bridge Program (HBP)	Replace/rehabilitate structurally deficient bridges on public highways	Continuous	<a href="http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm">www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm</a>
Highway Safety Improvement Program (HSIP)	Reduce injuries and fatalities on public roads	Cycle 9 (May 2018 – August 2018)	<a href="http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm">www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm</a>
Emergency Relief Program (ER)	Repair and/or reconstruct federal-aid routes suffering from disaster damage	ASAP	<a href="http://www.fhwa.dot.gov/programadmin/erelief.cfm">www.fhwa.dot.gov/programadmin/erelief.cfm</a>

## What Projects Qualify?

- Active Transportation Program (ATP)
  - Infrastructure and non-infrastructure projects that encourage increased use of active modes of transportation
  - Active transportation plans in disadvantaged communities may qualify for funding as well
  - Projects that mainly benefit motorized users – such as cars, buses, etc. – are ineligible for ATP funding
  - Requires a Project Study Report or an equivalent
  - Example: State and Federal Safe Routes to School programs (SR2S and SRTS)
    - Enable and encourage students in kindergarten through 8<sup>th</sup> grade to safely walk and bicycle to school to improve safety, environment, and overall quality of life in affected communities
    - Should not be used for recurring costs nor for schools identified on a school closure list
- Highway Bridge Program (HBP)
  - Bridges with structural deficiencies, physical deterioration, or functional obsolescence according to the latest Bridge Inspection Report
  - Bridges over waterways, topographical barriers, railroads, and other highways
  - HBP Application Package must include a cover letter and Exhibits 6-A, 7-B, and 7-C

## What Projects Qualify?

- Highway Safety Improvement Program (HSIP)
  - Public road or public owned bicycle or pedestrian pathway or trail, or those on tribal lands for general use of tribal members
  - Project must address a specific safety problem
  - Must improve user safety and be consistent with California's Strategic Highway Safety Plan (SHSP)
  - Application package for Cycle 9 not available but Cycle 8 can be seen here: [www.dot.ca.gov/hq/LocalPrograms/HSIP/apply\\_nowHSIP.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm)
- Emergency Relief Program (ER)
  - FHWA-funded roads suffering damage due to **natural disasters** or **catastrophic failures** from external causes
  - Caltrans will apply to FHWA for ER eligibility once the governor proclaims a state of emergency AND repair costs exceed \$700000
  - Once eligibility request is approved, fill out Damage Assessment Forms (DAF) for each site and schedule field reviews with DLAE

## Indirect Cost Rates for A&E Firms

- ICRs are valid for a one year applicable accounting period, but once a contract is established it may be extended
- Consultants must maintain records to demonstrate incurred costs that comply with Federal cost principles
- ICR Schedule is the primary document used to calculate the ICR and consists of direct labor, fringe benefits, and general overhead components
  - ICR schedule numbers come from: income statement/general ledger, labor distribution report, and payroll register
  - Labor reconciliations should be performed at least monthly at the level of an individual employee, as labor constitutes the largest component of the ICR schedule, and this makes completing the final year end reconciliation easier
- An expense must be **allowable, allocable, and reasonable** to be in the ICR
  - When a cost is unallowable, the directly associated costs are also unallowable
- For contracts greater than or equal to \$150000, consultants must submit the Exhibit 10-A checklist, cost proposals, Exhibit 10-K, and the local agency and consultant's point of contact

## New Indirect Cost Process

- FHWA and Caltrans revised the process for submitting an indirect cost allocation plan/ICR proposal (ICAP/ICRP) for **fiscal years beginning on or after July 1, 2015**
- Major changes intended for a more consistent, transparent process:
  - Supersedes and streamlines several preexisting requirements
  - Strengthens language in various areas to appropriately limit allowable costs under Federal awards
  - Local agencies seeking reimbursement of ICR from Caltrans have three new options besides sending in a complete ICAP/ICRP package: submitting a ICAP/ICRP Certification, submitting a ICAP/ICRP Extension Request, or using a de minimis rate
- For additional information, see the following links:
  - Detailed information on the new ICR process, including samples: [www.dot.ca.gov/audits/docs/ICAP-ICRP-submission-processes.pdf](http://www.dot.ca.gov/audits/docs/ICAP-ICRP-submission-processes.pdf)
  - ICAP/ICRP Q&A: [www.dot.ca.gov/hq/audits/documents/email941Local\\_Agency\\_ICAP\\_QA\\_February\\_25\\_2015\\_AM.pdf](http://www.dot.ca.gov/hq/audits/documents/email941Local_Agency_ICAP_QA_February_25_2015_AM.pdf)
  - ICR training, videos, and information from the Washington DOT: [www.wsdot.wa.gov/Audit/ICRTraining.htm](http://www.wsdot.wa.gov/Audit/ICRTraining.htm)
  - A&I website under "Local Agency A&E" at: [www.dot.ca.gov/audits/](http://www.dot.ca.gov/audits/)

# Inactive Projects

- Inactive projects are those which have had no recorded expenditure activity in the last 12 months or more
- Project obligation could be removed by FHWA if proper justification or an invoice is not provided in time
- As of January 2018, the percentage of inactive projects in California is 4.6%
  - Quarterly goal is 2% inactive projects
  - Orange County is at 8% inactive projects
- To reduce inactive obligations:
  - Submit an **invoice** every six months at a minimum
  - Send a **final invoice** for the project
- Caltrans Local Assistance will send letters reminding local agencies to send in invoices
- A list of inactive projects can be found at:  
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>



## **March 2018 Semi-Annual Review**



***April 25, 2018***

**To:** Technical Advisory Committee

**From:** Orange County Transportation Authority Staff

**Subject:** Comprehensive Transportation Funding Programs Semi-Annual Review – March 2018

***Overview***

The Orange County Transportation Authority recently completed the semi-annual review of projects funded through its 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***

- A. Recommend Board approval of adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility funds.
- B. Recommend Board approval of the City of Orange’s request, considering it is not consistent with the intent of the Fast Track approach.

***Background***

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism which 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 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 2018 semi-annual review adjustments are itemized in Attachment A, and described in Attachment B. The proposed adjustments include three advances, four cancellations, six delays, 10 timely use of funds extension requests for CTFP projects, five timely use of funds extension requests for the Local Fair Share Program, one timely use of funds extension request for the Senior Mobility Program, 11 scope changes, and three interproject transfers.

OCTA staff has identified several reasons for project delays and other requested changes which include: delays in right of way negotiations with property and business owners, coordination required with stakeholders and other agencies; overlap from other projects; and reevaluation of locations due to technology and costs.

***Summary***

The Orange County Transportation Authority has recently reviewed the status of 347 active projects funded through the Measure M2 Comprehensive Transportation Funding Programs. Staff recommends the approval of the project adjustments requested by local agencies. The next semi-annual review is currently scheduled for September 2018.

***Attachments***

- A. Comprehensive Transportation Funding Programs – March 2018 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs – March 2018 Semi-Annual Review Adjustment Request Descriptions

**Comprehensive Transportation Funding Programs**  
 March 2018 Semi-Annual Review Adjustment Requests

<b>Advances Request(s)</b>									
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed FY	Proposed Allocation*	
OCTA	16-OCTA-TSP-3794	P	Brookhurst Street Traffic Signal Synchronization (Commonwealth Avenue to Pacific Coast Highway)	PI	18/19	\$ 2,784,524	17/18	\$ 2,784,524	
OCTA	16-OCTA-TSP-3795	P	Magnolia Avenue Traffic Signal Synchronization (Commonwealth Avenue to Banning Avenue)	PI	18/19	\$ 2,615,694	17/18	\$ 2,615,694	
OCTA	16-OCTA-TSP-3796	P	EI Toro Road Traffic Signal Synchronization	PI	18/19	\$ 1,074,047	17/18	\$ 1,074,047	
<b>Advances (3) - Total Phase Allocations</b>						<b>\$ 6,474,265</b>		<b>\$ 6,474,265</b>	

Acronyms

**FY** - Fiscal year

**P** - Regional Traffic Signal Synchronization Program

**PI** - Primary implementation

\*Proposed allocation for OCTA-led traffic signal projects remain the same as funds were programmed in FY 17-18 dollars and were not adjusted for inflation.

**Comprehensive Transportation Funding Programs**  
 March 2018 Semi-Annual Review Adjustment Requests

<b>Cancellation Request(s)</b>							
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
Anaheim	16-ANAH-CBT-3820	V	ARTIC-Center City Local Community Circulator	CAP	16/17	\$ 193,600	*TBD
Anaheim	16-ANAH-CBT-3820	V	ARTIC-Center City Local Community Circulator	OPS	Multiple	\$ 951,756	*TBD
Orange	15-ORNG-ICE-3781	O	Tustin Street and Katella Avenue Critical Intersection Widening	ROW	16/17	\$ 750,000	\$ -
Orange	15-ORNG-ICE-3781	O	Tustin Street and Katella Avenue Critical Intersection Widening	CON	17/18	\$ 363,882	\$ -
<b>Cancellations (4) - Total Phase Allocations</b>						<b>\$ 2,259,238</b>	<b>*TBD</b>

Acronyms

**FY** - Fiscal year

**V** - Community Based Transit/Circulators Program

**CAP** - Capital

**OPS** - Operations

**O** - Regional Capacity Program

**ROW**- Right of Way

**CON** - Construction

**\*TBD** - To be determined. Service ended in March 2018. Amount of proposed allocation will be determined upon receipt of City's final payment request when service ends.

**Comprehensive Transportation Funding Programs**  
 March 2018 Semi-Annual Review Adjustment Requests

Delay Requests									
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay	Proposed FY	
Mission Viejo	16-MVJO-TSP-3793	P	Marguerite Parkway Corridor Signal Synchronization	O&M	17/18	\$ 48,960	24 months	19/20	
OCTA	16-OCTA-CBT-3833	V	Irvine iShuttle Route West - Tustin Station - Irvine Business Complex	OPS	17/18-22/23	\$ 2,168,913	12 months	18/19- 23/24	
OCTA	16-OCTA-CBT-3834	V	Irvine iShuttle Route East - Irvine Station - East	OPS	17/18-22/23	\$ 2,162,639	12 months	18/19- 23/24	
OCTA	15-OCTA-TSP-3778	P	Coast Highway Traffic Signal Synchronization	O&M	17/18	\$ 85,440	12 months	18/19	
Orange	17-ORNG-ICE-3866	O	Tustin Street and Chapman Avenue Intersection Widening	CON	17/18	\$ 375,000	24 months	19/20	
San Clemente	17-SCLM-TSP-3877	P	Camino Vera Cruz Traffic Signal Synchronization	PI	17/18	\$ 182,606	12 months	18/19	
						<b>Delays - Total Phase Allocations (6)</b>	<b>\$ 5,023,558</b>		

Acronyms

FY - Fiscal Year

P - Regional Traffic Signal Synchronization Program

O&M - Operations and Maintenance

OCTA - Orange County Transportation Authority

V - Community Based Transit/Circulators

OPS - Operations

O - Regional Capacity Program

CON - Construction

PI - Primary Implementation

**Comprehensive Transportation Funding Programs**  
 March 2018 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - CTFP									
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension	Proposed Expenditure Deadline	
Anaheim	14-ANAH-ICE-3712	O	State College Boulevard and La Palma Avenue Intersection	ROW	14/15	\$ 345,666	24 months	22-Apr-20	
Anaheim	14-ANAH-ICE-3713	O	Ball Road and Anaheim Boulevard Intersection	ROW	14/15	\$ 1,168,127	24 months	22-Apr-20	
Costa Mesa	14-CMSA-TSP-3706	P	Sunflower Avenue Signal Synchronization	PI	14/15	\$ 593,000	24 months	5-May-20	
Costa Mesa	14-CMSA-TSP-3706	P	Sunflower Avenue Signal Synchronization	O&M	15/16	\$ 24,960	24 months	5-May-20	
Irvine	14-IRVN-ICE-3716	O	Jamboree Road/Barranca Parkway Intersection	ROW	15/16	\$ 68,904	24 months	24-Jul-20	
La Habra	15-LHAB-ICE-3772	O	Whittier Boulevard and Hacienda Road Intersection Improvements	ROW	15/16	\$ 624,067	24 months	4-Apr-21	
OCTA	14-OCTA-TSP-3704	P	Bristol Street Traffic Signal Synchronization	PI	15/16	\$ 1,805,900	24 months	30-Jun-20	
OCTA	14-OCTA-TSP-3704	P	Bristol Street Traffic Signal Synchronization	O&M	16/17	\$ 78,720	24 months	30-Jun-20	
Santa Ana	14-SNTA-ACE-3724	O	Bristol Street Widening - Civic Center Drive to Washington Avenue	ROW	15/16	\$ 6,656,000	24 months	4-Aug-20	
Santa Ana	14-SNTA-ACE-3725	O	Bristol Street Widening - Warner Avenue to Saint Andrew Place	ROW	14/15	\$ 9,468,000	24 months	4-Aug-20	
<b>CTFP Timely-Use of Funds Extensions (10) - Total Phase Allocations</b>						<b>\$ 20,833,344</b>			

