



AGENDA

Technical Advisory Committee

Committee Members

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

Orange County Transportation Authority
600 South Main Street, Room 103/104
Orange, California
October 26, 2016 1:30 p.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Measure M2 Local Programs section, telephone (714) 560-5673, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems



AGENDA

Technical Advisory Committee

to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

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

Call to Order and Self Introductions

Consent Calendar Items

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

- 1. Approval of July 13, 2016 Technical Advisory Committee Minutes – pg. 5**

Discussion Items

- 2. M2 Delivery - Next 10 Plan – Tamara Warren, pg. 13**
- 3. Local Signal Synchronization Plans Update – Archie Tan, pg. 23**
- 4. OC Transit Vision – Gary Hewitt, pg. 28**

Regular Items

- 5. September 2016 Semi-annual Review – Sam Kaur, pg. 39**

Overview

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

Recommendation

Approve adjustments to the Comprehensive Transportation Funding Program project allocations.



6. Correspondence

OCTA Board Items of Interest

- Monday, August 8, 2016

[Agenda 8/8/16](#)

Item 6: Funding Recommendations for the 2016 Bicycle Corridor Improvement Program

Item 14: Measure M2 Comprehensive Transportation Funding Programs - 2017 Annual Call for Projects

- Monday, September 12, 2016

[Agenda 9/12/16](#)

Item 13: Measure M2 Environmental Cleanup Program – 2016 Tier 1 Water Quality Grant Funding Allocations

- Monday, October 10, 2016

[Agenda 10/10/16](#)

Item 2: Active Transportation Program Local Project Prioritization Methodology

Announcements by Email

- SCAG Sustainability Planning Grants, sent 10/5/16
 - Complete Streets Ad Hoc Committee Meeting Agenda, sent 9/14/16
 - September 14, 2016 Technical Steering Committee – Cancellation NOTICE, sent 9/9/16
 - 2016 RTP/SCS Amendment No. 1 Project List Changes, sent 9/9/16
 - Reminder: 2017 CTFP Alternative Methodology Analysis Due September 9, 2016, sent 9/8/16
 - Complete Streets Ad Hoc Committee Meeting Reminder - September 28, 2016, sent 9/1/16
 - September 2016 Semi-Annual Review Announcement, sent 8/2/16
 - Arterial Pavement Management Program Semi Annual Progress Report Reminder, sent 8/30/16
 - August 24, 2016 Technical Advisory Committee – Cancellation Notice, sent 8/16/16
 - 2017 CTFP Call for Projects - Now Open, sent 8/8/16
 - August 10, 2016 Technical Steering Committee - Cancellation NOTICE, sent 8/3/16
 - July 27, 2016 Technical Advisory Committee - Cancellation NOTICE, sent 7/19/16
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AGENDA

Technical Advisory Committee

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

The next regularly scheduled meeting of this Committee will be held at 1:30 p.m. on Wednesday, November 23, 2016, at the OCTA Headquarters.



Voting Representatives Present:

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

Guests Present:

Frank Borges, City of Laguna Niguel
Dan Candelaria, City of Garden Grove
Jean Thomas, City of Santa Ana
Jason Gabriel, City of Santa Ana
Michael Ho, City of Seal Beach
Juanita Martinez, Nicols Consulting Group
Paul Rodriguez, Rodriguez Consulting

Staff Present:

Kurt Brotcke
May Hout
Sam Kaur
Kia Mortazavi
Brandon Bullock
Joseph Alcock



Meeting was called to order by Mr. Ken Rosenfield at 1:40 p.m.

Self-Introductions

CONSENT CALENDAR ITEMS

1. **Approval of Minutes for May 25, 2016** (*Lewis/Gomez*)

DISCUSSION ITEMS

Mr. Rosenfield informed the committee that Mr. Brotcke will begin with introductory comments for the Measure M2 Sales Tax Forecast.

2. MPAH Guidelines Update for Complete Streets

Mr. Alcock provided background for California Complete Streets, many changes have been requested to implement complete streets projects. Mr. Alcock presented the need to form an Ad-hoc working group to explore the issues and determine potential recommendations to adjust the policies and guidelines for this program.

Mr. Rosenfield asked that the letter agreement procedure for interim work would not preclude the complete implementation of MPAH if there was a reason to un-do the work.

Mr. Alcock stated that if there is a physical change that cannot be easily un-done it would indeed require additional assessment and evaluation.

Mr. Rosenfield inquired about the scope of work for the ad-hoc committee being requested.

Mr. Alcock replied that the scope would include, but not be limited to reviewing letter agreements and formalizing letter agreements since many of the projects are becoming permanent fixtures. The other element would be reviewing the guidelines for the traffic calming policy. Critiques are that the current policy is problematic for implementation for complete streets projects and the ad-hoc committee would work to resolve that issue.

Mr. Brotcke asked Mr. Alcock to describe the current traffic calming policy and its restrictions.

Mr. Alcock stated that traffic calming can only be applied to dividing collectors and collector arterials. Anything above that is precluded.

Mr. Alcock added that there are many interpretations of traffic calming. Mr. Alcock stated that OCTA sees it as physical changes to the roadway to narrow it, and sometimes it's seen as traffic circles, and high visibility intersections. Mr. Alcock reminded the committee that the definition was written in 1998, and as such is in need of an update.

Mr. Rosenfield asked for an anticipated time commitment required for the ad-hoc committee members.

Mr. Alcock stated that two or three meetings are anticipated over the next six months, however more may be needed.



Mr. Youssef expressed his concern that current classifications of streets under MPAH is not a simple process, and a detailed traffic study is required to ensure the lanes being used can be supported by surrounding arterials. Mr. Youssef asked if OCTA is attempting to ease these requirements and eliminate the need to complete a full traffic study to justify a reduction in lanes.

Mr. Alcock stated that the scenario mentioned has not been contemplated, regardless regional mobility needs to be maintained.

Mr. Youssef asked who the responsible party would be for the completion the study.

Mr. Alcock clarified that cities requesting amendments would be responsible for conducting the study.

Mr. Youssef asked to clarify that it is possible to easily conduct this study and implement the program.

Mr. Alcock stated that this was consensus based, and part of the original process is still in place.

Mr. Youssef asked to confirm that this would be a temporary measure to see how the process works.

Mr. Alcock confirmed that was correct. The idea behind the letter agreements is that they are meant to be temporary trials.

Mr. Wheeler asked if traffic calming will be a topic of coverage for the ad-hoc committee.

Mr. Wheeler expressed his concern for traffic calming and the current guidelines, also that the projects would require more than just a letter agreement depending on the complexity.

