



AGENDA

Technical Advisory Committee

Committee Members

Shaun Pelletier, Chair	<i>City of Aliso Viejo</i>
Raja Sethuraman, Interim Vice Chair	<i>City of Costa Mesa</i>
Rudy Emami	<i>City of Anaheim</i>
Michael Ho	<i>City of Brea</i>
Mina Mikhae	<i>City of Buena Park</i>
Doug Dancs	<i>City of Cypress</i>
Matthew Sinacori	<i>City of Dana Point</i>
Hye Jin Lee	<i>City of Fountain Valley</i>
Meg McWade	<i>City of Fullerton</i>
William Murray	<i>City of Garden Grove</i>
Chau Vu	<i>City of Huntington Beach</i>
Jaimee Bourgeois	<i>City of Irvine</i>
Albert Mendoza	<i>City of La Habra</i>
Michael Belknap	<i>City of La Palma</i>
Mark Trestik	<i>City of Laguna Beach</i>
Amber Shah	<i>City of Laguna Hills</i>
Jacki Scott	<i>City of Laguna Niguel</i>
Akram Hindiye	<i>City of Laguna Woods</i>
Tom Wheeler	<i>City of Lake Forest</i>
Chris Kelly	<i>City of Los Alamitos</i>
Mark Chagnon	<i>City of Mission Viejo</i>
David Webb	<i>City of Newport Beach</i>
Christopher Cash	<i>City of Orange</i>
Luis Estevez	<i>City of Placentia</i>
Brendan Dugan	<i>City of Rancho Santa Margarita</i>
Kiel Koger	<i>City of San Clemente</i>
Tom Toman	<i>City of San Juan Capistrano</i>
Zdenek Kekula	<i>City of Santa Ana</i>
Iris Lee	<i>City of Seal Beach</i>
Joe Ames	<i>City of Stanton</i>
Doug Stack	<i>City of Tustin</i>
Hamid Torkamanha	<i>City of Villa Park</i>
Jake Ngo	<i>City of Westminster</i>
Jamie Lai	<i>City of Yorba Linda</i>
Fiona Man	<i>County of Orange</i>
Reza Faraz	<i>Caltrans Ex-Officio</i>

Orange County Transportation Authority
550 South Main Street
Orange, California

May 25, 2022 1:30pm

Any person with a disability who requires a modification or accommodation to participate in this meeting should contact the Orange County Transportation Authority (OCTA) 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

The 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.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at: OCTA Headquarters, 600 South Main Street, Orange, California.

Members of the public may address the Committee regarding any item in two ways:

In-Person Comment

Members of the public may attend in-person (subject to OCTA's COVID-19 safety protocols) and address the Committee regarding any item. Members of the public will be required to complete a COVID-19 symptom and temperature screening.

Written Comment

Written public comments may also be submitted by emailing them to cmorales@octa.net, and must be sent 90 minutes prior to the start time of the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Committee. Public comments will be made available to the public upon request.



Call to Order

Self-Introductions

1. Approval of Minutes

Approval of Technical Advisory Committee regular meeting minutes from the March 23, 2022 meeting.

Regular Items

2. Comprehensive Transportation Funding Programs Semi-Annual Review – March 2022 – Charvalen Alacar

Overview

The Orange County Transportation Authority recently completed the March 2022 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

A. Recommend Board of Directors approval of requested adjustments to proposed Comprehensive Transportation Funding Programs projects and Local Fair Share and Senior Mobility Program funds.

A. Recommend Board of Directors approval to waive certain Comprehensive Transportation Funding Programs guidelines (documented in this staff report and attachments) in order to incorporate requested project adjustments submitted due to the unique circumstances created by the coronavirus pandemic.

Discussion Items

3. Correspondence

OCTA Board Items of Interest – Please see Attachment A.
Announcements by Email – Please see Attachment B.



AGENDA

Technical Advisory Committee

4. Committee Comments

5. Staff Comments

- State of California and Local Agency Funding Split for Infrastructure Investment and Jobs Act – Adriann Cardoso
- M2 Eligibility FY 2022/23 Submittals Reminders – Cynthia Morales

6. Items for Future Agendas

7. Caltrans Local Assistance Update

8. Public Comments

9. Adjournment

The Technical Advisory Committee is scheduled to convene on the fourth Wednesday of each month, at 1:30 p.m., at OCTA Headquarters.