Acronyms

- CTFP** -Comprehensive Transportation Funding Programs
- FY** - Fiscal Year
- O** - Regional Capacity Program
- ROW** - Right of Way
- P** - Regional Traffic Signal Synchronization Program
- PI** - Primary Implementation
- O&M** - Operations and Maintenance

**Comprehensive Transportation Funding Programs**  
 March 2018 Semi-Annual Review Adjustment Requests

<b>Timely-Use of Funds Extension Request(s) - Local Fair Share (LFS)</b>								
Agency	FY	Disbursement Date	Disbursement	Proposed Extension Amount	Proposed Interest Extension Amount	Extension Deadline		
San Clemente	15/16	5/17/2016	\$ 125,517	\$ 115,225		5/17/2020		
		6/30/2016	\$ 162,894	\$ 162,894		6/30/2020		
	16/17	9/13/2016	\$ 143,907	\$ 143,907			9/13/2020	
		11/15/2016	\$ 147,596	\$ 147,596			11/15/2020	
		1/10/2017	\$ 178,200	\$ 178,200			1/10/2021	
		3/14/2017	\$ 155,769	\$ 155,769			3/14/2021	
		5/23/2017	\$ 137,092	\$ 137,092			5/23/2021	
		6/30/2017	\$ 165,241	\$ 165,241	\$ 10,697		6/30/2021	
	17/18	9/12/2017	\$ 148,173	\$ 148,173			9/12/2021	
		11/7/2017	\$ 158,987	\$ 158,987			11/7/2021	
Yorba Linda	14/15	1/9/2018	\$ 180,713	\$ 180,713		1/9/2022		
		5/13/2015	\$ 141,502	\$ 141,502			5/13/2020	
	15/16	6/30/2015	\$ 162,600	\$ 162,600			6/30/2020	
		9/8/2015	\$ 144,169	\$ 144,169		9/8/2020		
<b>LFS Timely Use of Funds Extensions (5) - Total Phase Allocations \$</b>					<b>2,152,765</b>			

FY - Fiscal year  
 LFS - Local Fair Share Program

**Comprehensive Transportation Funding Programs**  
 March 2018 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Request(s) - Senior Mobility Program (SMP)						
Agency	FY	Disbursement Date	Disbursement	Proposed Extension Amount	Proposed Interest Extension Amount	Extension Deadline
Villa Park	16/17	6/30/2017	\$ 1,945	\$ 1,224	\$ -	6/30/2022
<b>SMP Timely Use of Funds Extensions (1) - Total Phase Allocations</b>				<b>\$</b>	<b>\$</b>	<b>1,224</b>

Acronyms

FY - Fiscal year

**Comprehensive Transportation Funding Programs**  
 March 2018 Semi-Annual Review Adjustment Requests

Scope Change Requests							
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
Costa Mesa	12-CMSA-TSP-3606	P	Baker Placentia Signal Synchronization (Mesa Verde East to Airway Avenue)	PI	12/13	\$ 519,000	\$ 519,000
Cypress	17-CYPR-ECP-3882	X	Catch Basin Inserts Project - CPS-Mod	CON	17/18	\$ 107,912	\$ 107,912
Fullerton	15-FULL-ECP-3761	X	Catch Basin Enhancement Project	CON	15/16	\$ 200,000	\$ 200,000
Huntington Beach	16-HBCH-CBT-3826	V	Seasonal Local Transit Service	OPS	Multiple	\$ 772,031	\$ 772,031
Irvine	16-IRVN-TSP-3792	P	Von Karman Avenue/Tustin Ranch Road Signal Synchronization	PI	16/17	\$ 1,353,580	\$ 1,353,580
La Habra	15-LHAB-ECP-3764	X	Installation of Catch Basin Screens Phase 2	CON	15/16	\$ 150,000	\$ 150,000
La Habra	15-LHAB-TSP-3773	P	Imperial Highway/State Route -90 Corridor	PI	15/16	\$ 2,547,918	\$ 2,547,918
La Habra	17-LHAB-ECP-3884	X	Installation of Full Capture Trash Inserts in Catch Basins	CON	17/18	\$ 177,288	\$ 177,288
Laguna Woods	14-LWDS-TSP-3707	P	El Toro Road Regional Traffic Signal Synchronization	PI	14/15	\$ 485,200	\$ 449,200
Laguna Woods	14-LWDS-TSP-3708	P	Moulton Parkway Regional Traffic Signal Synchronization	PI	14/15	\$ 574,400	\$ 539,400
Orange	15-ORNG-ICE-3781	O	Tustin Street and Katella Avenue Critical Intersection Widening	ENG	15/16	\$ 105,000	\$ 105,000
<b>Scope Changes (11) - Total Phase Allocations</b>						<b>\$ 6,992,329</b>	<b>\$ 6,921,329</b>

**Acronyms**

- FY** - Fiscal Year
- P** - Regional Traffic Signal Synchronization Program
- PI** - Primary Implementation
- X** - Environmental Cleanup Program
- CON** - Construction
- V** - Community Based Transit/Circulators Program
- OPS** - Operations
- O** - Regional Capacity Program
- ENG** - Engineering

**Comprehensive Transportation Funding Programs**  
 March 2018 Semi-Annual Review Adjustment Requests

Transfer Requests									
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation	
Lake Forest	16-LFOR-CBT-3829	V	Shuttle Service Between Irvine Train Station and Panasonic Avionics	OPS	16/17	\$ 175,266	\$ (153,882)	\$ 21,384	
Lake Forest	16-LFOR-CBT-3829	V	Shuttle Service Between Irvine Train Station and Panasonic Avionics	OPS	18/19	\$ 175,266	\$ 76,941	\$ 252,207	
Lake Forest	16-LFOR-CBT-3829	V	Shuttle Service Between Irvine Train Station and Panasonic Avionics	OPS	19/20	\$ 175,266	\$ 76,941	\$ 252,207	
Newport Beach	16-NBCH-CBT-3832	V	Balboa Peninsula Trolley	CAP	Multiple	\$ 362,560	*TBD	*TBD	
Newport Beach	16-NBCH-CBT-3832	V	Balboa Peninsula Trolley	OPS	Multiple	\$ 322,894	*TBD	*TBD	
San Juan Capistrano	15-SJCP-ACE-3784	O	Del Obispo Street Widening	ROW	15/16	\$ 175,000	\$ (109,203)	\$ 65,797	
San Juan Capistrano	15-SJCP-ACE-3784	O	Del Obispo Street Widening	CON	16/17	\$ 605,930	\$ 109,203	\$ 715,133	
<b>Transfer Requests (3) - Total Project Allocations</b>						<b>\$ 1,992,182</b>	<b>\$ -</b>	<b>\$ 1,306,728</b>	

Acronyms

**FY** - Fiscal Year

**V** - Community Based Transit/Circulators

**OPS** - Operations

**CAP** - Capital

**O** - Regional Capacity Program

**ROW** - Right of Way

**CON** - Construction

\*TBD - To be determined. Amount of proposed allocation will be determined upon review and acceptance of City's final FY payment request.

**Comprehensive Transportation Funding Programs  
March 2018 Semi-Annual Review Adjustment Request Descriptions**

**Advances**

During the March 2018 semi-annual review cycle, three advancement requests were submitted.

Orange County Transportation Authority (OCTA), as the administrative lead agency, is requesting to advance the primary implementation (PI) phases from Fiscal Year (FY) 2018/19 to FY 2017/18 for the:

- Cities of Anaheim, Fountain Valley, Fullerton, Garden Grove, Huntington Beach and Westminster for the Brookhurst Street Traffic Signal Synchronization project (16-OCTA-TSP-3794)
- Cities of Anaheim, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Stanton, and Westminster for the Magnolia Avenue Traffic Signal Synchronization project (16-OCTA-TSP-3795)
- Cities of Mission Viejo, Lake Forest, and the County for the El Toro Road Traffic Signal Synchronization project (16-OCTA-TSP-3796)

OCTA is currently in negotiations with the Consultant and plans to award a contract for these projects prior to June 30, 2018.

**Cancellations**

During the March 2018 semi-annual review cycle, four cancellation requests were submitted.

The City of Anaheim (Anaheim) was awarded \$1,145,356 for the capital and operations phases of the Anaheim Regional Transportation Intermodal Center City Local Community Circulator project (16-ANAH-CBT-3820). Anaheim is requesting to cancel the project due to low ridership. The City directed Anaheim Transportation Network (ATN) to discontinue the service as of close of business on March 9, 2018. Anaheim's agreement with ATN will end in 60 days to allow sufficient time to process invoices and complete closeout activities. The City plans to submit a reimbursement request for eligible expenditures that were incurred during the period that the service was running after all invoices have been paid.

The City of Orange (Orange) was awarded \$1,113,882 for the right of way (ROW) and construction phases of the Tustin Street and Katella Avenue Critical Intersection Widening project (15-ORNG-ICE-3781). Orange is requesting to cancel the project phases due to unresolved ROW issues. Orange is unable to anticipate when ROW issues will be resolved. These ROW challenges have also impacted Orange's ability to award the construction phase by the required June 30, 2018 deadline.

## **Comprehensive Transportation Funding Programs March 2018 Semi-Annual Review Adjustment Request Descriptions**

### Delays

Local agencies may request a one-time delay of up to 24-months to obligate funds. During the March 2018 semi-annual review cycle, six delay requests were submitted.

The City of Mission Viejo (Mission Viejo) is requesting a 24-month delay for the operations and maintenance (O&M) phase of the Marguerite Parkway Corridor Signal Synchronization project (16-MVJO-TSP-3793). Mission Viejo is requesting a delay due to unforeseen complications in the design of the fiber communications improvement. The additional time provides Mission Viejo opportunity to complete both PI and O&M activities.

OCTA, as the administrative lead agency for the City of Irvine, is requesting a delay of 12 months for the operations phases of the Irvine iShuttle Route West project (16-OCTA-CBT-3833) and the iShuttle Route East project (16-OCTA-CBT-3834). OCTA is experiencing administrative delays in the delivery of vehicles and branding in the capital phase, which will impact the start date of the operations phase.

OCTA, as the administrative lead agency for the City of Newport Beach, is requesting a delay of 12 months for the O&M phase of the Coast Highway Traffic Signal Synchronization project (15-OCTA-TSP-3778). OCTA anticipates administrative delays due to required negotiations with the California Department of Transportation (Caltrans) to fully implement the project which impacts closing out the PI phase, which will affect the start of the O&M phase. The additional time will enable OCTA to complete the PI phase.

The City of Orange is requesting a 24-month delay for the construction phase of the Tustin Street and Chapman Avenue Intersection Widening project (17-ORNG-ICE-3866). Orange is requesting a delay due to ongoing ROW negotiations. The additional time will allow Orange to complete negotiations and begin construction once utilities relocations have been completed.

The City of San Clemente (San Clemente) is requesting a 24-month delay for the PI phase of the Camino Vera Cruz Traffic Signal Synchronization project (17-SCLM-TSP-3877). San Clemente is requesting a delay due to unforeseen staffing challenges. The delay will allow San Clemente time to deliver the project.

### Timely-Use of Funds Extensions

Once obligated, CTFP funds expire 36 months from the contract award date. Per the CTFP Guidelines, local agencies may request a one-time extension of up to 24-months. During this semi-annual review cycle, 10 timely-use of funds extension requests were submitted for CTFP projects.

The City of Anaheim (Anaheim) is requesting a 24-month timely use of funds extension from April 2018 to April 2020 for two project phases. The additional time will allow Anaheim to complete final acquisition of ROW.

- The ROW phase of the State College Boulevard and La Palma Avenue Intersection project (14-ANAH-ICE-3712).

## **Comprehensive Transportation Funding Programs March 2018 Semi-Annual Review Adjustment Request Descriptions**

- The ROW phase of the Ball Road and Anaheim Boulevard Intersection project (14-ANAH-ICE-3713)

The City of Costa Mesa (Costa Mesa) is requesting a 24-month timely use of funds extension for both the PI and O&M phases of the Sunflower Avenue Signal Synchronization project (14-CMSA-TSP-3706) from May 2018 to May 2020. Costa Mesa experienced delays in design review and construction stages due to staffing changes. The additional time will enable Costa Mesa to complete outstanding PI and O&M tasks and closeout the project.