Mr. Alcock clarified that multi model levels of service are not the current focus and the ad-hoc committee was simply meant to refine the current policy and guidelines.

Mr. Rosenfield agreed that the extent that traffic calming would be reviewed by the ad-hoc committee was uncertain. Mr. Rosenfield restated his support for the creation of an ad-hoc committee and look at the bigger picture. Mr. Rosenfield again opened the floor for volunteers.

Five city representatives volunteered. They included Anaheim, Tustin, Santa Ana, San Clemente, and Costa Mesa.

3. Alternative Level of Service Working Group Update

Mr. Brotcke thanked the members of the committee that participated. Mr. Brotcke summarized the two meetings that were held to discuss the current guidelines, which allow alternative levels of service under certain conditions. Mr. Brotcke stated that during the meetings, topics discussed included issues that have developed due to the current guidelines. Mr. Brotcke stated that two suggestions were established: the intersection program and the mid-block program. Mr. Brotcke stated that intersections allow Highway Capacity Manual (HCM) levels of service methodology to which OCTA provides consistent assumptions. These are currently being developed and will have updates soon. Mr. Brotcke stated that time and expense costs involved in terms of OCTA's review of the HCM model that can come out of SYNCRO, which led to the proposal to instead ask that local agencies fund the review and provide it to OCTA earlier than the CTFP call for projects. Mr. Brotcke stated this would explicitly allow HCM, cost involved, and the establishment of a reimbursement. Mr. Brotcke stated that time and expense would be managed by 3rd party, and a traffic engineering firm should be contracted. Mr. Brotcke then explained mid-block projects,



and stated that the current methodology of ADT is generally adequate. Mr. Brotcke stated that for directional widening projects, Volume/Capacity only applies to that part of the project.

Mr. Rosenfield inquired about the guidelines and whether they mention the agency reimbursing OCTA or paying a 3rd party directly for HCM analysis work. Mr. Rosenfield asked about the work flow and the mechanism for reimbursement.

Mr. Brotcke responded that OCTA should hire a contractor for that purpose, and shared OCTA's commitment to keep the process simple. Mr. Brotcke stated that a payment request could be sent to a local agency or perhaps a stand-alone letter agreement. Mr. Brotcke stated that the dollar amounts involved wouldn't merit the development of a cooperative agreement.

Mr. Rosenfield confirmed his understanding of Mr. Brotcke's response.

Mr. Fowler stated it was his opinion that it would be fair across the board to let each agency hire their own contractor.

Mr. Rosenfield asked Mr. Fowler to confirm his participation on the committee. Mr. Rosenfield also asked if there were any other committee members present and opened the floor for additional comments.

Mr. Fowler stated that more guidance was necessary for OCTA to fairly give points, and make it easier for everyone to understand.

There was no further discussion.

REGULAR ITEMS

4. Comprehensive Transportation Funding Programs – Proposed Guideline Modifications and Call for Projects

Ms. Kaur presented the PowerPoint presentation which outlined the proposed guideline modifications to the call for projects for Comprehensive Transportation Funding Programs, and opened the floor to approve the proposed modifications.

Mr. Rosenfield referred to the TSC agenda page. 29, item #41, and stated that funds programed through CTFP are public investments and as such downsizing of projects requires repayment of the devaluated value. Mr. Rosenfield suggested to staff that this opens many issues, specifically in regards to defining depreciation. Mr. Rosenfield expressed his concern regarding this item's inclusion in the current version of the guidelines and that it would preferred to have further discussion regarding the item. Mr. Rosenfield expressed concern over the funding estimates for Project P and the reduction of dollar amounts proposed and stated that \$20,000 per signal seemed too low.

Mr. Lewis pointed out that construction is excluded from Project P, which in-turn causes the program to become self-limiting. Mr. Lewis suggested maintaining the current limits as-is seeing as federal projects and the construction restriction result in a self-limiting program.

Mr. Chagnon agreed with Mr. Lewis' comment.



Mr. Brotcke suggested that the Chairman recommend the existing project caps be maintained for the following TAC meeting, in order to simplify the recommendation.

Mr. Cameron expressed his concern that while OCTA encourages allocated funds be spent efficiently and in a timely manner, some cities will be penalized for building projects more cost effectively, which would in turn discourage them from applying for funding in the future. Mr. Cameron suggested this modification could deter future applications for funding.

Mr. Rosenfield confirmed that it is the staff's recommendation to reverse course on the reduction in project caps. The committee approved.

Mr. Lewis referred to page 91 of the TSC agenda packet and asked if roadway grading will be eligible within the road right of way. Mr. Lewis is concerned this language would make this restrictive and cause cost ineligible expenditures.

Ms. Kaur referred to the guidelines' description of legal obligations regarding construction and stated that as long as there is documentation funding would be available.

Mr. Rosenfield suggested always have something in writing for projects like roadway grading, and a one paragraph right of entry is the minimum documentation required.

Mr. Wheeler suggested changing the language of "road right of way" to "project right of way".

Ms. Kaur stated the change can be implemented to be clearer.

Mr. Rosenfield requested precept #41 be tabled for further discussion at a future time.

Mr. Rosenfield clarified the item should be removed now and brought back with additional clarification at a later point in time.

Ms. Kaur clarified staff's request for an action to be taken on this item removing precept #41 to allow staff to move forward in order to take the revised guidelines to the OCTA Board and issue the call for projects.

Mr. Rosenfield asked for a motion to approve the updated guidelines as amended per the discussion approve the call for projects as described in the staff report.

There was no further discussion.

The committee approved the proposed changes to the guidelines as amended per the committee and the call for projects as described in the staff report.

5. Correspondence

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

6. Committee Comments - None



7. **Staff Comments - None**
8. **Public Comments - None**
9. **Adjournment at 2:33 p.m.**

Meeting was called to order by Mr. Ken Rosenfield at 2:43 p.m.

Self-Introductions

CONSENT CALENDAR ITEMS

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

1. **Approval of Minutes for May 25, 2016** (*Lewis/Gomez*)

DISCUSSION ITEMS

2. **MPAH Guidelines Update for Complete Streets**

Mr. Alcock gave an overview of the proposed updates to the MPAH guidelines, stating that complete streets are becoming more of an issue with MPAH amendment requests. Mr. Alcock stated that currently there are two ways to handle an amendment request. A formal amendment request to the MPAH or a temporary letter agreement for complete street type concepts that a city is interested in for testing. Mr. Alcock indicated that the agreement states the city agrees to maintain adequate levels of service, and if service is deficient, the city agrees to restore the street back to its pre MPAH amendment capacity. Mr. Alcock reminded the committee that these were temporary agreements in place to allow the cities the flexibility to test complete street concepts while deciding how to proceed with arterial streets. Mr. Alcock stated that there has been an increase in the volume of MPAH amendment requests being submitted, and because of that the Technical Steering Committee members were asked to form an ad-hoc committee to work through the key issues. Five volunteers came forward and included the following cities: San Clemente, Anaheim, Tustin, Santa Ana, and Costa Mesa. Mr. Alcock invited the committee members of the TAC to volunteer as well.