March 23, 2022 Minutes



MINUTES

Technical Advisory Committee

Item# 1

Voting Representatives Present:

Shaun Pelletier	City of Aliso Viejo
Rudy Emami	City of Anaheim
Ryan Chapman	City of Brea
Mina Mikhael	City of Buena Park
Raja Sethuraman	City of Costa Mesa
Fiona Man	County of Orange
Matthew Sinacori	City of Dana Point
Hye Jin Lee	City of Fountain Valley
Meg McWade	City of Fullerton
Chao Vu	City of Huntington Beach
Jaimee Bourgeois	City of Irvine
Mark Trestik	City of Laguna Beach
Ken Rosenfield	City of Laguna Hills
Amber Shah	City of Laguna Hills
Jacki Scott	City of Laguna Niguel
Akram Hindiyyeh	City of Laguna Woods
Chris Kelley	City of Los Alamitos
Mark Chagnon	City of Mission Viejo
Jim Houlihan	City of Newport Beach
Frank Sun	City of Orange
Luis Estevez	City of Placentia
Brendan Dugan	City of Rancho Santa Margarita
Zak Ponsen	City of San Clemente
Joe Parco	City of San Juan Capistrano
Zdenek Kekula	City of Santa Ana
Joe Ames	City of Stanton
Krys Saldivar	City of Tustin
Jake Ngo	City of Westminster
Jamie Lai	City of Yorba Linda
Tifini Tran	Caltrans

Orange County Transportation Authority

550 S. Main Street, Room 09
Orange, CA

March 23, 2022 1:30 PM

Guest Present:

Oliver Luu, Caltrans

Staff Present:

Kia Mortazavi
Kurt Brotcke
Adriann Cardoso
Charvalen Alacar
Paul Rodriguez
Cynthia Morales
Peter Sotherland

Voting Representatives Absent:

Doug Dancs	City of Cypress
William (Bill) Murray	City of Garden Grove
Albert Mendoza	City of La Habra
Michael Belknap	City of La Palma
Tom Wheeler	City of San Lake Forest
Iris Lee	City of Seal Beach
Steve Strapac	City of Villa Park



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

Self-Introductions

CONSENT CALENDAR

1. The Minutes for the January 26, 2022 meeting were approved.

Mr. Emami motioned to approve the Minutes.

Mr. Sethuraman seconded the motion.

The Minutes were approved; there was no further discussion.

1b. Chair Comment – Special Recognition

Mr. Pelletier stated that he wanted to take the time to recognize Mr. Rosenfield's retirement as of April 1, 2022. He stated that Mr. Rosenfield has been with the City of Laguna Hills since 1995 and has been a well-respected member of this committee, as well as other engineering and public works groups, most notably ASCE. He also stated that on behalf of the TAC, he wishes Mr. Rosenfield well on his next endeavors.

Regular Items

2. 2022 CTFP Call for Projects – O and P Programming Recommendations – Charvalen Alacar

Ms. Alacar reported that last fall the OCTA Board of Directors (Board) authorized \$40 million in Measure M (M2) funds to support the 2022 Comprehensive Transportation Funding Programs (CTFP) call for projects (call) for M2 Projects O (the Regional Capacity Program) and P (the Regional Traffic Signal Synchronization Program).

Ms. Alacar stated that OCTA is recommending programming of 14 projects totaling \$26.4 million collectively for Projects O and P. She stated that the \$26.4 million reflects an 8.4 percent inflationary rate for construction components, consistent with the Engineering News Record Construction Cost Index (ENR CCI) as of February 2022. She stated that in accordance with the CTFP Guidelines, the ENR CCI has been applied in previous calls to Project O construction and right-of-way phases programmed out in years two and three of the funding cycle.



MINUTES

Technical Advisory Committee

Item# 1

Ms. Alacar then noted that for this call, OCTA is recommending applying the 8.4 percent ENR CCI to the first year of Project O construction phases, as well as the primary implementation phases of Project P. She continued that OCTA is also recommending additional escalation for the two Project O construction phase projects that are programmed in FY 2023-24, which is year 2 of this call's funding cycle. Mr. Alacar concluded by noting that these two projects will be escalated by an additional 3.1 percent, which is consistent with the Consumer Price Index increase forecasted for FY 2023-2024 by the State of California Department of Finance in January 2022.