The City of Irvine (Irvine) is requesting a 24-month timely use of funds extension for the ROW phase of the Jamboree Road and Barranca Parkway Intersection project (14-IRVN-ICE-3716) from July 2018 to July 2020. Due to unforeseen delays, Irvine will be unable to secure the necessary ROW to complete this phase of work by the current deadline. The additional time will allow Irvine to fully fund property acquisitions and deliver the ROW phase.

The City of La Habra (La Habra) is requesting a 24-month timely use of funds extension for the ROW phase of the Whittier Boulevard and Hacienda Road Intersection Improvements project (15-LHAB-ICE-3772) from April 2019 to April 2021. The additional time will provide La Habra time for completion of the eminent domain process, issuance of payments, adjudication of all pending litigation, and completion of other phase closeout functions.

OCTA, as the administrative lead agency for the Cities of Costa Mesa, Newport Beach, and Santa Ana, is requesting a 24-month timely use of funds extension for the PI and O&M phases of the Bristol Street Traffic Signal Synchronization project (14-OCTA-TSP-3704) from June 2018 to June 2020. This request is due to delays related to required negotiations with Southern California Edison (SCE) for new or modified electrical service equipment that transects SCE's ROW.

The City of Santa Ana (Santa Ana) is requesting a 24-month timely use of funds extension from August 2018 to August 2020 for the following two project phases.

- The ROW phase of the Bristol Street Widening from Civic Center Drive to Washington Avenue project (14-SNTA-ACE-3724). Santa Ana has completed the full/partial acquisition of 27 of the required 30 parcels. Santa Ana experienced delays due to eminent domain proceedings. The additional time will allow for diligent effort to negotiate with remaining property and business owners, and also allow for adequate time to provide relocation assistance to persons and businesses displaced as a result of this project.
- The ROW phase of the Bristol Street Widening from Warner Avenue to Saint Andrew Place project (14-SNTA-ACE-3725). Santa Ana has completed the full/partial acquisition of 27 of the required 41 parcels. An extension will allow the City to make a diligent effort to negotiate with remaining property and business owners, and also to allow adequate time to provide relocation assistance to persons and businesses displaced as a result of this project.

## **Comprehensive Transportation Funding Programs March 2018 Semi-Annual Review Adjustment Request Descriptions**

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

The City of San Clemente (San Clemente) is requesting a 12-month timely-use of funds extension of \$1,693,797, plus \$10,697 of earned interest. The extension will provide San Clemente the ability to expend the funds on specific projects beyond initial expenditure deadlines. The funds being considered for extension were disbursed in separate installments and must be expended by the extension deadlines provided in Attachment A.

The City of Yorba Linda (Yorba Linda) is requesting a one-time 24-month timely-use of funds extension of \$448,271. The extension will provide Yorba Linda the ability to expend funds on specific projects beyond the initial expenditure deadlines. The total funds being considered for extension were disbursed in separate installments and must be expended by the extension deadlines provided in Attachment A.

### Senior Mobility Program (SMP) Timely-Use of Funds Extensions

The City of Villa Park (Villa Park) is requesting a 24-month timely-use of funds extension of \$1,224. The extension will provide Villa Park the ability to expend the funds within the scope identified in the cooperative agreement between OCTA and the City beyond the initial expenditures deadline. The funds were disbursed in one installment: \$1,224 and must be expended by the extension deadline provided in Attachment A.

### Scope Changes

Agencies may request minor scope changes for CTFP projects assuring that the project benefits as committed in the initial application can still be delivered. For Environmental Cleanup Program (ECP) Tier 1 projects, the proposed modifications must mitigate the same pollutants, affect the same waterways, and meet all other provisions as stipulated in the CTFP Guidelines. The match rate percentage identified by implementing agencies in the project grant application shall remain constant throughout the project.

The City of Costa Mesa (Costa Mesa) is requesting a scope change to the Baker Placentia Signal Synchronization (Mesa Verde East to Airway Avenue) project (12-CMSA-TSP-3606). The scope change involves the installation for new traffic signal interconnect conduit due to unforeseen damages along Baker Street in lieu of traffic signal controllers. Controllers for the project intersections of Placentia Avenue/17th Street and Placentia Avenue/Victoria Street were not required as they were installed through independent city projects. Additionally, in lieu of the two computer upgrades, Costa Mesa's Traffic Signal Central System was upgraded to the latest version. The installation of new traffic signal interconnect conduit provides the ability to install the fiber optic cable as proposed in the grant. The Central System upgrade allows Costa Mesa to better monitor operations of project traffic signals. The scope changes were identified during the design/construction phases and were deemed to be necessary and beneficial to the overall intent of the project. The requested scope changes are accommodated within the existing approved grant budget and no additional funds are requested.

## **Comprehensive Transportation Funding Programs March 2018 Semi-Annual Review Adjustment Request Descriptions**

The City of Cypress (Cypress) is requesting a scope change to the Catch Basin Inserts project (17-CYPR-ECP-3882). Cypress was awarded funds to install 218 connector pipe screen units at various locations throughout the City. Due to existing physical constraints, 46 locations were deemed unsuitable for the connector pipe screen devices. Cypress is requesting a scope change from the original 218 to 172 connector pipe screen devices and the addition of 9 automatic retractable screen devices. As a result, the payment to the City will be proportionally reduced and the grant amount will not be fully utilized.

The City of Fullerton (Fullerton) is requesting a scope change to revise the number of basins for the Catch Basin Debris Screens project (15-FULL-ECP-3761). Fullerton originally proposed for the installation of up to 314 catch basins in the application based upon the estimated cost of each filter unit. However, the actual cost significantly exceeded the grant amount. Fullerton can install 122 catch basins for the \$200,000 grant. Therefore, Fullerton is requesting a scope change for this project revising the number of basins to be retrofitted to 122. Fullerton will provide \$263,439 in local match dollars for operation and maintenance of the basins. The proposed modification successfully mitigates the same pollutants and waterways.

The City of Huntington Beach (Huntington Beach) is requesting a scope change to the Seasonal Local Transit Service (16-HBCH-CBT-3826). In an effort to improve ridership, Huntington Beach has worked with the local visitor's bureau and their shuttle service provider to examine alternative options that, combined with improved marketing, appear to have the potential to significantly increase ridership. The proposal for summer of 2018 service (FY 2017/18 and 2018/19) is to eliminate weekday service and focus on weekend and holiday service only. Huntington Beach is also requesting approval to reduce service to run from Memorial Day weekend extending through Labor Day weekend, with the addition of one more weekend in late September/October coinciding with the annual air and water show.

The City of Irvine, as lead agency for the Von Karman Avenue / Tustin Ranch Road Regional Traffic Signal Synchronization project (I6-IRVN-TSP-37921), is requesting a scope change. The scope change is comprised of adding additional necessary components including new fiber optic cable from Tustin City Hall to Tustin Ranch Road, 2070L Master Controller Units with Model 6A communication modems, C2 cable, and 7G GPS Module to the I-5 Northbound and Southbound ramps along Tustin Ranch Road. The proposed modifications will be accommodated within the existing approved grant amount. No additional funds will be requested from OCTA.

The City of La Habra (La Habra) is requesting a change in scope for the following three projects:

- Location site changes for the Installation of Full Capture Trash Inserts in Catch Basins project (15-LHAB-ECP-3764). The original grant application proposed to install 124 automatic retractable screens (ARS) in 124 catch basins, and 10 connector pipe screens (CPS) in 10 catch basins, at specific catch basin locations. During installation, various locations were found to have site variants from original plans and specifications. Some locations had existing curb-side grate instead of a

## **Comprehensive Transportation Funding Programs March 2018 Semi-Annual Review Adjustment Request Descriptions**

curb-opening catch basin, others found ARS had been installed by a prior project, or the curb-opening was less than the minimum manufacture standard height to install an ARS. Based on these constraints, some locations could not be installed. La Habra is requesting to install ARS at different higher priority locations from those originally proposed which are near La Habra High School, in commercial areas, and located along arterial roads. The location change allows for 282 ARS in 88 catch basins and 10 CPS. La Habra performed an analysis and concluded that the same ARS footprint was achieved with fewer catch basin locations.

- Imperial Highway/State Route-90 Corridor project (15-LHAB-TSP-3773). La Habra is requesting a scope change for the PI phase. The scope change includes an update to the City's traffic management centers (TMC) and Synchro software license; for the City of Yorba Linda communication switches; and for Caltrans TMC furniture, TruTraffic Software License, and signal modifications. The scope change was identified during the design phase and was deemed to be beneficial to the overall intent of the project as it will provide for a greater view of all traffic operations throughout the City. The proposed modification will be accommodated within the existing approved grant budget. No additional funds will be requested.
- Installation of Full Capture Trash Inserts in Catch Basins project (17-LHAB-ECP-3884). La Habra originally proposed installing 343 CPS in 343 catch basins. The scope change includes installing 113 CPS and 277 ARS at 194 catch basins locations. The Contractor has field verified the locations and found many recent installations have already occurred. Additionally, in other locations, CPS cannot be installed as the catch basins are too shallow, too small, or the CPS would restrict access into the catch basin for maintenance. Instead of installing CPS units, La Habra proposes to install ARS units to prevent trash from entering the basin. La Habra has successfully installed ARS in prior projects and found them to be very effective. The proposed modification will be accommodated within the existing approved CTFP funds and successfully mitigates the same pollutants and waterways as originally proposed.

The City of Laguna Woods (Laguna Woods) is requesting a scope change for El Toro Road Regional Traffic Signal Synchronization project (14-LWDS-TSP-3707) to remove installation of the CCTV at intersections of El Toro Road and Aliso Creek Road, El Toro Road and Calle Sonora, and El Toro Road and Avenida Sevilla. Deleting these CCTV cameras has no impact on the traffic signal synchronization projects. As a result of the reduction in scope, the project grant will experience cost savings.

Laguna Woods is also requesting a scope change for the Moulton Parkway Road Regional Traffic Signal Synchronization project (14-LWDS-3708) to remove installation of the CCTV at intersections of Moulton Pkwy and Gate # 12, Moulton Pkwy and El Toro Road, and Moulton Pkwy and Calle Cortez. Deleting these CCTV cameras has no impact on the traffic signal synchronization projects. As a result of the reduction in scope, the project grant will experience cost savings.

## **Comprehensive Transportation Funding Programs March 2018 Semi-Annual Review Adjustment Request Descriptions**

The City of Orange (Orange) is requesting a scope change to the Tustin Street and Katella Avenue Critical Intersection Widening project (15-ORNG-ICE-3781). Orange applied for and was awarded Fast Track funding in the amount of \$1,218,882 for engineering, right-of-way and construction phases. Under Fast Track, Orange understood that it waived the opportunity to request a project delay. Orange was not previously made aware of the property owner's significant resistance to the project. Further, because Orange cannot anticipate when the ROW issue will be resolved, they are not able to award construction by the June 30, 2018 deadline stipulated in the agreement. Due to these unanticipated issues faced during the ROW phase, Orange requests an allowance in order to redefine the scope of project grant award to engineering only and cancel subsequent ROW and construction phases. This would release a total of \$1,113,882 allocated to ROW and construction phases back to M2. This request is not consistent with the intent of the Fast Track approach; however, staff is supportive of this request due to the years of outreach to the property owner carried out by Orange.

### Transfers

The CTFP Guidelines allow agencies to request to transfer 100 percent of savings of M2 funds between phases within a project with approval from the Technical Advisory Committee (TAC) and Board. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of a semi-annual review.

The City of Lake Forest is requesting to transfer FY 2016/17 operations savings in the amount of \$153,882 for Shuttle Service between Irvine Train Station and Panasonic Avionics project (16-LFOR-CBT-3829). The City requests distributing \$153,882 funds evenly across FY 2018/19 (\$76,941) and FY 2019/20 (\$76,941).

The City of Newport Beach is requesting to transfer capital and operations savings from fiscal year FY 2016/17 to the remaining operations fiscal years for the Balboa Peninsula Trolley project (16-NBCH-CBT-3832). The City requests lowering the FY 2016/17 capital allocation of \$99,792 and the FY 2016/17 operations phase of \$46,127 and distributing the project savings evenly the remaining operating years. OCTA is currently reviewing the final report and will determine the appropriate transfer amount once the FY 2016/17 phases have been closed out. The proposed transfer will be accommodated within the existing approved grant budget.