Mr. Rosenfield determined there were no additional volunteers and no further action was required for this item.

There was no further discussion.

3. **Alternative Level of Service Working Group**

Mr. Brotcke explained that the guidelines allow the consideration of an alternative level of service for calculating VC ratios as part of a project application through the program. Two meetings of the Alternative Level of Service Working Group were held. Mr. Brotcke summarized the two meetings that were held to discuss the current guidelines, which allow alternative levels of service under certain conditions. Mr. Brotcke stated that during the meetings, topics discussed included issues that have developed due to the current guidelines. Mr. Brotcke stated that two suggestions were established: the intersection program and the mid-block program. Mr. Brotcke stated that intersections allow HCM levels



of service methodology to which OCTA provides consistent assumptions. These are currently being developed and will have updates soon. Mr. Brotcke stated that time and expense costs involved in terms of OCTA's review of the HCM model that can come out of SYNCHRO, which led to the proposal to instead ask that local agencies fund the review and provide it to OCTA earlier than the CTFP call for projects. Mr. Brotcke stated this would explicitly allow HCM, cost involved, and the establishment of a reimbursement. Mr. Brotcke stated that time and expense would be managed by 3rd party, and a traffic engineering firm should be contracted for those purposes. Mr. Brotcke then explained mid-block projects, and stated that the current methodology of ADT is generally adequate. Mr. Brotcke stated that for directional widening projects, VC only applies to that part of the project, guidelines and scoring that apply to benefits, only can be counted. Mr. Brotcke explained that these are examples of issues that are not directly addressed in guidelines but suggested they should be.

Mr. Rosenfield opened the floor for questions or comments.

There was no further discussion.

Regular Items

4. Comprehensive Transportation Funding Programs – Proposed Guideline Modifications and Call for Projects

Ms. Kaur presented the PowerPoint presentation which outlined the proposed guideline modifications to the call for projects for Comprehensive Transportation Funding Programs. Ms. Kaur also noted that item #41 is being removed from the guidelines per the recommendation of the TSC and will be revisited during the call for projects.

TAC members approved the item unanimously with no further discussion.

Correspondence

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

5. Committee Comments

Mr. Stack inquired about the previous call for projects and the funded projects resulting from that call.

Ms. Kaur stated that information from 2011 is not readily available for comparison. Details for projects that were submitting during the 2016 call for projects that did not receive funding were presented at the previous TAC – there were 59 projects that fell below 50, and did not receive funding under the Tier 1 category. Ms. Kaur went on to explain that these 59 projects would have received Tier 2 funds as long as the money was on the available. Ms. Kaur stated that there isn't a mechanism for running a true comparison between this call and a previous year without the information being readily available.

Mr. Lewis inquired about the fund pool, first it was \$2 million then increased to \$5 million based on analysis. Mr. Lewis asked for this to be elaborated on.

Ms. Kaur stated that at the previous TAC meeting, a staff report was presented that discussed the categories and split of the fund pool. Ms. Kaur explained that when projects were more closely



examined, it was determined that there would be no value in decreasing the pool to \$2 million as this would not make sense for small scale projects.

6. Local assistance update

Mr. Kaufman provided an update for projects pending and stated that there were eight projects in queue. Mr. Kaufman stated that the week prior had approximately twenty-three projects pending approval. Mr. Kaufman stated that he would inquire about the delay from headquarters.

7. Staff Comments – Government Relations

Mr. Bullock provided follow up information for an email distributed to the TAC regarding legislative and regulatory activities for the 17/18 FY state and federal legislative platforms. Mr. Bullock indicated staff is soliciting comments that merit inclusion into the development of OCTA state and federal legislative platforms. Mr. Bullock shared with the committee that suggestions can be submitted to OCTA via the direct link to the electronic survey provided in the email, the Government Relations webpage at OCTA.net, or via the paper survey provided.

Mr. Rosenfield asked for OCTA's position on a bill to raise gas taxes and other fees to fund the state highway trust funds and if these types of activities were being monitored.

Mr. Bullock stated that legislative activities are monitored throughout the year even before the establishment of special sessions. In regards to the gas tax question, Mr. Bullock stated that the OCTA Board has established notions they would prefer to see implemented before the idea of raising revenues by increasing taxes or fees would be considered.

Ms. Kaur announced Christina Moore's acceptance of the full time position of transportation funding analyst.

8. Items for Future Agendas - None

9. Public Comments - None

10. Adjournment at 3:30 p.m.

Measure M2



Post-2008 Great Recession

- Measure M2 (M2) revenue forecast reduction required review of M2 Plan
- M2020 Plan developed to ensure delivery through:
 - ✓ Accelerating projects
 - ✓ Issuance of revenue bonds capturing low debt cost benefits
 - ✓ Capitalizing on low bid environment
 - ✓ Commitment of external funding to fill the funding gap
- M2020 Plan approved on September 10, 2012
 - ✓ Included 14 objectives covering all modes

