



AGENDA

Technical Advisory Committee

Committee Members

Shaun Pelletier	City of Aliso Viejo
Rudy Emami	City of Anaheim
Tony Olmos	City of Brea
Nabil S. Henein	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
Meg McWade	City of Fullerton
William Murray	City of Garden Grove
Travis Hopkins	City of Huntington Beach
Mark Linsenmayer	City of Irvine
Chris Johansen	City of La Habra
Michael Belknap	City of La Palma
Mark Trestik	City of Laguna Beach
Ken Rosenfield	City of Laguna Hills
Jacki Scott	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
Christopher Cash	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
Guillermo Perez	City of Stanton
Doug Stack	City of Tustin
Akram Hindiyeh	City of Villa Park
Marwan Youssef	City of Westminster
Thom Coughran	City of Yorba Linda

Orange County Transportation Authority
550 South Main Street, Room 09
Orange, California

March 27, 2019 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 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 November 14, 2018

Regular Items

2. 2019 CTFP Project O & P Programming Recommendations – Joseph Alcock

Overview

The Orange County Transportation Authority issued the 2019 annual Measure M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2018. This call for projects made available up to \$40 million in M2 competitive grant funding for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for review and approval.

Recommendation

- A. Approve the award of \$2.14 million in 2019 Regional Capacity (Project O) funds to three local agency projects.
- B. Approve the award of \$7.70 million in 2019 Regional Traffic Signal Synchronization Program (Project P) funds to five local agency projects.

Discussion Items

3. SB – 1 Technical Steering Committee Discussion Summary – Mark Lewis

4. Correspondence

OCTA Board Items of Interest

- **Monday, November 26, 2018**

- Item 13: Capital Programming Update*

- Item 14: Innovation Update*

- **Monday, December 10, 2018**

- Item 7: Active Transportation Program Local Project Prioritization*

- Item 8: Orange County Transportation Authority State and Federal Grant Programs Update and Recommendations*



Item 9: 2019 Technical Steering Committee Membership

Item 13: Measure M2 Quarterly Progress Report for the Period of July 2018 Through September 2018

Item 14: Measure M2 Freeway Environmental Mitigation Program Update

Item 15: Fiscal Year 2018-19 Measure M2 Annual Eligibility Review

Item 16: Comprehensive Transportation Funding Programs Semi-Annual Review - September 2018

Item 17: OC Active: Project Update

- **Monday, January 14, 2019**

Item 14: Approval of Use of Federal Funds for Orange County Transportation Authority Projects Related to the Federal Fiscal Year 2018-19 Obligation Authority Plan

Item 15: Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Program of Projects for Federal Fiscal Year 2018-19

- **Monday, February 11, 2019**

Item 9: Capital Programming Policies Update

Item 15: Regional Traffic Signal Synchronization Program Update

- **Monday, March 11, 2019**

Item 6: Measure M2 Quarterly Progress Report for the Period of October 2018 Through December 2018

Item 7: 2019 Measure M2 Environmental Cleanup Program Call for Projects

Item 8: Measure M2 Performance Assessment Report

Announcements by Email

- Reminder: 2019 Bicycle Corridor Improvement Program Call for Projects Submittal Deadline- November 15, 2018, *sent 11/6/18*
- November 14, 2018 Technical Advisory Committee Meeting Agenda, *sent 11/9/2018*
- Reminder: 2019 Bicycle Corridor Improvement Program Call for Projects Submittal Deadline- Due November 15, 2018, *sent 11/14/2018*
- November 28, 2018 Technical Advisory Committee Meeting Cancellation Notice, *sent 11/16/2018*
- December 12, 2018 Technical Steering Committee Meeting Cancellation Notice, *sent 12/5/2018*
- Vendor Fair: Electric Scooters and Dockless Bikeshare, *sent 12/05/18*
- Save the Date: Pavement Management Software & Pavement Distress Training Opportunities, *sent 12/05/2018*
- Pavement Management Software and Pavement Distress Training Opportunities- RSVP Information, *sent 12/12/18*
- REMINDER: 2019 Bicycle Corridor Improvement Program Call for Projects Submittal, *sent 12/14/18*