The City of San Juan Capistrano is requesting to transfer all cost savings from ROW to the construction phase of the Del Obispo Street Widening project (15-SJCP-ACE-3784). San Juan Capistrano submitted their ROW final report and OCTA found there to be \$109,203.96 in project savings.



# AGENDA

*Technical Advisory Committee*

*Item #3*

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## **2018 CTFP Call for Projects Programming Recommendations**



***April 25, 2018***

**To:** Technical Advisory Committee

**From:** Orange County Transportation Authority Staff

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

### ***Overview***

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

### ***Recommendations***

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

### ***Background***

The Regional Capacity Program (RCP), Project O, is the Measure M2 (M2) funding program through which the Orange County Transportation Authority (OCTA) supports streets and roads capital projects. The Regional Traffic Signal Synchronization Program (RTSSP), Project P, is the M2 program which provides funding for signal synchronization projects. Both programs are included in the Comprehensive Transportation Funding Programs (CTFP). The CTFP allocates

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

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

***Discussion***

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

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

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

**RCP**

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

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

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

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

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

### RTSSP

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

On October 20, 2017, OCTA received 7 applications requesting \$16.5 million in RTSSP funding, as reflected in Attachment A. Applicants were encouraged to act as lead agencies for proposed corridor signal synchronization projects. However, applicants can also request that OCTA act as lead agency. The latter approach is considered where corridors are complex, have multiple jurisdictions and where regional agency assistance adds value to the project. During this funding cycle, OCTA was asked to lead five projects. One project was referred back to the applicant as a City-led project given the project scale. All applications were reviewed for eligibility, consistency, and adherence to the Guidelines and program objectives. The applications were then evaluated and ranked per the

scoring criteria identified in the Guidelines. During the review process, staff worked with local agencies to address technical issues such as project corridor limits, eligible equipment/upgrades, and unit costs.

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

Staff prepared two funding scenario recommendations as depicted in Attachment C. Scenario 1 assumes that OCTA receives SB1 LPP funds for all OCTA-led projects. Scenario 2 assumes no SB1 LPP funds are awarded to OCTA. As such, the programming recommendation for Project P includes two components. The first component of the staff recommendation is to program \$8,900,699 million to fund 6 projects shown in Attachment C, assuming OCTA's receipt of SB1 LPP funds; alternatively, the second component of the recommendation assumes that should OCTA be unsuccessful in securing SB1 LPP funds, that it would program \$7,502,156 million to fund 2 projects depicted in Attachment C. These recommendations would not change the project rankings based on the final scores.

**Project O & P Recommendations Summary**

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

**2018 CTFP Call for Projects RCP Summary**

	RCP	Total
Number of Applications Recommended for Approval	11	11
Amount Recommended for Approval (escalated)	\$32,000,000	\$32,000,000

**2018 CTFP Call for Projects RTSSP Summary**

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

Next Steps

The recommended project programming was reviewed and approved unanimously by the Technical Steering Committee (TSC) at their meeting on March 14, 2018. If approved by the TAC, the programming will be forwarded to the Regional Planning & Highways Committee (RP&H) and Board of Directors in June for final approval. Once approved, the new projects will be incorporated into master funding agreements between OCTA and local agencies. Staff will then monitor project status and project delivery through the semi-annual review process.

**Summary**

The proposed programming recommendations for projects in the RCP and RTSSP have been developed by staff. Funding for 17 projects totaling \$40,900,699 million in Measure M2 funds is proposed, assuming OCTA receives SB1 LPP funding for RTSSP projects; and alternatively, funding for 13 projects totaling \$39,502,156 million in Measure M2 funds is proposed if OCTA does not secure SB1 LPP funding. Staff is seeking Technical Advisory Committee approval of the programming recommendations presented.

**Attachments**

- A. 2018 Measure M2 Projects O & P Call for Projects – Applications Received
- B. 2018 Measure M2 RCP Call for Projects – Programming Recommendations
- C. 2018 Measure M2 RTSSP Call for Projects – Programming Recommendations

**2018 Measure M2 Projects O and P Call for Projects  
Applications Received**

Agency	Project O - Regional Capacity Program	Fund	Phase	FY	Fund Request
Brea	State Route-57 & Lambert Road Interchange Improvements Project Phase 1	FAST	C	2018/19	\$ 12,800,000
Irvine	Culver Drive at Alton Parkway Intersection Improvements	ICE	E	2018/19	\$ 150,000
Irvine	Culver Drive at Alton Parkway Intersection Improvements	ICE	E	2019/20	\$ 44,047
Irvine	Harvard Avenue at Michelson Drive Intersection Improvements	ICE	E	2018/19	\$ 272,102
Irvine	University Drive Widening from Ridgeline Drive to Interstate-405	ACE	E	2018/19	\$ 327,262
Laguna Niguel	Crown Valley Parkway Westbound Widening Forbes Road to Cabot Road	ACE	R	2018/19	\$ 51,750
Mission Viejo	La Paz Bridge and Road Widening: Muirlands to Chrisanta	ACE	C	2018/19	\$ 3,308,205
Orange	Cannon Street at Serrano Avenue Intersection Widening	ICE	E	2018/19	\$ 108,750
Santa Ana	Warner Avenue Improvements - Oak Street to Standard Avenue	ACE	R	2018/19	\$ 7,456,000
Santa Ana	Warner Avenue Improvements - Standard Avenue to Grand Avenue	ACE	R	2018/19	\$ 3,103,000
Santa Ana	Warner Avenue Improvements - Main Street to Oak Street	ACE	C	2018/19	\$ 4,629,750
Yorba Linda	Yorba Linda Boulevard Widening: La Palma Avenue to Santa Ana Canyon Roa	ACE	E	2018/19	\$ 375,000
					\$ 32,625,866
<b>Unfunded (Project Withdrawn by Applicant)</b>					
Laguna Niguel	Crown Valley Parkway Westbound Widening Forbes Road to Cabot Road	ACE	C	2019/20	\$ 1,950,000
Orange	Cannon Street at Serrano Avenue Intersection Widening	ICE	R	2019/20	\$ 444,375
<b>Unfunded (Application Incomplete - Environmental Approval Required)</b>					
Orange County	Brea Canyon Road/Tonner Canyon Road Intersection Improvements	ICE	C	2018/19	\$ 4,434,344
<b>Total Project O: \$</b>					<b>39,454,585</b>
<b>Project P - Regional Traffic Signal Synchronization Program<sup>1</sup></b>					
Anaheim	Katella Avenue/Villa Park Road/Santiago Canyon Road	RTSSP			\$ 3,907,307
Fullerton	Orangethorpe Avenue Corridor	RTSSP			\$ 3,577,668
Garden Grove	Garden Grove Boulevard (Valley View Street - Bristol Street)	RTSSP			\$ 2,109,670
Irvine	Culver Drive/Bonita Canyon Drive/Ford Road	RTSSP			\$ 1,230,772
Irvine	Main Street	RTSSP			\$ 3,119,348
Lake Forest	Rockfield Boulevard Corridor	RTSSP			\$ 810,184
Mission Viejo	Los Alisos Boulevard Route Project	RTSSP			\$ 1,816,470
<b>Total Project P: \$</b>					<b>16,571,419</b>

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

Acronyms:

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

RTSSP - Regional Traffic Signal Synchronization Program

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

FY - Fiscal Year

2018 Measure M2 Regional Capacity Program Call for Projects  
Programming Recommendations

Tier 1 Projects - Category 1 (60 percent) Funds Request <\$5 million and Project Score > 50					
Agency	Project	Fund	Phase	Score	Funding Total
					Beginning Balance
Irvine	University Drive Widening from Ridgeline Drive to Interstate-405	ACE	E	80	\$ 327,262
Mission Viejo	La Paz Bridge and Road Widening: Muirlands to Chrisanta	ACE	C	71	\$ 3,300,843
Santa Ana	Warner Avenue Improvements - Standard Ave to Grand Ave	ACE	R	70	\$ 3,157,980
Santa Ana	Warner Avenue Improvements - Main Street to Oak Street	ACE	C	64	\$ 4,629,750
Yorba Linda	Yorba Linda Blvd Widening: La Palma Ave to Santa Ana Canyon Rd	ACE	E	64	\$ 375,000
	<b>Category 1 Sub-Total:</b>				<b>\$ 11,790,835</b>

Tier 1 projects - Category 2 (40 percent) Funds Request >\$5 million and Project Score > 50					
Agency	Project	Fund	Phase	Score	Funding Total
					Beginning Balance
Santa Ana	Warner Avenue Improvements - Oak Street to Standard Avenue	ACE	R	57	\$ 7,718,820
	<b>Category 2 Sub-Total:</b>				<b>\$ 7,718,820</b>
	<b>Tier 1 Total:</b>				<b>\$ 19,509,655</b>

Balance available for Tier 2 Projects

Tier 2 Projects - No category Split					
Agency	Project	Fund	Phase	Score	Funding Total
					Beginning Balance
Brea <sup>1</sup>	State Route-57 & Lambert Road Interchange Improvements Phase 1	FAST	C	47	\$ 12,081,378
Irvine <sup>2</sup>	Culver Drive at Alton Parkway Intersection Improvements	ICE	E	44	\$ 194,047
Orange	Cannon Street at Serrano Avenue Intersection Widening	ICE	E	42	\$ 108,750
Laguna Niguel	Crown Valley Parkway Westbound Roadway Widening	ACE	R	41	\$ 51,750
Irvine	Harvard Avenue at Michelson Drive Intersection Improvements	ICE	E	31	\$ 54,420
	<b>Tier 2 Total:</b>				<b>\$ 12,490,345</b>
	<b>Tier 1 &amp; 2 Total:</b>				<b>\$ 32,000,000</b>

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

\*All projects recommended for funding met the minimum requirement of level of service (LOS) "D"

\*Escalation rates included where applicable, based upon fiscal year programmed

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

2018 Measure M2 RTSSP Call for Projects - Programming Recommendations

<b>Scenario 1: With SB 1</b>		Funding Breakdown by Phase			Funding Breakdown by Source				
Agency	Project	Signals	Implementation FY 2018/19	O&M FY2019/20	Project Total	M2 RTSSP	Local Match	SB1 <sup>2</sup>	Score
Fullerton	Orangethorpe Avenue Corridor	57	\$ 4,266,885	\$ 205,200	\$ 4,472,085	\$ 3,577,668	\$ 894,417	\$ -	79
Anaheim <sup>3</sup>	Katella/Villa	73	\$ 4,759,235	\$ 177,600	\$ 4,936,835	\$ 1,529,571	\$ 1,012,347	\$ 2,394,917	78
Irvine <sup>3</sup>	Park/Santiago Canyon	67	\$ 3,661,920	\$ 160,800	\$ 3,822,720	\$ 1,174,514	\$ 764,544	\$ 1,883,662	77
Mission Viejo <sup>3</sup>	Main Street Corridor	40	\$ 2,126,228	\$ 96,000	\$ 2,222,228	\$ 685,467	\$ 444,446	\$ 1,092,315	73
Irvine	Los Alisos Boulevard	39	\$ 1,331,060	\$ 93,600	\$ 1,424,660	\$ 1,139,728	\$ 284,932	\$ -	72
Garden Grove <sup>3</sup>	Route Project	34	\$ 2,523,438	\$ 122,400	\$ 2,645,838	\$ 793,751	\$ 529,168	\$ 1,322,919	69
	Culver/Bonita								
	Canyon/Ford Corridor								
	Garden Grove								
	Boulevard								
<b>Scenario 1 M2 Total:</b>						<b>\$ 8,900,699</b>			
<b>Scenario 1: Unfunded</b>									
Lake Forest	Corridor	12	\$ 941,743	\$ 28,800	\$ 970,543	\$ 776,434	\$ 194,109	\$ -	30

<b>Scenario 2: Without SB 1</b>		Funding Breakdown by Phase			Funding Breakdown by Source				
Agency	Project	Signals	Implementation FY 2018/19	O&M FY2019/20	Project Total	M2 RTSSP	Local Match	SB1	Score
Fullerton	Orangethorpe Avenue Corridor	57	\$ 4,266,885	\$ 205,200	\$ 4,472,085	\$ 3,577,668	\$ 894,417	\$ -	79
Anaheim	Park/Santiago Canyon	73	\$ 4,759,235	\$ 177,600	\$ 4,936,835	\$ 3,924,488	\$ 1,012,347	\$ -	78
<b>Scenario 2 M2 Total:</b>						<b>\$ 7,502,156</b>			
<b>Scenario 2: Unfunded</b>									
Irvine	Main Street Corridor	67	\$ 3,661,920	\$ 160,800	\$ 3,822,720	\$ 3,058,176	\$ 764,544	\$ -	77
Mission Viejo	Los Alisos Boulevard	40	\$ 2,126,228	\$ 96,000	\$ 2,222,228	\$ 1,777,782	\$ 444,446	\$ -	73
Irvine	Route Project	39	\$ 1,331,060	\$ 93,600	\$ 1,424,660	\$ 1,139,728	\$ 284,932	\$ -	72
Garden Grove	Culver/Bonita	34	\$ 2,523,438	\$ 122,400	\$ 2,645,838	\$ 2,116,670	\$ 529,168	\$ -	69
Lake Forest	Canyon/Ford Corridor	12	\$ 941,743	\$ 28,800	\$ 970,543	\$ 776,434	\$ 194,109	\$ -	30
	Garden Grove								
	Boulevard								
	Rockfield Boulevard								
	Corridor								