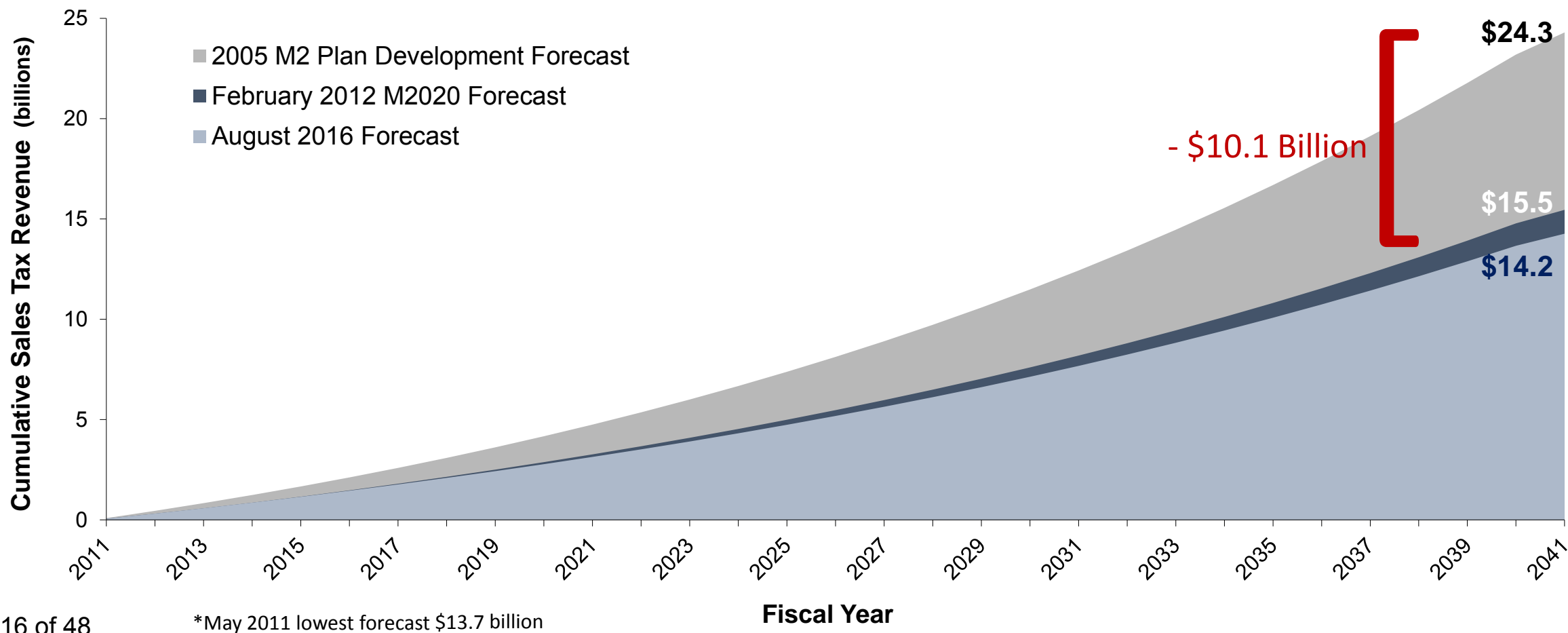


M2020 Objectives Summary

- Complete two-thirds of the freeway program and environmentally clear remaining projects
- Invest nearly \$1.2 billion of funding for streets and roads improvements
- Expand rail options and fund fixed-guideways
- Implement environmental programs



Impact on Sales Tax Revenue



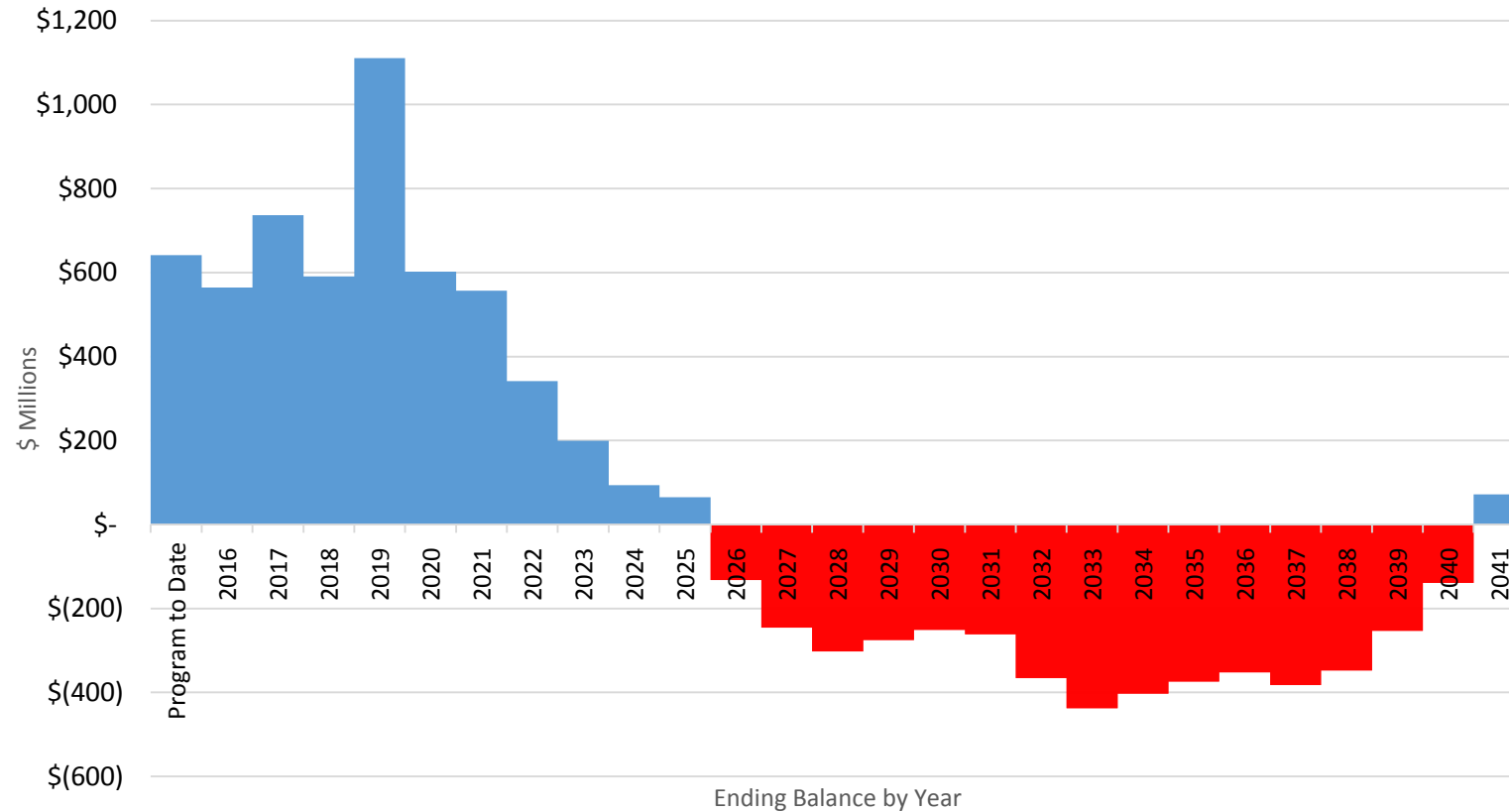
M2 Program Cash Flow Assumptions

- Latest sales tax revenue forecast assumptions
- Realistic estimate of external funding
- Updated cost estimates
- Programs scaled to available revenues
- Ideal project delivery schedule incorporated