- December 26, 2018 Technical Advisory Committee Meeting Cancellation Notice, *sent 12/18/2018*
- January 9, 2019 Technical Steering Committee Meeting Cancellation Notice, *sent 1/02/2019*
- 2019 Federal Transportation Improvement Program Meetings, *sent 1/24/2019*
- February 13, 2019 Technical Steering Committee Meeting Cancellation Notice, *sent 2/19/2019*
- M2 Local Fair Share Estimates, *sent 3/6/2019*
- Request for Measure M2 Funded Project Photos, *sent 3/6/2019*
- March 13, 2019 Technical Steering Committee Meeting Agenda, *sent 3/7/2019*

5. Committee Comments

6. Caltrans Local Assistance Update

7. Staff Comments

8. Items for Future Agendas

9. Public Comments

10. Adjournment

The Technical Advisory Committee is scheduled to meet monthly on the fourth Wednesday of each month.



November 14, 2018

Technical Advisory Committee

Minutes



Voting Representatives Present:

<i>Shaun Pelletier</i>	<i>City of Aliso Viejo</i>
<i>Rudy Emami</i>	<i>City of Anaheim</i>
<i>Tony Olmos</i>	<i>City of Brea</i>
<i>Amir Modarressi</i>	<i>City of Buena Park</i>
<i>Jennifer Rosales</i>	<i>City of Costa Mesa</i>
<i>Matthew Sinacori</i>	<i>City of Dana Point</i>
<i>Mark Lewis</i>	<i>City of Fountain Valley</i>
<i>Yelena Voronel</i>	<i>City of Fullerton</i>
<i>Mark Linsenmayer</i>	<i>City of Irvine</i>
<i>Ken Rosenfield</i>	<i>City of Laguna Hills</i>
<i>Jacki Scott</i>	<i>City of Laguna Niguel</i>
<i>Tom Wheeler</i>	<i>City of Lake Forest</i>
<i>Christopher Cash</i>	<i>City of Orange</i>
<i>Steve Kooyman</i>	<i>City of Rancho Santa Margarita</i>
<i>Tom Bonigut</i>	<i>City of San Clemente</i>
<i>Steve May</i>	<i>City of San Juan Capistrano</i>
<i>Doug Stack</i>	<i>City of Tustin</i>
<i>Marwan Youssef</i>	<i>City of Westminster</i>
<i>E. Maximus</i>	<i>City of Yorba Linda</i>

Orange County Transportation Authority
550 S. Main Street, Room 09
Orange, CA
November 14, 2018 1:30 PM

Guests Present:

Oliver Luu, Caltrans
Manuel Gomez, Interwest
Matt Benjamin, Fehr and Peers
Emily Finkel, Fehr and Peers

Staff Present:

Brianna Martinez
Joe Alcock
Christina Moore
Paul Martin
Kurt Brotcke
Adriann Cardoso
Marisol Gonzalez
Cynthia Morales
Harry Thomas

Voting Representatives Absent:

<i>Nardy Kahn</i>	<i>County of Orange</i>
<i>Doug Dancs</i>	<i>City of Cypress</i>
<i>William (Bill) Murray</i>	<i>City of Garden Grove</i>
<i>Travis Hopkins</i>	<i>City of Huntington Beach</i>
<i>Chris Johansen</i>	<i>City of La Habra</i>
<i>Michael Belknap</i>	<i>City of La Palma</i>
<i>Mark Trestik</i>	<i>City of Laguna Beach</i>
<i>Akram Hindiyeh</i>	<i>City of Laguna Woods</i>
<i>Dave Hunt</i>	<i>City of Los Alamitos</i>
<i>Mark Chagnon</i>	<i>City of Missing Viejo</i>
<i>David Webb</i>	<i>City of Newport Beach</i>
<i>Luis Estevez</i>	<i>City of Placentia</i>
<i>William Galvez</i>	<i>City of Santa Ana</i>
<i>Steve Meyer</i>	<i>City of Seal Beach</i>
<i>Guillermo Perez</i>	<i>City of Stanton</i>
<i>Akram Hindiyeh</i>	<i>City of Villa Park</i>
<i>Tiffany Tran</i>	<i>Caltrans</i>



Meeting was called to order by Mr. Mark Lewis at 1:30 p.m.

Self-Introductions

CONSENT CALENDAR

- 1. The Minutes for the August 22, 2018 meeting were approved.**

Mr. Stack motioned to approve the minutes.