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

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

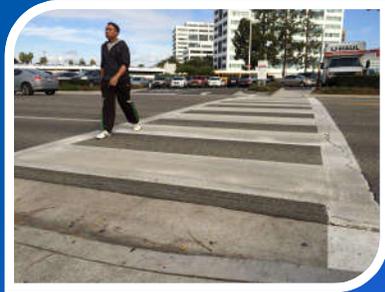
OCTA-led as designated by local agency

ACRONYMS:

O&M - Operations and Maintenance



## **ATP Cycle 4 Updates**



## 2019 Active Transportation Program

Louis Zhao, OCTA  
Paul Martin, OCTA

May 2018



## Goals

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals.
- Enhance public health.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

## Background

- California (CA) Senate Bill (SB) 99 Active Transportation Program (ATP)
- SB1 Road Maintenance and Rehabilitation Act (RMRA)

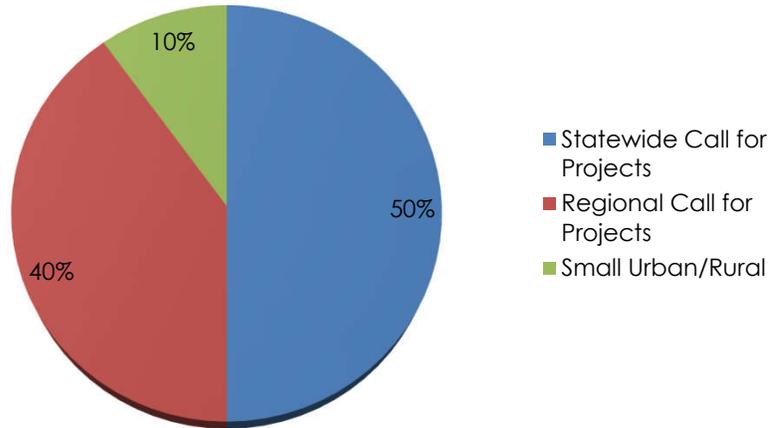


## Funding

- Estimated at \$445.6 million in available funds
  - SB 99 (TAP,HSIP,SHA) at \$245.6 million
  - SB 1 (RMRA) at \$200 million
- Fiscal year 2019-2020 through 2022-2023



## Funding



5

## Funding



ATP Summary	Amount
Statewide Call	\$218.8 million
Small Urban & Rural	\$43.8 million
Large MPO	\$175.0 million
	SCAG: \$92.6 million Orange County: \$15.7 million
Conservation Corps	\$8.0 million
	\$445.6 million

6

## Eligibility

Eligible Projects	Bicycle and Pedestrian Infrastructure Non-Infrastructure/Education Disadvantaged Communities Planning Transformative Projects
Eligible Agencies	<ul style="list-style-type: none"><li>• Cities/Counties</li><li>• MPO*</li><li>• RTPA</li><li>• Caltrans*</li><li>• Transit Agencies</li><li>• Public Land Agencies</li><li>• Public Schools and Districts</li><li>• Tribal Governments</li><li>• Private Non-profits Tax-Exempt (Recreational Trails only)</li></ul>

\*Not eligible for Federal Transportation Alternatives Program funding.

7

## Criteria

- \$250,000 minimum request
- 25% of funds must be used in disadvantaged communities
- Collisions and Injury Data
- Public Health
- Public Participation
- Conservation Corps
- NEPA / CEQA



## Proposed Changes

- SB1 RMRA
  - More funding
  - Signage
  - Agreements
- Five application types
- Streamlined questions
- New TIMS database ATP heat maps



## Proposed Changes

- Transformative Projects
- Baseline agreements
  - Total Project Cost of \$25 million or greater
  - Total Programmed amount of \$10 million or greater



## Application Types

Application	Total Cost Range
Plan	N/A
Non-infrastructure	N/A
Small Project	Less than \$1.5 million
Medium Project	From \$1.5 million to \$7 million
Large Project	Greater than \$7 million.

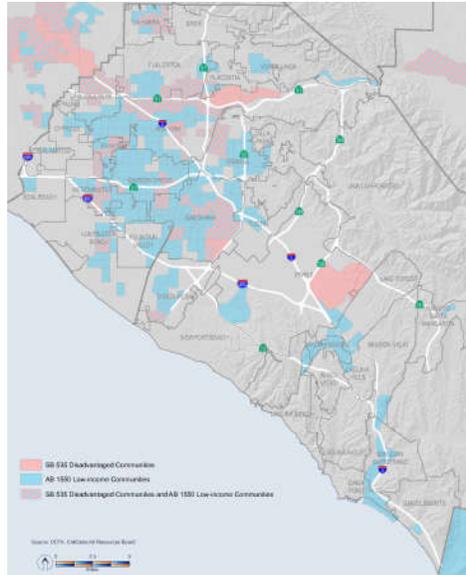


## Disadvantaged Communities

- Median Household Income
  - Less than \$51,026
- CalEnviroScreen 3.0
  - 25% Most disadvantaged
- National School Lunch Program
  - 75% of students receive free or reduced priced meals
- Regional Definitions



# Disadvantaged Communities



# Resources

- CTC ATP
  - <http://www.catc.ca.gov/programs/atp/>
- Caltrans ATP
  - <http://www.dot.ca.gov/hq/LocalPrograms/atp/>
- Active Transportation Resource Center
  - <http://caatpresources.org/>



## Contact

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[lzhao@octa.net](mailto:lzhao@octa.net)
- **Paul Martin**  
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714-560-5386  
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## **SB-1 Presentation by Caltrans**



## District 12 SB-1 Projects



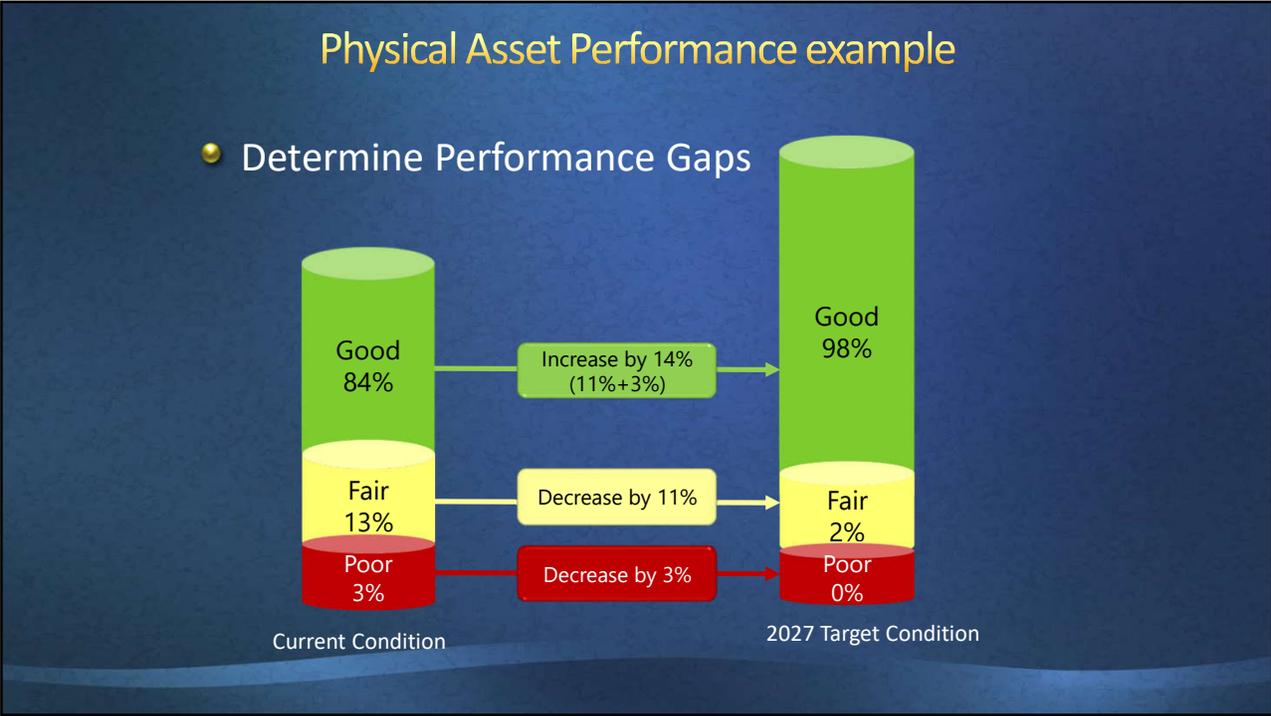
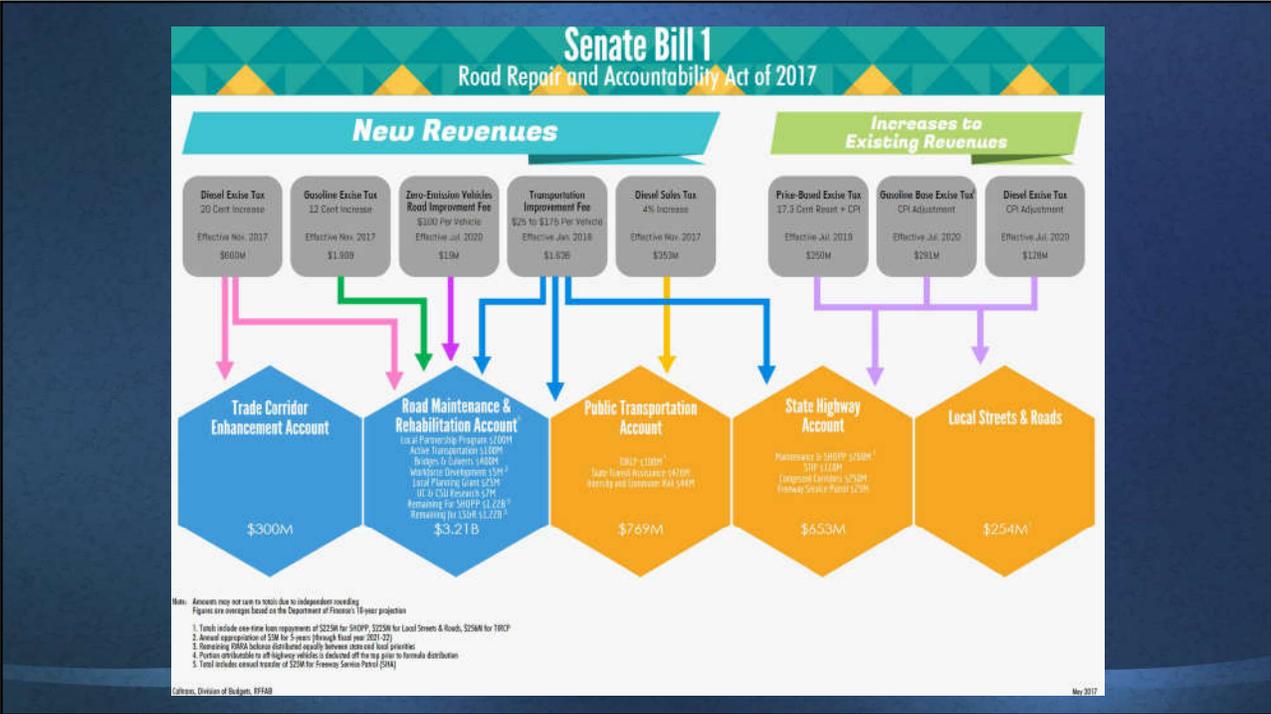
**Bassem Barsoum, MSCE, PE**

**[bassem.Barsoum@dot.ca.gov](mailto:bassem.Barsoum@dot.ca.gov)**

SHOPP, Modeling, Resources, Truck (SMRT) Manager, ICM,  
SR-91 Corridor Manager, SB-1 Coordinator District 12, TMT & TSMO



<http://rebuildingca.ca.gov/>



# A better transportation future



By 2027, Caltrans will repair or replace



17,000 MILES OF PAVEMENT



55,000 CULVERTS OR DRAINS



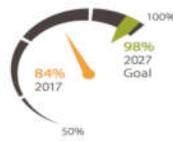
7,700 SIGNALS, SIGNS AND SENSORS



500 BRIDGES



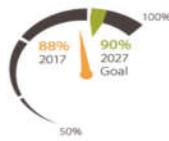
## Performance Targets



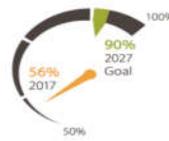
**98%**  
Pavement in Good/Fair Condition



**90%**  
Traffic Management Good/Fair Condition



**90%**  
Drains/Culverts in System in Good Condition



**90%**  
Rating on Pavement Maintenance



**Fix**  
500 Bridges



## Our Mission

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

### Safety and Health

Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.