M2 Program Cash Flow

M2 Program Cash Balance



*Based on August 2016 M2 Sales Tax Revenue Forecast of \$14.3 Billion

Planned Shelf-Ready Projects at Risk

Project	Cost
B I-5 Widening (SR-55 to I-405)	\$720.9 million
D I-5 / El Toro Road Interchange Improvements	\$113.0 million
F SR-55 Improvements (I-5 to SR-91)	\$227.4 million
G SR-57 NB Widening (Orangewood Avenue to Katella Avenue)	\$47.8 million
G SR-57 NB Widening (Lambert Road to County Line)	\$167.7 million
I SR-91 Widening (SR-57 to SR-55)	\$456.2 million
J SR-91 Widening (SR-241 to I-15)	\$292.5 million
L I-405 Widening (SR-55 to I-5)	\$323.6 million
M I-605 / Katella Avenue Interchange Improvements	\$29.6 million

19 of 48

*Priority based on congestion, readiness, and project cost

I-5 – Interstate 5 / SR-55 – State Route 55 / I-405 – Interstate 405 / SR-91 – State Route 91 / SR-57 – State Route 57 / NB – Northbound / SR-241 – State Route 241 / I-15 – Interstate 15 / I-605 – Interstate 605

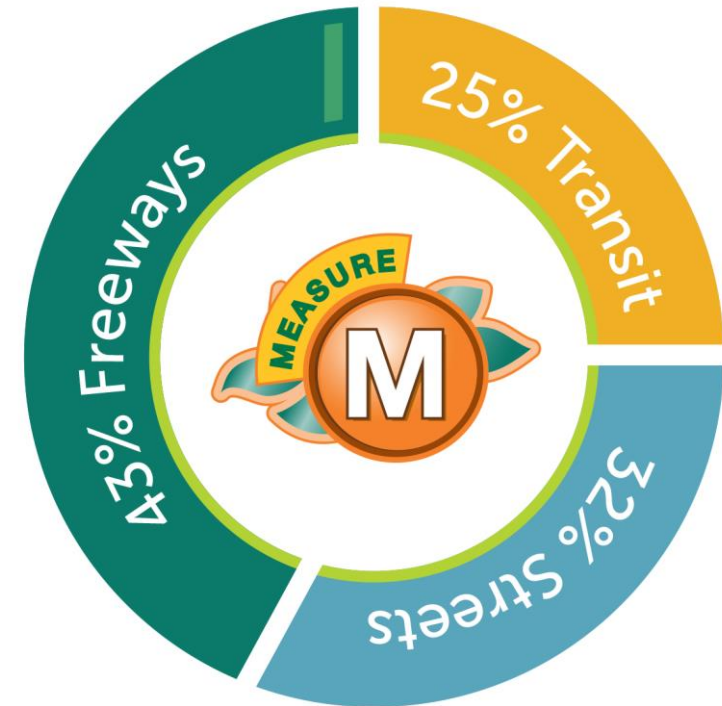
Freeway Funding Gap Options

Options	Pros	Cons
1. Reduce project scopes, deliver some improvements within funding limitations	While not keeping the complete promise, some relief can be delivered	Impacts promise; requires environmental restart (time/cost), leads to delay and cost escalation
2. Extend delivery deadlines, reassess in the future if new revenue stream becomes available	Postpones decision to act on reductions until more information is available	Delayed decision reduces options to manage the problem and cost escalation a major risk
3. Utilize local revenue via 91 and/or 405 Express Lanes excess revenue (ER) to fund eligible projects*	Mitigates the impact of reduced revenue and keeps the promise by using locally-controlled funding source	Gives M2 projects in the corridor priority over others
4. Eliminate projects, reserving as first priority for future funding	Continue to deliver majority of promise	Impacts promise and poses difficult elimination decision

* Eligibility limited to M2 Project I and Project J for the 91 ER and Project L for 405 net excess revenues

M2 Plan/Next 10 Principles

- Keep the promise
- Deliver early
- Maximize investment value
- Ensure transparency
- Have a balanced approach



ENVIRONMENTAL

- A total of 5% of M2 Freeway Program funds is allocated to the Freeway Environmental Mitigation Program
- A total of 2% of the overall M2 Program funds is allocated to the Environmental Cleanup Program

Next Steps

- Incorporate direction provided by the Board of Directors
- Share Next 10 discussion with stakeholders for input
- Return to the Board in November with the Next 10 Plan



2017 Local Signal Synchronization Plans Update

Background

- Local Signal Synchronization Plans (LSSP) started in 2010
- Submitted by all 35 local agencies
- Updated every 3 years as required in Ordinance No. 3 and the Guidelines
- Previously completed by all agencies in June 2014

Purpose

- Provide input to the Regional Signal Synchronization Program – Project P
- Help local agencies identify signal needs and Project P funding opportunities
- Coordinate between agencies
- Part of the M2 eligibility process

Components

- Traffic signal synchronization assessment
 - Reports on the status and performance of traffic signal synchronization activities
 - Inventory of traffic signals
- 3-year capital, operations, and maintenance plan
- Signal synchronization goals
- Signal synchronization revisions and performance assessment

2017 Update

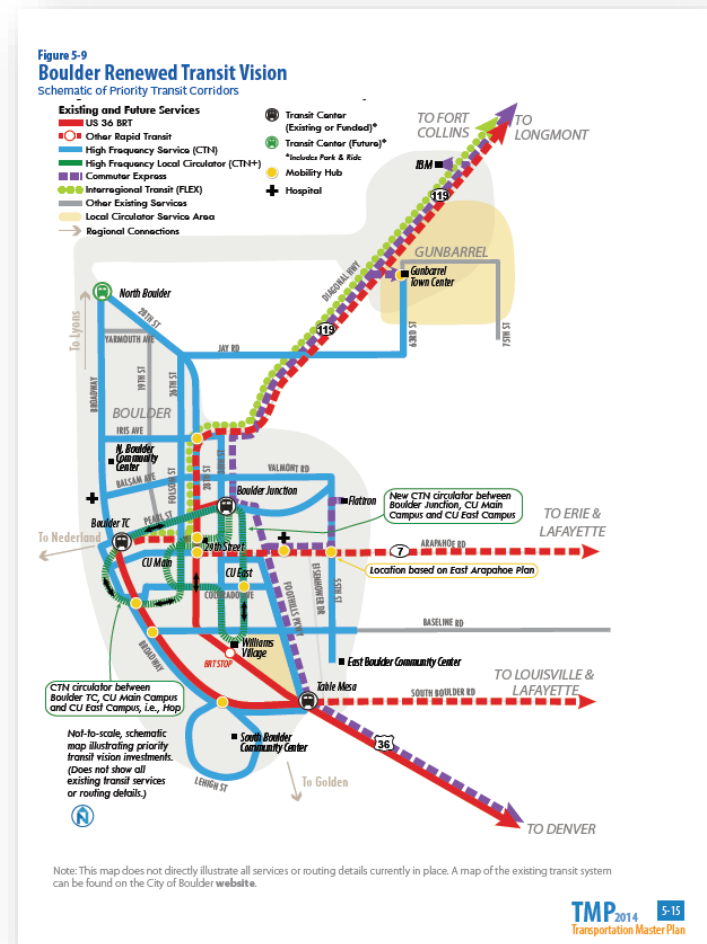
- Plans from 2014 update will be reviewed
- Guidelines will be updated
- Templates and sample submittals will be updated
- Due date: June 30, 2017
- OCTA will use a consultant to help facilitate the process