Mr. Emami seconded the motion.

The Minutes were approved, there was no further discussion.

REGULAR ITEMS

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

Ms. Moore presented an overview of Semi-Annual Review (SAR) results for September 2018.

Mr. Wheeler asked if transfer requests were going to be submitted to the Orange County Transportation Authority (OCTA) Board of Directors (Board) with the verbiage “TBD” included for the transfer request.

Ms. Moore confirmed that the transfer request would be submitted to the Board with the verbiage “TBD” as final payment requests are in process, she also noted that final allocations will balance after reimbursements are processed.

There was no further discussion.

Mr. Wheeler motioned to approve the item. The motion was seconded by Mr. Rosenfield.

- 3. 2019 Technical Steering Committee Membership – Joseph Alcock**

Mr. Alcock presented 2019 recommendations for the appointment of new Technical Steering Committee Members.

There was no further discussion.

Mr. Stack motioned to approve the item. The motion was seconded by Mr. Maximus.

DISCUSSION ITEMS

- 4. Systematic Safety Plan (SSP) Report – Paul Martin**

Mr. Martin presented a brief overview of the Systematic Safety Plan and introduced Emily Finkel.

Ms. Finkel proceeded to present the overall goal of the project.



Mr. Youssef asked how big of a factor in the analysis was the benefit cost ratio for the application stages, and if there was a minimum to qualify.

Ms. Finkel confirmed there was a minimum, which she noted changes from year to year. She stated for this year's cycle the minimum was 3.5. For most of the funding for HSIP, the benefit cost ratio is the deciding factor for funding allocations. Ms. Finkel also stated, that a lot of the study materials can also be used for things like ATP applications.

Mr. Kooyman inquired how the cost benefit number was calculated.

Ms. Finkel stated that Caltrans agreed upon a societal costs for each type of crash. From property damage only crashes up through severe injury and fatalities which include medical costs, lawsuits, loss of productivity, etc. She stated that there is a specific dollar amount that Caltrans assigns to each scenario and that is used to calculate overall cost benefit numbers.

Mr. Lewis stated the intersection types are very specific. He recommended the final report not be prescriptive, rather, it should provide recommendations.

Ms. Finkel agreed.

Ms. Cardoso stated that in previous HSIP cycles, counter measures could be funded at 100%. She asked if this was still the case.

Ms. Finkel stated that it depended on the counter measure. She noted that there are associated reimbursement rates, most of which are 100%. However, some are 90%. She also stated that signal timing changes are only 50%. The lowest federal funding reimbursement rate of any of the projects in an application determines the rate for the entire application.

Ms. Cardoso stated that local agencies might be more successful if a set-aside counter measure is included in the funding application.

Ms. Finkel stated that this year, one of the set asides was for pedestrian focused projects, but the application and funding was not based on the benefit cost ratio.

Ms. Cardoso stated that it is a little easier to get the money if a set aside counter measure is included in the application.

Mr. Wheeler asked if the benefit cost ratio takes into account a decrease of the level of service or traffic efficiency.

Ms. Finkel stated no, that the ratio is related to the safety matter.

Mr. Lewis inquired about next steps for the report.

Mr. Martin stated a 5th PDT meeting was scheduled to occur in December and also noted that the team is working on compiling the final report. He also shared that once the report is finalized, the document would be distributed to PDT members and local agencies.

Mr. Ali asked if the report would be published online.

Mr. Martin stated the report is not yet published online and stated that content will most likely be sent directly to local agencies.



Mr. Stack stated that the study is essentially a tool box for help.

Mr. Martin agreed.

There was no further discussion.

5. Correspondence

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

6. Committee Comments

Mr. Maximus stated there was an item that was tabled regarding the allocations of Senate Bill 1 (SB1) funding. He asked if there was interest in restarting those discussions since the SB 1 repeal effort had failed.

He noted that an SB 1 Subcommittee had been convened in the past but was discontinued until the Proposition 6 vote occurred.

Mr. Lewis stated the last time the Subcommittee met, the County presented a detailed cost structure on how state gas tax money had been spent over the years. He also stated it would be healthy to bring this discussion back.

Mr. Brotcke stated that he recalled the statements regarding the discussion were “not yet, not now, but someday.” He requested that a SB1 update be agenized for the next TSC meeting.