### Stewardship and Efficiency

Money counts. Responsibly manage California's transportation-related assets.

### Sustainability, Livability and Economy

Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

### System Performance

Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

### Organizational Excellence

Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.

## Our Vision

A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork.

Integrity ■ Commitment ■ Teamwork ■ Innovation

## Caltrans Mission, Vision & Goals

1. Safety and Health
2. Stewardship & efficiency
3. Sustainability, Livability and Economy
4. System Performance
5. Organizational Excellence

# Overview of Plan Actions to achieve the goals

## 4 Goals – 34 Actions



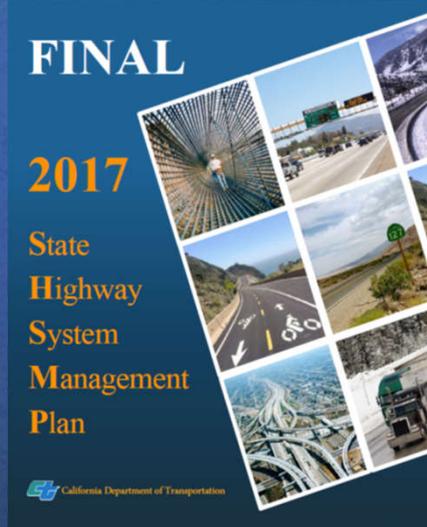
SHOPP Performance Plan - District 12																						
Objectives	Unit	Current Inventory / Need	Current Condition			SHOPP Investment Plan						Projected Condition 2027			Poor % 2027							
			Good	Fair	Poor	Pipelined Projects			Remaining Performance			Sum		Good	Fair	Poor	District	State				
						Fair	Poor	New	Fair	Poor	New	Fair	Poor	New								
<b>Safety</b>																						
Bridge Rail Replacement and Upgrade	Linear Feet	565,251	393,514	138,852	12,885	1,768	1,402	0	1,363	1,768	2,665	397,947	157,084	10,220	1.8%	4.7%						
Collision Severity Reduction	Injuries	4,486	-	-	4,486	-	125	-	289	-	384	384	-	4,102	91.4%	91.4%						
Roadside Safety Improvements	Locations	1,930	-	-	1,930	-	326	-	534	-	860	860	-	1,970	55.4%	49.3%						
Safety Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Stewardship</b>																						
Bridge Health	SF	19,587,106	12,915,511	5,876,132	795,463	4,278,101	545,827	-	0	396,539	4,278,101	942,366	17,554,780	1,738,519	293,807	1.5%	1.5%					
Drainage Pump Plants	Locations	13	3	3	7	0	0	0	0	6	0	6	8	3	2	15.4%	9.3%					
Drainage System Restoration	Linear Feet	396,696	312,251	50,900	33,540	0	4,402	0	19,477	0	23,879	460,229	217,168	77,941	10.3%	10.6%						
Lighting Rehabilitation	Each	8,875	4,100	1,694	3,081	0	0	0	0	993	0	993	4,359	1,537	2,979	33.6%	39.9%					
Major Damage (Emergency Opening)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Major Damage (Permanent Restoration)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Office Buildings	SF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	25.9%					
Overhead Sign Structures Rehabilitation	Each	1,359	1,165	380	14	0	0	0	0	54	0	54	1,010	389	160	10.3%	11.4%					
Pavement Class I	Lane Miles	1,370	258	1,065	47	267	9	-	210	286	-	77	295	-	791	565	14	1.0%	1.0%			
Pavement Class II	Lane Miles	515	118	377	20	156	0	-	0	156	-	56	156	-	324	181	10	1.9%	2.0%			
Pavement Class III	Lane Miles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	2.0%					
Reinforcements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Roadway Protective Betterments	Locations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	71.4%					
Safety Roadside Rest Area (SRRAs) Rehabilitation	Locations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	51.2%					
Transportation Related Facilities	SF	212,500	164,193	8,074	40,233	0	0	0	0	2,346	0	2,346	84,442	86,134	41,924	19.7%	65.1%					
Water and Wastewater Treatment at SRRAs	Locations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	11.1%					
<b>Sustainability</b>																						
ADA Pedestrian Infrastructure	Locations	13,243	-	-	13,243	-	399	-	-	289	-	588	588	-	12,855	95.6%	92.7%					
Advanced Mitigation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bridge Scour Mitigation	SF	61,279	-	-	61,279	-	61,279	-	-	0	-	61,279	61,279	-	117,288	65.7%	51.1%					
Bridge Seismic Restoration	SF	408,608	-	-	408,608	-	296,136	-	-	0	-	296,136	296,136	-	123,869	29.5%	73.1%					
Hazardous Waste Mitigation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Roadside Rehabilitation	Acres	2,896	869	1,158	869	0	0	0	0	46	0	46	881	867	1,406	47.6%	59.4%					
Storm Water Mitigation	Acres	670	-	-	670	-	16	-	-	133	-	149	149	-	521	77.8%	71.0%					
Zero Emission Vehicle Infrastructure	Locations	1	-	-	1	-	0	-	-	1	-	1	1	-	0	0.0%	0.0%					
<b>Performance</b>																						
Commercial Vehicle Enforcement Facilities	Stations	2	0	2	0	2	0	0	0	0	0	2	0	2	-1	50.0%	31.5%					
Operational Improvements	DIVD	110,000	-	-	110,000	-	158	-	-	1,626	-	1,784	1,784	-	108,216	98.4%	97.6%					
Sign Panel Replacement	Each	3,509	0	0	3,509	0	108	0	0	684	0	792	792	0	3,117	79.7%	74.6%					
Transportation Management Systems	Each	1,524	451	0	1,073	0	276	77	0	847	0	1,123	1,077	1,468	0	163	10.0%	10.0%				
Bridge Goods Movement Upgrades	SF	19,587,106	17,999,969	961,141	625,996	0	0	0	0	0	0	0	17,999,969	961,141	625,996	3.2%	12.2%					
Weigh-In-Motion Scales	Stations	12	0	12	0	0	0	0	0	2	0	2	0	2	6	4	33.3%	31.8%				

[\*] The Investment Plan Target includes the estimated SHOPP cost of the Remaining Performance AND additional funding for project level cost anomalies, Complete Streets Grants, etc.

**\$1,316,730,572**

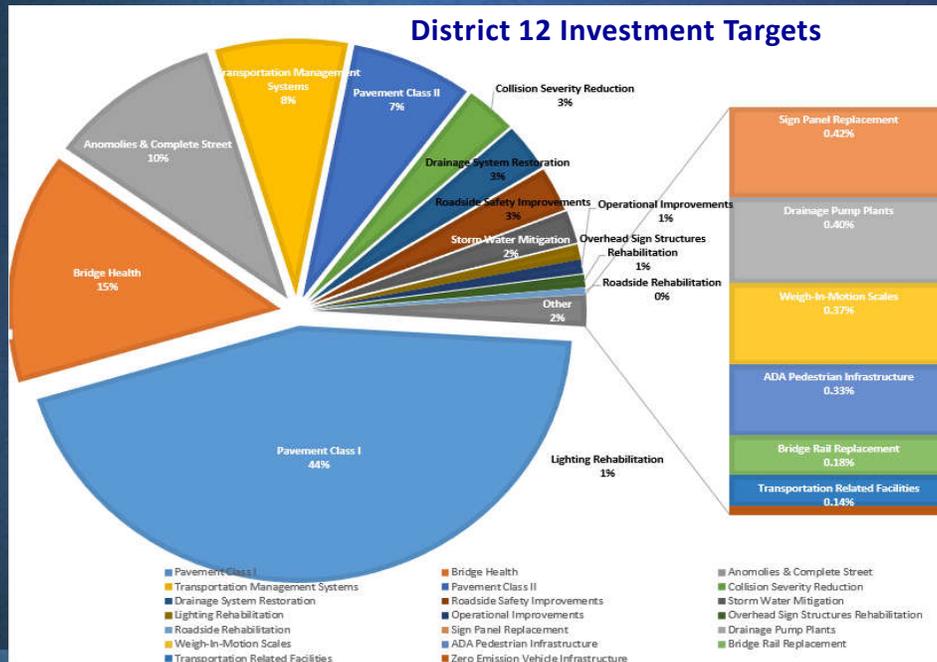
# A Single Plan (SHSMP)

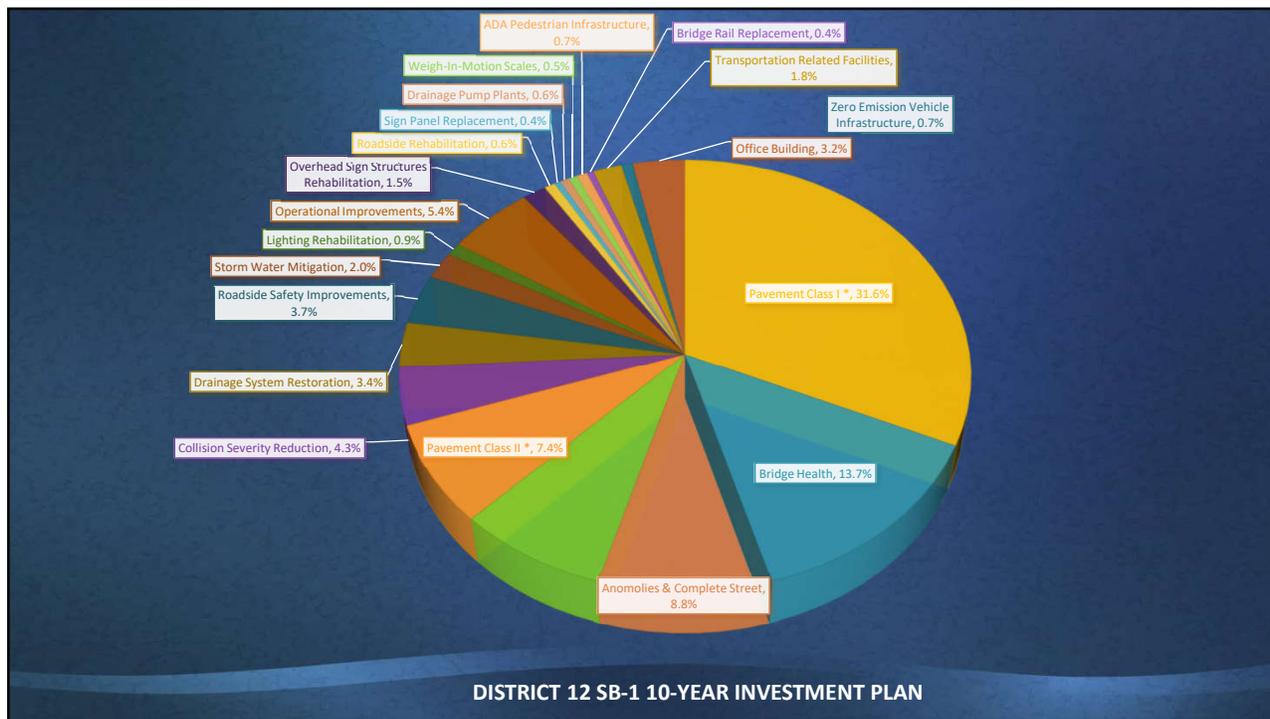
- Integrates 10 Year SHOPP and 5 Year Maintenance Plans.
- Aligns objectives with CT Strategic Plan
- Implements Performance Management
- Unprecedented Transparency



[www.dot.ca.gov/assetmgmt/documents/SHSMP.pdf](http://www.dot.ca.gov/assetmgmt/documents/SHSMP.pdf)

## District 12 Investment Targets







## DISTRICT 12 PROFILE





497 Traffic Signals



200 Miles of Fiber





15% of Statewide TMS



71 CMS



337 Ramp Meters



287 CCTV

- 34 Cities
- 798 Square Miles
- 3.1M Population
- 1,964 Lane Miles (4% of State total):
  - Mix Flow 1,059
  - HOV 226
  - Toll Roads 314
  - Highways 365