OC Transit Vision Overview



Desired Outcomes

- Identify a transit vision for the future
- Establish a network of priority corridors for high-capacity transit (Frequent Transit Network – build on OC Bus 360°)
- Position OCTA for future funding and long-term financial sustainability



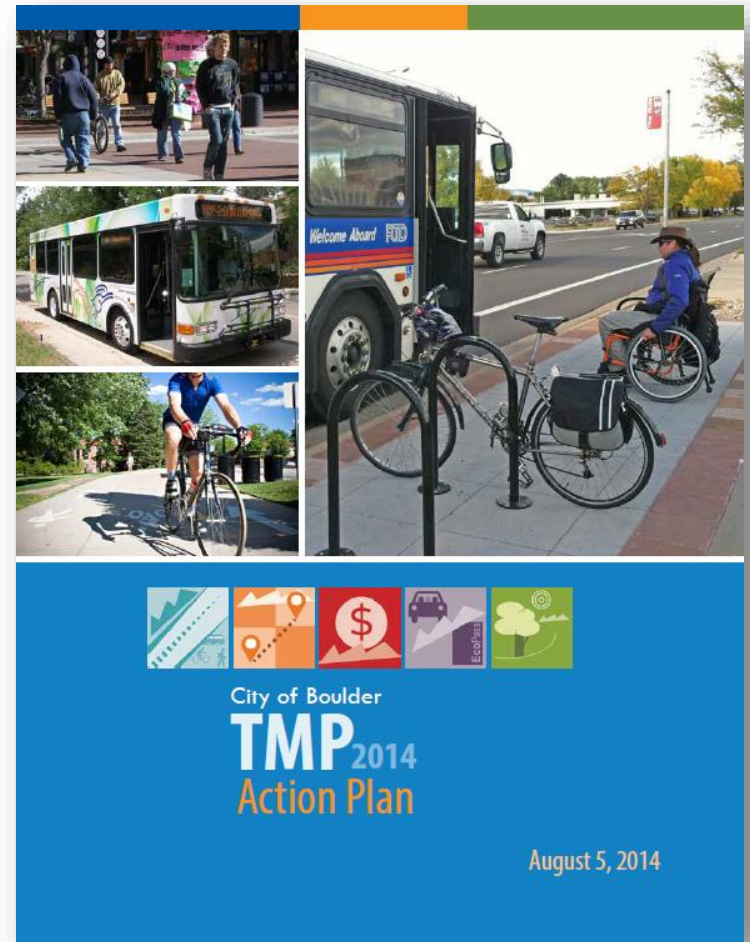
Major Transit Issues

- Approach to planning for major transit investments in Orange County
- Need for financial sustainability
- Built environment challenges and opportunities
- Reflecting community concerns
- Adapting to technological and cultural change



Work Plan

- Engage stakeholders
- Evaluate the current system
- Identify travel markets and patterns
- Develop investment framework
- Define priorities and determine needs
- Analyze a suite of options
- Develop an action plan for success



Engage Stakeholders

BOULDER DESIGN YOUR TRANSIT SYSTEM

How would you improve transit in Boulder?

Boulder has a good transit system, but we want to make it great. This exercise allows you to select potential improvements that would help you to ride transit more often, or hop on the bus for the first time. Learn more about the City's Transportation Master Plan [here](#).

Here's how to participate:

1. Place your cursor over the pictures below to find out how the transit system could be improved in Boulder.
2. You have a budget of 25 dollars signs (\$) to spend. Mix and match potential improvements to see how the costs and benefits change by clicking the check boxes below.
3. Select the strategies that you feel are most important and stay within your budget.
4. When you've selected the strategies that best match your values (and virtual pocketbook), click the blue "Proceed to next page" button.
5. This exercise should take less than 10 minutes - thank you in advance for taking the time!

Start spending your \$ by checking the boxes below!

		BENEFITS					COSTS
		Ridership	Speed & Reliability	Passenger Experience	Multimodal Connector	Energy/Emissions	
Transit Service	<input type="checkbox"/> Enhanced Local Boulder Service	█	█	█	█	█	\$\$\$\$\$\$\$
	<input type="checkbox"/> Enhanced Regional Service	█	█	█	█	█	\$\$\$\$\$\$\$
	<input type="checkbox"/> Transit Priority Lanes	█	█	█	█	█	\$\$\$
	<input type="checkbox"/> Express Service	█	█	█	█	█	\$
		BENEFITS					COSTS
		Ridership	Speed & Reliability	Passenger Experience	Multimodal Connector	Energy/Emissions	
Fares	<input type="checkbox"/> Free Local Service	█	█	█	█	█	\$\$\$\$
	<input type="checkbox"/> Expanded ECO	█	█	█	█	█	\$\$\$

Your Overall Benefits

Ridership:

Speed & Reliability:

Passenger Experience:

Multimodal Connections:

Energy/Emissions:

Your Total Costs

Maximum @ 25

Proceed to Next Page



Develop Investment Framework

- Provide policy basis for service allocation
 - Based on transit demand analysis, and ...
 - analysis of “gaps,” “redundancies” or “mismatches” between demand and current service levels
 - Identify/define service thresholds based on land use, other factors (as determined through transit propensity analysis)