Mr. Brotcke inquired when the next TSC meeting would be scheduled.

Ms. Martinez stated it would occur sometime in January or February.

Mr. Sinacori noted that they had a helpful workshop with OCTA regarding dock-less bike shares and electric scooters. He stated that coastal cities are currently being inundated by electric scooter vendors. There was discussion of whether OCTA is willing to take the lead in developing guidelines for local agencies to consider and potentially use.

Mr. Brotcke stated that OCTA went to its Transit Committee with a proposal for best practices for electric scooters and electric bikes. He noted that item was on OCTA’s website and would be sent to the Board on November 26, 2018.

Mr. Martin stated the best practice recommendation were distributed during OCTA’s September workshop. However, he noted that they have been revised and updated since and again noted the latest version was sent to the Transit Committee last week and will be going to the Board on November 26, 2018. Mr. Martin also stated that the document includes suggested practices to better empower local agencies that might issue a permit for vendors to do business within their jurisdiction.

Ms. Rosales asked if any other cities have taken the respective OCTA document a step further and developed draft regulations or ordinances.

Mr. Cash asked if anyone had tried to ban the practice or make it very difficult to do, as opposed to creating a best practice.



Mr. Martin stated that the only jurisdiction that he was aware of that had taken action was Huntington Beach. He stated that the City Council prohibited the rental of electric scooters. He also stated that he was not sure if the device itself can be prohibited, but perhaps that the rental of it as a business practice within a jurisdiction can be banned.

Mr. Stack stated many of the issues stem from the use of the public right of way. He asked if this precluded a bike shop from renting electric bikes or scooters.

Mr. Martin stated that the business of renting electric scooters in the City of Huntington Beach is restricted. He said that there were a lot of concerns about safety with respect to electric scooters. He also stated that if a city prohibits bikes, electric or not, that would be unusual. Electric scooters are in the vehicle code. They are defined as a device and have laws regarding usage.

Mr. Emami asked if there is a goal to create a consistent city-wide standard agreement. He stated that there are a lot of cities who have established agreements with some of these companies. They all have different revenue types and practices. Mr. Emami noted that vendors can collect a lot of useful data that local agencies want to have in terms of what sidewalks are being used and potentially other reference data as well. Mr. Emami also said that a consistent agreement would create an even playing field and would be beneficial.

Mr. Martin stated that the suggested best practices try to provide that guidance. The verbiage being used is "standard of care." If an agency were to write a permit, it provides the standard things that an agency would, at a minimum, need to include in an agreement with a vendor. Mr. Martin said it also includes additional options to customize and negotiate. For example, a jurisdiction could request data about Global Positioning System (GPS) usage. An agency can then amplify it and look at age categories or other demographics. OCTA has been having a lot of dialogue with vendors. A lot of them want to get in front of this committee. Mr. Martin proposed that OCTA host a vendor fair where vendors and agency staff from Orange County can meet and greet, provide information, and take test rides. Mr. Martin said it was his goal to provide vendors with a tool to communicate with the local agencies.

There was no further discussion.

7. Caltrans Local Assistance Update

Mr. Luu from Caltrans's Local Assistance thanked everyone who submitted their Active Transportation Program (ATP) progress reports. He noted that headquarters had sent out a progress report and Orange County agencies had a 100% response rate. The next progress report would be due on January 17, 2019 and reminded the committee to use the most recent version of submittal forms, which are on the ATP project report page on the Caltrans website. He also stated if local agencies have any technical issues with the progress report, to please contact Mary Argon in Caltrans Headquarters for assistance. Her contact information is on the ATP progress report web page. He stated that Caltrans may be hosting an online training or workshop to assist local agencies with ATP progress reports and stated that Caltrans will provide this information once it is set up.

Mr. Luu announced that the new inactive invoice quarter began on October 1, 2018. Cities were notified about 2-3 weeks ago if their invoices were on that list. He asked agencies whose invoices are on the list to please work to complete these invoices as soon as possible. He stated that if a local agency's invoice is currently inactive, to please submit it to Caltrans by November 20, 2018 in order to allow enough time to process the request.



Mr. Luu stated that the Caltrans Headquarter posted a SB1 portal on their website which is a one stop shop for SB1. Guidelines, timelines, templates and contact information. The website can be found at www.dlt.ca.gov/sb1.