# District 12 Split



**Traffic Operations Responsibility Areas**  
James Pinheiro, Division Chief, District 12 - (657) 328-6212

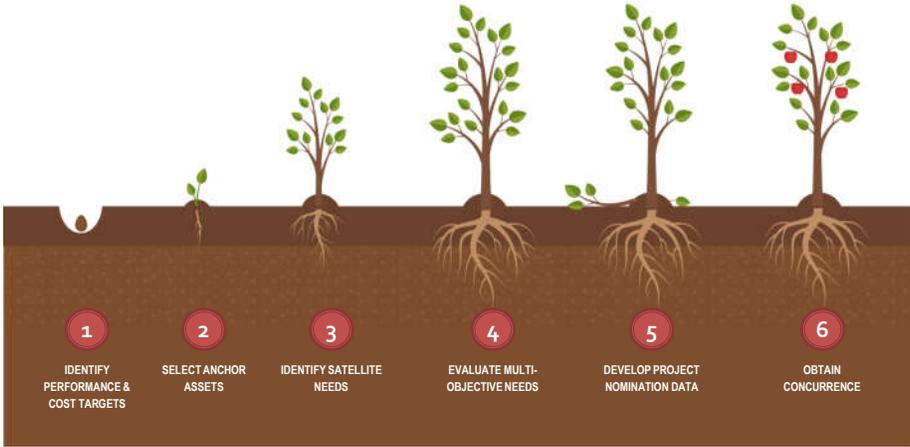
BRANCH CHIEFS	LEGEND	CORRIDOR TRAFFIC ENGINEER Telephone
<b>Jose Hernandez, MSCE, PE</b> Traffic Operations Northwest O: (657) 328-6411 C: (949) 279-9062		Eduardo Amezcua, MSCE, PE, TE (657) 328-6395 Pauline Wong, PE (657) 328-6435
<b>Steven Sowers, PE, PMP</b> Traffic Operations Southwest O: (657) 328-6432 C: (949) 697-7783		Mike Flynn, PE (657) 328-6407 Adhian Dang, PE (657) 328-6402
<b>Bassem Barsoum, MSCE, PE</b> Traffic Operations SMRT unit O: (949) 936-3468 C: (949) 795-2645		Roya Hassas (657) 328-6025 Ibtisam Abouladah (657) 328-6404
<b>Lee Haber, PE</b> Traffic Operations Northeast O: (657) 328-6409 C: (949) 279-8642		Manuan Kim, MSCE, PE, TE (949) 936-3499
<b>Adam Siddiqui, MSCE, PE</b> Traffic Operations Southeast O: (657) 328-6422 C: (949) 279-4617		Bartolome Rivera, PE (657) 328-6429 Steve Pham, PE (657) 328-6425
		Ken Kirkup, PE (657) 328-6414 Habib Temori (657) 328-6433

N: Traffic Shared Areas of Responsibility Map Updated 8/01/2017

- District 12 Geographically split in **5 Regional Corridor Areas** with Specific Corridor Engineers
- 1
  - 2
  - 3
  - 4
  - 5

## Project Packaging process followed

### SHOPP/SHSMP Project Nomination Process



# Corridor Approach packaging

List sorted by your top priority throughout the District for Pavement Class I & Class II (Bobi Hettick - Susan Fong) + Other Assets

Priority	Route	Beg PM	End PM	Location Description (Roadway Class)	Scope	Unit	Performance Value	# of Lane Miles (FAIR)	# of Lane Miles (POOR)	Capital Cost (\$1000)	RW Cost	Support Cost 40%(\$1000)	Escalation (4.2% per year up to Mid Construction)	Total Cost including Escalation	Last 5 2020 SHL (Year 0) (Y 2022/20 23)
1	405	0	11.4	In the City of Irvine and Costa Mesa (I-5 IC to Harbor)	Slab replacement - grinding and cold plane and replace AC shoulders / ramps			124.3	4.2	\$39,875	\$0	\$15,950	\$11,723	\$67,600	X
	405	2.4	7.9	SB I-405 between University Drive and Jeffrey Rd and bet Jeffrey Road and SR-133	Two auxiliary lanes added on SB I-405 between University Drive/ Jeffrey Road and SR-133	DVHDS				\$7,045		\$1,500	\$2,071	\$10,700	X
	405	5.6	6.2	NB I-405 onramp from WB Culver Drive	Construct a 1000' acceleration lane and modify ramp termini to 3 lanes	DVHDS				\$2,463	\$200	\$985	\$783	\$4,500	X
	405	3.9	4.5	NB I-405 onramp from WB Jeffrey Rd	Construct a 1000' acceleration lane and modify ramp termini to 3 metered lanes	DVHDS				\$2,272	\$0	\$909	\$668	\$3,900	X
	405	0.9	1.5	SB I-405 from SR-133 and Irvine Center Drive	Construct Auxiliary Lane	DVHDS				\$7,500	\$20	\$3,000	\$2,311	\$12,800	X
	405	3.8	3.9	NB I-405 off-ramp to Jeffrey	Provide bike gap closure by constructing undercrossing	DVHDS				\$1,500	\$500	\$600	\$588	\$3,200	X
	405	3.9	5.6	NB I-405 from Jeffrey to Culver Dr	Construct Auxiliary Lane	DVHDS				\$9,500	\$0	\$3,800	\$2,793	\$16,100	X
	405	5.4	5.4	NB I-405 on-ramp from WB Culver	Widen Tangent On-Ramp from WB Culver to 3 Metered Lanes	DVHDS				\$2,500	\$0	\$1,000	\$735	\$4,300	X
	405	5.6	5.6	I-405 at Culver overcrossing	Modify bridge to provide class 2 bike path	DVHDS				\$1,500	\$0	\$600	\$441	\$2,600	X
	405	0.5	3.9	In Irvine from Irvine Center Dr. to University Dr.	Improve the safety, maintainability and functionality of existing roadside planting by correcting planting and irrigation system deficiencies.	# of Acres	21			\$2,000	\$0	\$1,501	\$588	\$4,100	X
	405	3.9	6.4	In Irvine from University Dr. to San Diego Creek	Improve the safety, maintainability and functionality of existing roadside planting by correcting planting and irrigation system deficiencies.	# of Acres	24			\$2,000	\$0	\$1,502	\$588	\$4,100	X
	405	7.3	11.8	In Irvine and Costa Mesa from Von Karman to Harbor Blvd.	Improve the safety, maintainability and functionality of existing roadside planting by correcting planting and irrigation system deficiencies.	# of Acres	45			\$4,000	\$0	\$1,600	\$1,176	\$6,776	X

# Multi Assets SHOPP Tool Performance Tab

Task Owner: District 12 Program Advisors

District: 02 Tool ID: 17905 Project ID: 0210000189 EA: 2H740 Co-Rte-PM: TRI-299-23.3/23.3 (Primary Location) View Performance Report

County: TRI Route: 299 BackPM: 23.3 AheadPM: 23.3

Bridge  Pavement  Drainage  Facilities  Safety  Mobility  Roadside  Streets  Sustainability /Climate Change  Advance Mitigation

Performance & Accomplishments (TYP)

Activity Detail	Unit of Measurement	Quantity	Assets in Good Cond	Assets in Fair Cond	Assets in Poor Cond	New Asset Added
Emergency Opening (201.130, Director's Orders)						
Biological Mitigation (201.910)	EA	1.0				
Grass Removal (or Stone Bio-retention)	CV	60000.0				60000
Energy Dissipation & other Element (F, FDI, FES etc.) (201.151)	EA	1.0				1
Lighting (201.010)	Acres	1.0				
- Select Activity Detail -						
Lighting (201.010, .015)	EA	12				12
Median Barrier (201.010, .015)	LF	2000				2000
Pave Shoulders (201.010, .015)	LF	400				400
Pedestrian Crossings (201.010, .015)	EA	2				2
Rockfall Mitigation (201.010, .015)	EA	2				2
Roundabouts (201.010, .015)	EA	1				1
Rumble Strips (201.010, .015)	LF	3000				3000
Signing (201.010, .015)	EA	20				20
Standard Slopes (201.010, .015)	EA	2				2
Traffic Signals (201.010, .015)	EA	2				2
Widen Shoulders (201.010, .015)	LF	2				2

April 5, 2017

# District Report Card



#	Objective	Unit	HQ SB-1 Targets				District 12 Projects Proposal				Proposal Performance Balance				Proposal \$ Balance	\$ % Over/Under			
			District 12			Unit cost (Poor)	\$ Value	Fair	Poor	New	Cost	(Over/ Under)		New %					
			Fair	Poor	New							Fair %	Poor %						
13	Pavement Class I *	Lane Miles	210	286	0	\$1,539,600	\$585,176,040	210.8	286.4	\$415,476,000	1	0%	0	0%	0	\$169,700,040	29.0%		
5	Bridge Health	SF	0	396,539	0	\$483	\$191,528,337		446,682	\$180,233,396	0		50,143	13%	0	\$11,294,941	5.9%		
35	Anomalies & Complete Street	LS					\$135,932,839			\$116,503,275	0		0	0%	0	\$19,429,564	-14.3%		
32	Transportation Management Systems	Each	0	847	30	\$116,691	\$102,338,007		3383	35	\$102,336,164	0		2,536	299%	5	17%	\$1,843	0.0%
14	Pavement Class II *	Lane Miles	0	156	0	\$606,000	\$94,536,000	15.5	156	\$97,400,000	5.5		0	0%	0	(\$2,864,000)	-3.0%		
2	Collision Severity Reduction	Injuries		259	0	\$155,400	\$40,248,600		327	\$56,698,000	0		68	16%	0	(\$16,449,400)	-40.9%		

# District Performance Objective Report (POR)

## SHOPP Asset Management Tool

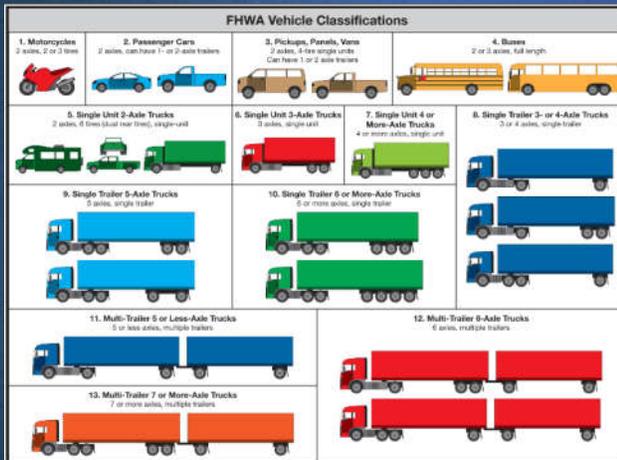
Home | SHOPP Contacts | Map | SHOPP Tool Instructions | Tool Team Presentations | Q&A | Admin Menu | You are logged in as Doreen Blann (51090) Logout