Define Priorities & Determine Needs

- Use trade-off exercises to prioritize how changes should be made

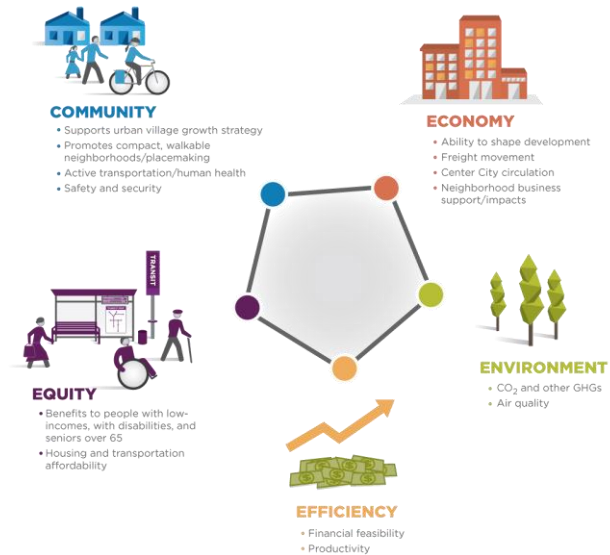


If you had \$10 to spend in each area, how would you spend it? For example, for the first category would you spend all \$7 to improve existing service and \$3 to expand service to new areas, or spend less to improve service and more to expand service. Please indicate how you would spend your \$10 in each area.

		More Important ←	OR	→ More Important	
Example					
IMPROVE VS EXPAND	\$7	Improve existing services	↔	Expand to new areas	\$3
Your Choices					
IMPROVE VS EXPAND	<input type="text"/>	Improve existing services	↔	Expand to new areas	<input type="text"/>
FREQUENCY VS SPAN	<input type="text"/>	Provide more frequent service	↔	Extend service hours	<input type="text"/>
DAYS OF SERVICE	<input type="text"/>	More weekday service	↔	More weekend service	<input type="text"/>
AREAS OF SERVICE	<input type="text"/>	More metro area service (MTA service)	↔	More regional service (RTA service)	<input type="text"/>
DEMAND VS COVERAGE	<input type="text"/>	Increase service where demand is highest	↔	Increase service to unserved areas with lower demand	<input type="text"/>
TYPES OF SERVICE	<input type="text"/>	Develop premium services (BRT Lite, BRT, streetcar, etc.)	↔	Increase regular local service	<input type="text"/>

Analyze a Suite of Options

- Conduct comprehensive technical evaluation:
 - Ridership
 - Operating costs and fare revenues
 - Capital costs
 - Productivity
 - Title VI/environmental justice
 - Other factors (see at right)
- Evaluate in user-friendly manner to facilitate stakeholder input



Schedule

Task	Completion
State of OC Transit Report	Fall 2016
Visioning and Evaluation Framework	Winter 2016 – Spring 2017
Corridor/System Evaluation	Spring 2017 – Summer 2017
Final Plan/Next Steps	Winter 2017

Discuss

- What is your vision for transit in Orange County?
- What would you like to see included in this project?



October 26, 2016

To: Technical Advisory Committee

From: Orange County Transportation Authority Staff

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

Overview

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

Recommendation

Approve adjustments to the Comprehensive Transportation Funding Program project allocations.

Background

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

Discussion

The September 2016 semi-annual review adjustments are itemized in Attachment A and described in Attachment B. The adjustments include two cancellations, one timely-use of funds extension requests for local fair share funds, four timely-use of funds extension requests for CTFP projects, two transfers, and three scope changes.

Summary

The Orange County Transportation Authority has recently reviewed the status of grant-funded streets and roads projects funded through the Comprehensive Transportation Funding Programs. Staff recommends approval of the project adjustments requested by local agencies, including two cancellations, one timely-use of funds extension requests for local fair share funds, four timely-use of funds extension requests for CTFP projects, two transfers, and three scope changes. The next semi-annual review is currently scheduled for March 2017.

Attachments

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

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

Attachment A

Cancellation Request(s)							
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
Huntington Beach	14-HBCH-ECP-3732	X	Adams Avenue and Bushard Street Bioswale	CON	FY 2014-15	\$ 635,955	\$ -
Lake Forest	N/A	S	Panasonic (Irvine Station to Panasonic)	O&M	FY 2015-16	\$ 69,638	\$ -
Cancellations (2) - Total Phase Allocations						\$ 705,593	

FY - Fiscal year

CON - Construction

O&M - Operations & Maintenance

Project X - Environmental Cleanup Program

Project S - Transit Extensions to Metrolink

N/A - Not Applicable

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

Timely-Use of Funds Extension Request(s) - CTFP								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension (in Months)	Proposed Expenditure Deadline
Anaheim	13-ANAH-TAP-3660	P	Harbor Boulevard Signal Synchronization	O&M	FY 14/15	\$ 91,520	24	Feb-19
Buena Park	14-BPRK-TSP-3703	P	Artesia Boulevard Signal Synchronization (Valley View Avenue to Dale Street)	O&M	FY 15/16	\$ 38,016	24	Jun-20
County of Orange	11-ORCO-ACE-3519	O	Cow Camp Road (Antonio Parkway to I Street, Segment 1)	CON	FY 12/13	\$ 4,160,000	6	Dec-16
Seal Beach	13-SBCH-TSP-3673	P	Seal Beach Boulevard	O&M	FY 14/15	\$ 86,400	24	Apr-19
CTFP Timely-Use of Funds Extensions (4) - Total Phase Allocations						\$ 4,375,936		

FY - Fiscal year

CON - Construction

O&M - Operations and maintenance

Project O - Regional Capacity Program

Project P - Regional Traffic Signal Synchronization Program

Comprehensive Transportatin Funding Programs (CTFP)
 September 2016 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Request(s) - LFS							
Agency	Project Number	Project	Project Title	Phase	Current FY	Proposed Allocation Extension	Proposed Time Extension
Fountain Valley	N/A	Q	Several City Projects	N/A	FY 2013-14	\$ 611,793	24 Months
LFS-Timely Use of Funds Extension (1) - Total Phase Allocations						\$ 611,793	

LFS - Local Fair Share

FY - Fiscal year

N/A - Not Applicable

Project Q - Local Fair Share Program

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

Scope Change Request(s)						
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation
OCTA	13-OCTA-TSP-3666	P	Kraemer Boulevard Signal Synchronization	PI	FY 2013-14	\$ 2,275,120
OCTA	15-OCTA-TSP-3783	P	Chapman Avenue Corridor	PI	FY 2015-16	\$ 2,188,844
OCTA	15-OCTA-TSP-3786	P	Westminster Avenue and 17th Street Corridor	PI	FY 2015-16	\$ 2,704,902
Scope Changes (3) - Total Phase Allocations						\$ 7,168,866