Mr. Luu also noted that Caltrans will be hosting several training courses over the next few months. Including a Resident Engineering Academy which will be held on January 29 to February 1 at the Caltrans Traffic Management Center in Irvine. ATP bicycle transportation planning and design training at the Caltrans Santa Ana location on February 26, and the Federal aid series training will be available at Caltrans District 7 in Los Angeles, from April 29 to May 3.

Mr. Luu noted the deadline to submit requests for allocations for the January 2019 California Transportation Commission (CTC) meeting was December 3, 2018.

Mr. Luu concluded by stating that there were several agencies who qualified for an Cooperative Work Agreement extension this fiscal year but chose not to apply. He stated that if a project qualified, the deadline to submit final invoices would be April 1, 2019, and noted that funds would lapse if that deadline is not met.

8. Staff Comments

Mr. Alcock stated that the Board had authorized an M2 Project W Call for Projects. He announced that a meeting would be set up with eligible agencies and information would be sent out accordingly. He also stated the call would close on December 21, 2018; and also noted that the Bicycle Corridor Improvement Program (BCIP) call for projects would be closing November 15. Finally, Mr. Alcock introduced OCTA's newest staff member Cynthia Morales and stated that she will be supporting the committee.

9. Items for Future Agendas

- SB1 update
- Electric scooters/bikes

10. Public Comments – None

11. The meeting adjourned at 2:26 p.m.

2019 CTFP Project O & P
Programming Recommendations



March 27, 2019

To: Technical Advisory Committee

From: Orange County Transportation Authority Staff

Subject: Comprehensive Transportation Funding Programs – 2019 Call for Projects Programming Recommendations

Overview

The Orange County Transportation Authority issued the 2019 annual Measure M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2018. This call for projects made available up to \$40 million in M2 competitive grant funding for regional roadway capacity and signal synchronization 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 2019 Regional Capacity Program to fund three local agency projects, in an amount totaling \$2.14 million.
- B. Recommend for Board of Directors approval programming recommendations for the 2019 Regional Traffic Signal Synchronization Program to fund five projects, in an amount totaling \$7.70.

Background

The Regional Capacity Program (RCP), Project O, is the Measure M2 (M2) competitive 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 competitive program which provides funding for signal synchronization projects. Both programs are included in the Comprehensive Transportation Funding Programs (CTFP). The CTFP allocates funds through an annual competitive call for projects (call) based on a common set of guidelines and scoring criteria that are developed in collaboration with the OCTA Technical Advisory Committee

(TAC) and are ultimately approved by the OCTA Board of Directors (Board). The guidelines for the 2019 call were approved by the Board on August 13, 2018. At that meeting, the Board also authorized staff to issue the current call making available up to \$40 million, with \$32 million identified for the RCP program and \$8.0 million identified for the RTSSP program.

Discussion

RCP

As of the call due date (October 18, 2018), OCTA received seven applications requesting a total of \$8.25 million in RCP funding (see Attachment A). All applications were reviewed for eligibility, consistency, adherence to the guidelines, and overall M2 program objectives. Applications were evaluated and ranked as per the scoring criteria identified in the approved program guidelines. During the review process, staff worked with local agencies to address technical issues such as application scoring corrections, scope clarifications, and refinement of final project funding requests.

Based upon these reviews, Attachment B includes programming recommendations per the 2019 CTFP Guidelines. This recommendation provides \$2.14 million in programming to support three RCP project applications, one in the City of Garden Grove and two in the City of Santa Ana.

Project applications submitted by cities of Irvine and Laguna Beach were reviewed but are not recommended for funding. These projects do not meet the minimum environmental approval threshold required for consideration of construction phase programming commitments. Each of these applications may be resubmitted and considered in the next funding round, should they obtain appropriate environmental and city project approvals prior to submittal of their next grant funding request.

Two projects in Newport Beach (City) were also not recommended for funding. Pacific Coast Highway (PCH)/Old Newport Boulevard is not recommended for funding, due to a lack of clear documentation justifying the project's specific right-of-way requirements and proposed mitigation measures. In addition, a significant element of the project includes acquisition of state-owned right-of-way (ROW) that has not been determined as available. The City's second project, West Coast Highway/Superior (Balboa) was also not recommended for funding, due to the project's primary improvements being focused upon a grade separated bicycle and pedestrian bridge, rather than on clear quantifiable improvements to the master plan of arterial highways. Given this project's emphasis upon active transportation improvements, it is suggested that the City apply for funding for

this project under other programs which are more focused upon active/pedestrian transportation improvement objectives.