Performance Objectives	District 12 Remaining Performance Summary (TYP-2017, PID Cycle:2020+, E)															
	Totals	2017/18		2018/19		2019/20		2020/21		2021/22		2022/23				
Target Funding Allocation (\$K)	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731			
District 2017 TYP Submitted Project Cost (\$K)	\$1,263,106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,625			
Target Funding Balance (\$K)	\$53,625	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,316,731	\$1,280,656			
HQ Concurrence - 2017 TYP Submitted Project Cost (\$K)	\$961,089	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Project Cost Submitted - No Concurrence (\$K)	\$401,217	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,625			
<b>Safety</b>	<b>New</b>	<b>Fair</b>	<b>Poor</b>	<b>New</b>	<b>Fair</b>	<b>Poor</b>	<b>New</b>	<b>Fair</b>	<b>Poor</b>	<b>New</b>	<b>Fair</b>	<b>Poor</b>	<b>New</b>	<b>Fair</b>	<b>Poor</b>	
Bridge Rail Replacement and Upgrade (201.112 - Linear Feet)	0	0	1,263	0	0	1,263	0	0	1,263	0	0	1,263	0	0	823	0
Performance Objectives submitted	0	0	2,520	0	0	0	0	0	0	0	0	0	0	0	440	0
District Performance Objectives Balance	0	0	-1,257	0	0	1,263	0	0	1,263	0	0	823	0	0	823	0
HQ Concurrence - Bridge Rail Replacement and Upgrade	0	0	2,172	0	0	0	0	0	0	0	0	0	0	0	440	0
Performance Objective Submitted - No Concurrence	0	0	348	0	0	0	0	0	0	0	0	0	0	0	0	0
Collision Severity Reduction (201.015 - Injuries)	0	0	259	0	0	259	0	0	259	0	0	259	0	0	105	0
Performance Objectives submitted	0	0	481	0	0	0	0	0	0	0	0	0	0	0	164	0
District Performance Objectives Balance	0	0	-222	0	0	259	0	0	259	0	0	195	0	0	195	0
HQ Concurrence - Collision Severity Reduction	0	0	422	0	0	0	0	0	0	0	0	0	0	0	164	0
Performance Objective Submitted - No Concurrence	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0
Roadside Safety Improvements (201.225 - Locations)	0	0	534	0	0	534	0	0	534	0	0	534	0	0	534	0
Performance Objectives submitted	0	0	770	0	0	0	0	0	0	0	0	0	0	0	0	0
District Performance Objectives Balance	0	0	-236	0	0	534	0	0	534	0	0	534	0	0	534	0
HQ Concurrence - Roadside Safety Improvements	0	0	473	0	0	0	0	0	0	0	0	0	0	0	0	0
Performance Objective Submitted - No Concurrence	0	0	297	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Safety Improvements (201.010)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Performance Objectives submitted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
District Performance Objectives Balance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HQ Concurrence - Safety Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Performance Objective Submitted - No Concurrence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Stewardship</b>	<b>New</b>	<b>Fair</b>	<b>Poor</b>	<b>New</b>	<b>Fair</b>	<b>Poor</b>	<b>New</b>	<b>Fair</b>	<b>Poor</b>	<b>New</b>	<b>Fair</b>	<b>Poor</b>	<b>New</b>	<b>Fair</b>	<b>Poor</b>	
Bridge Health (201.110/119 - SF)	0	0	396,539	0	0	396,539	0	0	396,539	0	0	396,539	0	0	396,539	0
Performance Objectives submitted	0	0	460,009	0	0	0	0	0	0	0	0	0	0	0	0	0
District Performance Objectives Balance	0	0	-63,470	0	0	396,539	0	0	396,539	0	0	396,539	0	0	396,539	0
HQ Concurrence - Bridge Health	0	0	13,342	0	0	0	0	0	0	0	0	0	0	0	0	0
Performance Objective Submitted - No Concurrence	0	0	446,667	0	0	0	0	0	0	0	0	0	0	0	0	0
Drainage Pump Plans (201.151 - Locations)	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0
Performance Objectives submitted	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0

## District 12 Projects versus Targets (Funds & Performance)



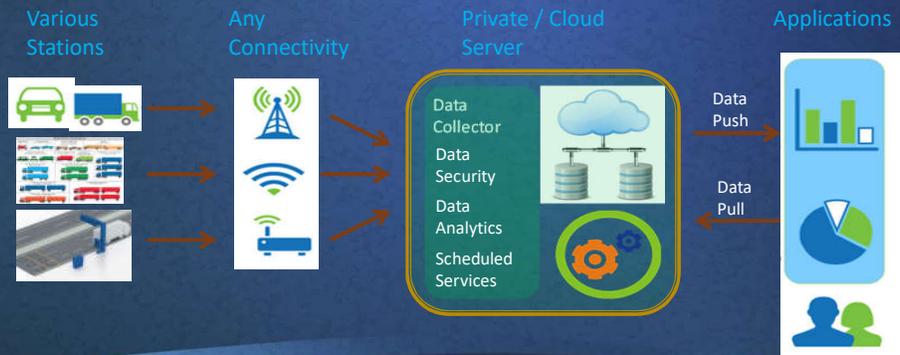
## FHWA 13-Vehicle Class



### Class 4-13: Commercial Vehicles

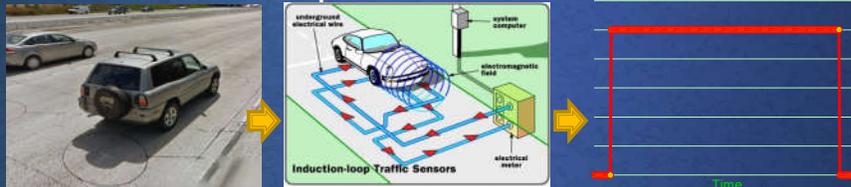
- Represent a small portion of vehicles on the roads
- Have significant influences on pavement, safety, environment, fuel consumption, and the performance of traffic system

# Converting ITS Counting Stations to Classification Stations

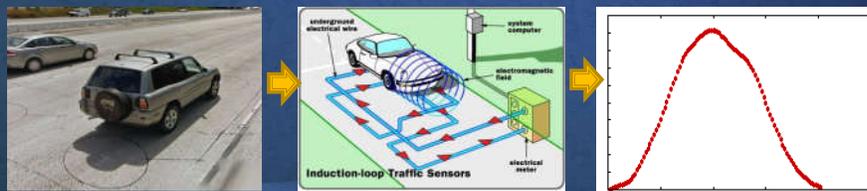


## Conventional vs Advanced Traffic Detection using Loops

- Conventional loop detector



- Advanced loop detector (SB-1)



## Inductive Loop Signatures for Different Type of Vehicles



### Vehicle attributes:

- Size
- Metal mass
- Axles,
- Distance from road surface
- Energized circuits
- Motors and compressors

### Vehicle operation:

- Vehicle speed
- Vehicle offset

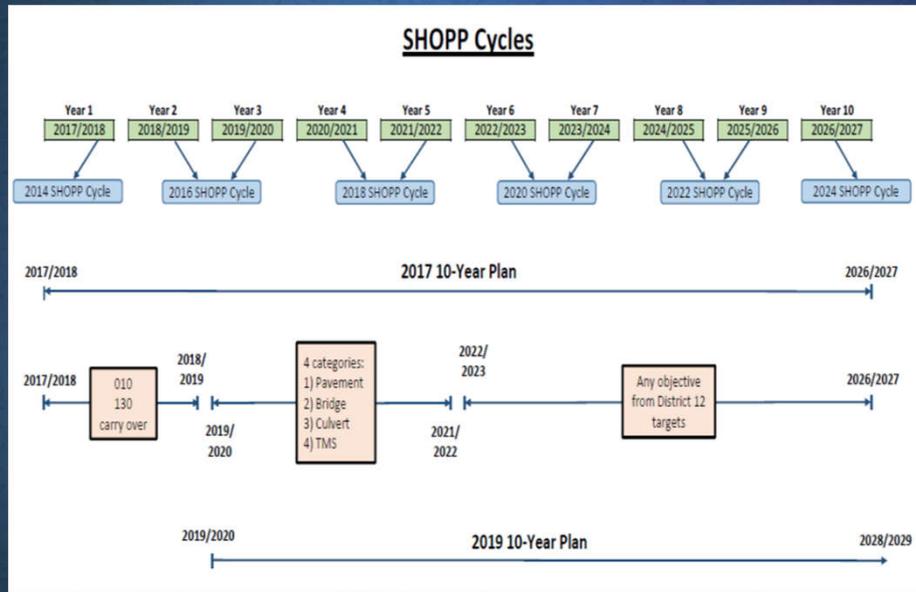
### Loop / Detector card:

- Loop configuration
- Loop condition
- Loop induction (# of turns)
- Lead-in cables
- Detector circuitry
- Detection sensitivity
- Operation frequency

## OD reader at entry points to OC



## SB-1 Limitations



## District Plan Highlights/ Fact Sheet

- 25 Multi Asset Corridor Projects
- Average of \$254 Mil per year in projects
- District exceeds performance targets
- Savings from corridor approach invested back on other District high priorities like TMS, mobility and improve efficiency

## District Plan Highlights/ Fact Sheet

- Plan leverage planned investment through Measure M-2
- Coordinated Plan with layered GIS mapping local, other investment to avoid redundancy
- Smart Corridors: Utilize latest Internet Protocol (IP) based elements, Highly reflective panels, pavement markings and Worker safety projects

27

### D-12 projects in GIS (Year 6)



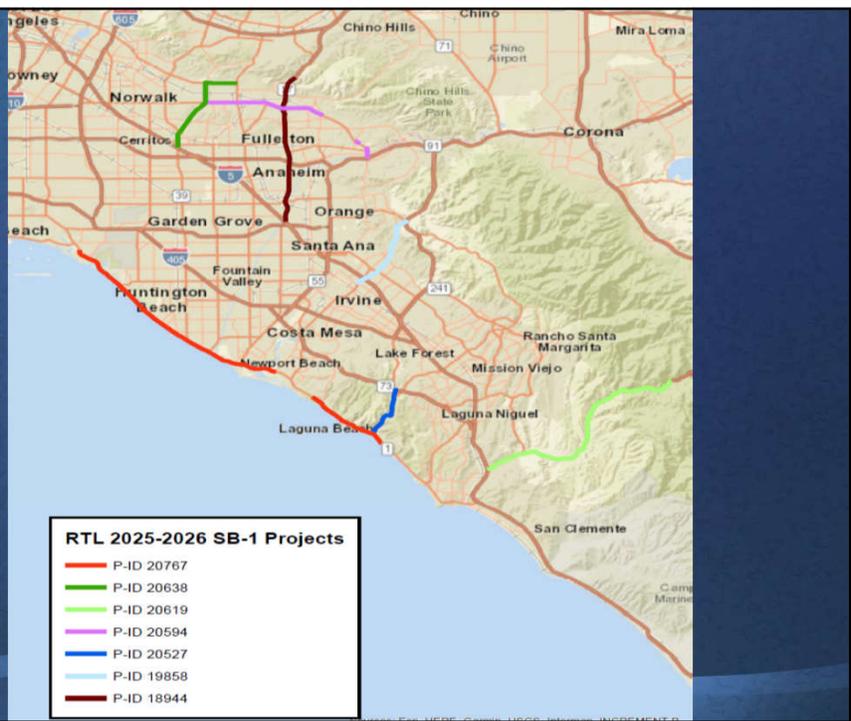
D-12  
projects  
in GIS  
(Year 7)



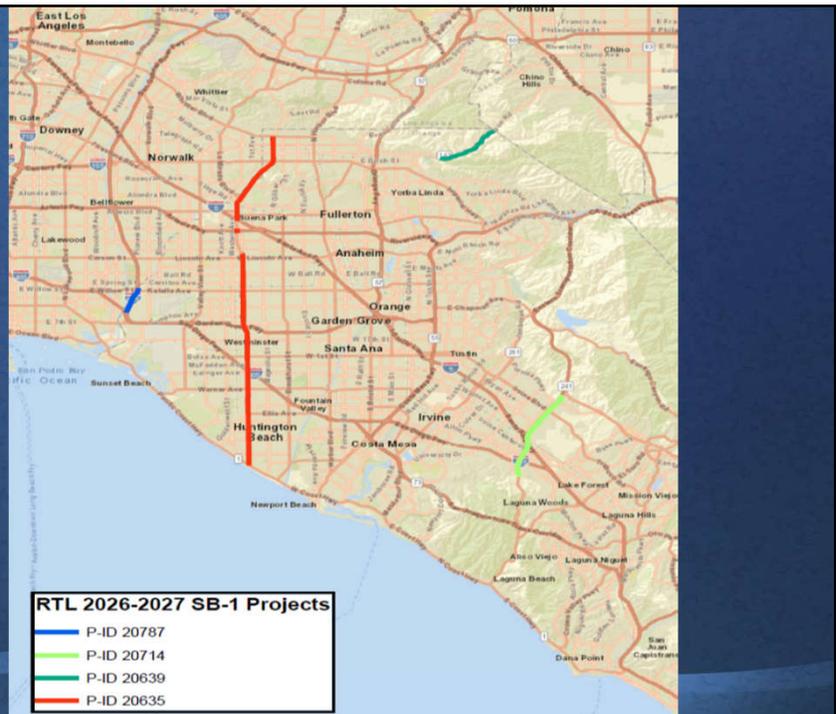
D-12  
projects  
in GIS  
(Year 8)



D-12 projects in GIS (Year 9)



D-12 projects in GIS (Year 10)



## Questions to Locals and OCTA

- Where do you keep your nominated SB-1 projects?
- Can everyone email me their list or SHAPE file to place on a centralized regional GIS?
- Can you list basic Route, scope, cost, RTL target and type of fund target (ATP, Congested, Freight, etc)?
- Does everyone sent his data to HQ to post on rebuildingca.ca.gov?

April 5, 2017

## Questions ?



Follow SB-1 update at:  
<http://rebuildingca.ca.gov/>

[bassem.Barsoum@dot.ca.gov](mailto:bassem.Barsoum@dot.ca.gov)

April 5, 2017