FY - Fiscal year

PI - Primary implementation

Project P - Regional Traffic Signal Synchronization Program

Comprehensive Transportatin Funding Programs (CTFP)
September 2016 Semi-Annual Review Adjustment Requests

Transfer Request(s)								
Agency	Project No.	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation
Anaheim	11-ANAH-ACE-3503	O	Brookhurst Street Widening (Interstate 5 to State Route 91)	ENG	FY 2011-12	\$ 1,050,000	\$ (68,093)	\$ 981,907
Anaheim	13-ANAH-ACE-3650	O	Brookhurst Street Widening (Interstate 5 to State Route 91)	ROW	FY 2013-14	\$ 10,495,539	\$ 68,093	\$ 10,563,632
Buena Park	13-BPRK-FST-3651	O	State Route 91/Beach Boulevard Westbound Ramp Widening	ROW	FY 2014-15	\$ 97,241	\$ (91,326)	\$ 5,915
Buena Park	13-BPRK-FST-3651	O	State Route 91/Beach Boulevard Westbound Ramp Widening	CON	FY 2015-16	\$ 1,377,129	\$ 91,326	\$ 1,468,455
Transfer Requests (2) - Total Phase Allocations						\$ 13,019,909	\$ -	\$ 13,019,909

FY - Fiscal year

ENG - Engineering

CON - Construction

ROW - Right-of-way

Project O - Regional Capacity Program

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

Cancellations

The City of Huntington Beach (Huntington Beach) was awarded \$635,955 for the Adams Avenue and Bushard Street Bioswale Project. Huntington Beach is requesting to cancel the project since the city received a higher cost estimate and is unable to construct the project with the available funds.

The City of Lake Forest (Lake Forest) is requesting to cancel the Project S Panasonic Avionic project due to timely implementation issues.

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

The City of Fountain Valley (Fountain Valley) has received \$920,299 of LFS funds in fiscal year 2013-14 and is requesting a one-time 24 month timely-use of funds extension of \$611,793 at this time. These funds were disbursed in four separate installments: \$160,466 of the unspent balance was disbursed on January 17, 2014 and must be expended by January 17, 2019; \$148,717 was disbursed on March 11, 2014 and must be expended by March 11, 2019; \$141,748 was disbursed on May 15, 2014 and must be expended by May 15, 2019; and \$160,882 was disbursed on June 30, 2014 and must be expended by June 30, 2019. The extension will provide the city the ability to expend the funds on specific projects beyond the initial expenditures deadline.

Timely-Use of Funds Extensions

Once obligated, the Comprehensive Transportation Funding Programs (CTFP) funds expire 36 months from the contract award date. Per precept 20 in the 2016 CTFP Guidelines, local agencies may request extensions up to 24 months through the semi-annual review. During this semi-annual review cycle, four agencies submitted timely-use of funds extension requests for CTFP projects.

The City of Anaheim is requesting a 24-month timely use of funds extension for the operations and maintenance phase of the Harbor Boulevard Signal Synchronization project (13-ANAH-TAP-3660) from February 2017 to February 2019. There was a delay in the media wall integration, which resulted a delay in the operations and maintenance phase. The extension will provide sufficient time to complete operations and maintenance, issue payments to the consultant and complete project closeout

The City of Buena Park is requesting a 24-month timely use of funds extension for the operations and maintenance phase of the Artesia Boulevard Signal Synchronization project (14-BPRK-TSP-3703) from June 2018 to June 2020. There was a delay in the installation of a service point, which resulted a delay in the operations and maintenance phase. The extension will provide sufficient time to complete the operations and maintenance, issue payments to the consultant and complete project closeout

Comprehensive Transportation Funding Programs

September 2016 Semi-Annual Review Adjustment Request Descriptions

The County of Orange is requesting a 6-month timely use of funds extension for the construction of Cow Camp Road Segment 1 project (11-ORCO-ACE-3519) from June 2016 to December 2016. The additional time will help the city to resolve outstanding payments to the contractor and complete project closeout.

The City of Seal Beach is requesting a 24-month timely use of funds extension for the operations and maintenance of Seal Beach Boulevard project (13-SBCH-TSP-3673) from April 2017 to April 2019. There was a delay in acquiring the room for the relocation of the TMC, which resulted in a delay in the operations and maintenance phase. The extension will provide sufficient time to complete operations and maintenance, and complete project closeout.

Scope Change

During this semi-annual review, OCTA is requesting 3 scope changes.

The Orange County Transportation Authority (OCTA) was awarded \$2,188,844 for the primary implementation of Chapman Avenue Corridor (15-OCTA-TSP-3783). OCTA is requesting a scope change to allow the City of Orange to install two fiber optic cross connect enclosures and an Advanced Transportation Management System (ATMS). The City of Orange is also requesting to have the Caltrans improvements identified as part of the Chapman Avenue project released to the City for procurement and implementation. New field masters and local controllers and appurtenances will need to be installed at the intersections by the Caltrans since the existing controllers are no longer compatible. No additional funding is requested as part of the scope change since the cost savings from removing the original Ethernet switches will offset the cost of the new equipment. This will enhance the overall benefit of the project with no impacts to budget and project schedule.

The OCTA was awarded \$2,275,120 for the primary implementation of Kraemer Boulevard/Glassell Street/Grand Avenue (13-OCTA-TSP-3666). OCTA is requesting a scope change to allow the City of Orange to include improvements at Caltrans intersections. The request is a result of the City of Orange reaching an agreement to coordinate with Caltrans on this project. The City of Orange is requesting to include two traffic signal controllers and fees for Caltrans review time to this project. The City of Orange will be fully responsible for all financial obligations of providing these items to Caltrans that will significantly improve signal synchronization along the corridor. No additional funding is requested as part of the scope change.

The OCTA was awarded \$2,704,902 for the primary implementation of Westminster Avenue and 17th Street (15-OCTA-TSP-3786). OCTA is requesting a scope change to allow the City of Orange to reallocate equipment from one location to another on the same project corridor. After conducting an inventory and assessment of ITS equipment, the assessment determined that equipment originally designated for Westminster Avenue and Milan Street intersection will now be better served at the intersection of Westminster

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

Avenue and Monroe Street. Since the equipment was already included in the project, no additional funds or time to procure the equipment will be necessary.

Transfers

The City of Anaheim (Anaheim) is requesting to transfer cost savings of \$68,093 from the engineering phase to the right-of-way phase of the Brookhurst Street Widening (I-5 to SR-91) project.

The City of Buena Park (Buena Park) is requesting to transfer cost savings of \$91,326 from the right-of-way phase to the construction phase of the SR-91/Beach Boulevard Ramp Widening project.