It should also be noted, that during this call cycle, the volume of RCP applications submitted for consideration was significantly lower than what has traditionally been submitted during past funding cycles. Based upon initial high-level research, it appears that the following trends may have contributed to this result:

- Senate Bill 1 (SB 1) appears to have diverted local agencies' attention and local match resources away from the RCP program in order to secure new state resources. This new state program provided an infusion of funds that enabled local jurisdictions to focus on near-term pavement maintenance projects:
- Many M2 RCP funded projects are either in planning, engineering, and/or ROW acquisition phases, which suggests that local agencies are actively involved in developing current projects and may not be considering adding new projects to their portfolios at this time.

Staff has also completed a review of unfunded project phases identified by local agencies in OCFundTracker. Based upon this analysis, there is approximately \$191 million in unfunded project phases identified in the near term (i.e. through fiscal year 2022-2023). This finding coupled with the observations listed above, suggests that the low call volume experienced (within the RCP program) is likely an anomaly rather than a structural shift in project delivery efforts occurring in the County. However, staff will continue to monitor these and other appropriate economic and project development trends over the next year and assess whether future guidelines changes may be required.

RTSSP

With respect to the RTSSP program, OCTA received six applications requesting \$8.76 million in funding (see Attachment A). All of these applications were also reviewed for eligibility, consistency, and adherence to guidelines and overall program objectives. Staff worked with the local agencies to address technical issues primarily related to construction unit cost refinements as well as project scope clarifications.

Upon completion of these efforts, staff's recommendation is to program \$7.70 million to fund the five projects that fall within available Project P funding. Two of the recommended RTSSP projects will be implemented in fiscal year 2019-20 with the remaining three projects starting in FY 2020-21. The details of projects recommended for funding for the RTSSP program are shown

in Attachment C. One project was not competitive enough to warrant accelerating programming commitments beyond the \$8.0 million in authorized funding.

The table below provides an overall summary of the funding recommendations:

2019 CTFP Call Summary (\$ in millions)			
	RCP	RTSSP	Total
Number of Applications Recommended for Approval	3	5	8
Amount Recommended for Approval (escalated)	\$2.14	\$7.70	\$9.84

Recommendations presented in this staff report are consistent with the 2019 Guidelines approved by the Board. As such, staff recommends programming \$9.84 million for 8 projects under the RCP and RTSSP programs.

On March 13, 2019 the attached programming recommendations were presented to the Technical Steering Committee (TSC). After some discussion related to unfunded projects, these recommendations were unanimously approved by the TSC.

Next Steps

If Technical Advisory Committee, also approves these recommendations they will then be advanced to the OCTA Regional Planning & Highways Committee and Board in May for final review and approval. Once approved by the OCTA Board, these new projects will be incorporated into master funding agreements between OCTA and the appropriate local agencies. As these projects advance staff will continue to monitor their 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 8 projects totaling \$9.84 million in M2 funds is proposed. Staff is seeking Technical Advisory Committee approval to advance these programming recommendations, as presented, to the OCTA RP&H Committee and Board for further consideration and approval.

Attachments

- A. 2019 Measure M2 Regional Capacity Program Call for Projects – Applications Received
- B. 2019 Measure M2 Regional Capacity Program Call for Projects – Programming Recommendations
- C. 2019 Measure M2 RTSSP Call for Projects – Programming Recommendation

2019 Measure M2 Projects O and P Call for Projects Applications Received

ATTACHMENT A

Agency	Project	Program	Phase	Match	Request	Total
Garden Grove	Euclid Street/Westminster Avenue	ICE	C	\$ 273,069	\$ 819,208	\$ 1,092,277
Irvine	University Drive (Ridgeline to I-405)	ACE	C	\$ 843,438	\$ 2,530,313	\$ 3,373,750
Laguna Beach	Coast Highway at Broadway	ICE	C	\$ 208,420	\$ 387,065	\$ 595,485
Newport Beach	PCH/Old Newport Blvd ROW	ACE	R	\$ 803,909	\$ 2,411,725	\$ 3,215,634
Newport Beach	W Coast Hwy/Superior (Balboa) - Phase 2	ICE	E	\$ 420,000	\$ 780,000	\$ 1,200,000
Santa Ana	Bristol St at Memory Lane Intersection	ICE	C	\$ 264,000	\$ 792,000	\$ 1,056,000
Santa Ana	Fairview (17th to Trask)	ACE	E	\$ 177,086	\$ 531,258	\$ 708,344
				\$ 2,989,922	\$ 8,251,569	\$ 11,241,490

Agency	Project	Program	Signals	Match	Request	Total
Aliso Viejo	Aliso Creek Road TSSP	RTSSP	21	\$ 273,752	\$ 1,095,009	\$ 1,368,761
Buena Park	La Palma Ave Signal Sync	RTSSP	20	\$ 279,215	\$ 1,116,860	\$ 1,396,075
Fullerton	Harbor Blvd Corridor	RTSSP	29	\$ 542,729	\$ 2,170,915	\$ 2,713,644
Irvine	MacArthur Boulevard Corridor	RTSSP	22	\$ 310,794	\$ 1,243,176	\$ 1,553,970
Irvine	Red Hill Avenue Corridor TSSP	RTSSP	28	\$ 419,825	\$ 1,679,300	\$ 2,099,125
Lake Forest	Lake Forest Dr Traffic Signal Sync	RTSSP	27	\$ 363,912	\$ 1,455,650	\$ 1,819,562
				\$ 2,190,227	\$ 8,760,910	\$ 10,951,137

Acronyms:

E- Engineering

R- Right-of-way

C - Construction

ACE - Arterial Capacity Enhancements

ICE - Intersection Capacity Enhancements

PCH- Pacific Coast Highway

RTSSP - Regional Traffic Signal Synchronization Program

TSSP- Traffic Signal Synchronization Program

**2019 Measure M2 Regional Capacity Program Call for Projects
- Programming Recommendations**

ATTACHMENT B

Agency	Project	Fund	Phase	Score	Award
Santa Ana	Fairview (17th to Trask)	ACE	E	69	\$ 531,258
Garden Grove	Euclid Street/Westminster Avenue	ICE	C	56	\$ 834,721
Santa Ana	Bristol St at Memory Lane Intersection	ICE	C	51	\$ 769,500
Total					\$ 2,135,479

UNFUNDED (Application Incomplete - Environmental Approval Required)

Irvine	University Drive (Ridgeline to I-405)	ACE	C
Laguna Beach	Coast Highway at Broadway	ICE	C

UNFUNDED (Application Incomplete - ROW Justification Not Available)

Newport Beach	PCH/Old Newport Blvd ROW	ACE	R
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UNFUNDED (Ineligible - Does not Meet Project O definition)

Newport Beach	W Coast Hwy/Superior (Balboa) - Phase 2	ICE	E
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Acronyms:

E- Engineering

R- Right-of-way

C - Construction

ACE - Arterial Capacity Enhancements

ICE - Intersection Capacity Enhancements

PCH- Pacific Coast Highway

**2019 Measure M2 RTSSP Call For Projects -
Programming Recommendations**

ATTACHMENT C

Agency	Lead Agency	Fiscal Year	Project	Scores	Primary Implementation	Operations & Maintenance	Award	
Fullerton	Fullerton	19/20	Harbor Blvd Corridor	62	\$ 2,105,395	\$ 69,600	\$ 2,174,995	
Irvine	Irvine	19/20	MacArthur Boulevard Corridor	61	\$ 1,209,160	\$ 49,280	\$ 1,258,440	
Irvine	OCTA	20/21	Red Hill Avenue Corridor TSSP	55	\$ 1,613,352	\$ 62,720	\$ 1,676,072	
Lake Forest	OCTA	20/21	Lake Forest Dr Traffic Signal Sync	55	\$ 1,395,563	\$ 46,080	\$ 1,441,643	
Aliso Viejo	OCTA	20/21	Aliso Creek Road TSSP	50	\$ 1,103,658	\$ 40,320	\$ 1,143,978	
							Total	\$ 7,695,128

Project eligible but below funding line

Buena Park		19/20	La Palma Ave Signal Sync				
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Acronyms:

RTSSP - Regional Traffic Signal Synchronization Program

TSSP - Traffic Signal Synchronization Program