Mr. Rodriguez reported that after the call was announced, staff reached out to all 35 jurisdictions to gauge interest and offer pre-application briefing. He stated that summaries of not moving forward in this round included current backlog, council emphasis on non-capacity projects, and concerns of impacts of inflation on previously approved projects.

Mr. Rodriguez continued by stating that all applications undergo a qualitative and technical review based upon TAC and Board approved guidelines. He stated that certain application material such as final Pavement Management Plan (PMP) and environmental documentation for construction may not be available during the review but must be filed with OCTA prior to implementation.

Mr. Rodriguez then noted that OCTA received 9 applications for Project O with total estimated project costs of \$16.3 million and \$10.1 million in RCP funding requested and 5 applications for Project P with total estimated project costs of \$19.1 million and \$15.3 million in RTSSP funding requested. He then stated that all applications submitted appear to meet the program requirements and are recommended for funding. He also stated that applicants are responsible for meeting the project requirements subject to future audits. Mr. Rodriguez identified future right of way and construction funding needs of approximately \$125 million in the next few years from the projects being recommended today, as well as from the 2021 and 2020 call, not including the Los Patrones Parkway project. He continued by stating that based upon this review, staff was recommending that 9 Project O projects totaling \$10.2 million and 5 Project P projects totaling \$16.2 million be funded, which in aggregate would result in a total programming recommendation of \$26.4 million.

Ms. Lai stated that she wants to reiterate the city's (Yorba Linda's) request to consider supplemental inflationary subsidies that could go towards previously awarded projects that are going into construction phases this year or the next,



which are subject to the same situations as the projects receiving the 8.4 percent increase.

Mr. Chagnon stated that the city (Mission Viejo) has the La Paz Bridge Widening project with a funding gap of several million dollars due to the extraordinary cost environment. He stated that he understands OCTA's reluctance regarding cost escalation for previously awarded projects as it might set precedent. He stated that these are extraordinary times that call for an exception in what is normally done. He stated that the purpose of the Measure M funding is to fund the most beneficial and worthwhile projects, and the La Paz projects scored in the 70s. He stated that as it stands now, the project may not be able to go forward in construction because of lack of funding. He stated that there is a project in this cycle that scored a 37 that is recommended to go forward, which is inconsistent with the goal of Measure M. He stated that he understands the reluctance to set precedence, but this could be a one-time special COVID request and thinks that the Board would support it as they understand the current cost environment. He also stated that it is important to consider an exception in this case as there are important projects to move forward.

Mr. Sethuraman stated that he concurs with the previous statements. He also asked if there is a way to allocate this funding to previously awarded projects or if there is another way to do a mini local fair-share type allocation.

Ms. Bourgeois stated that she concurs with the previous comments.

Mr. Sethuraman motioned to approve the item. Mr. Hindiyeh seconded the motion, and it was approved by all TAC members present.

Discussion Item

3. E-bike Questionnaire Results – Peter Sotherland

Mr. Sotherland reported that e-bikes have become more popular over the last several years and staff has heard of increasing number of sales at retailers. He stated that staff had a roundtable of e-bike retailers at the Bicycle Pedestrian Transportation Committee meeting in September and they all echoed this sentiment. He stated that staff has heard of more frequent and higher profile crashes involving e-bikes and begun to see actions taken by cities, the County, and the State to address the concerns surrounding e-bikes. He stated that the goal of this survey was to better understand the local outlook on e-bikes, trends at the city and countywide, and the challenges facing Orange County jurisdictions.



Mr. Sotherland stated that OCTA had 23 total responses representing 20 jurisdictions. He stated that most respondent agencies were public works employees, with some responses from planning, community development/community services, and a couple of others such as law enforcement.

He stated the average response to attention being paid to e-bikes was 40 out of 100, indicating that folks are starting to notice e-bikes more and that there has been more calls and responses needed to e-bikes. He stated that staff also asked to what extent are key government decision-makers in support or opposed to e-bike use in your city. He stated that there was some uncertainty with about half of the respondents being unsure about decision-maker opinions, but there was almost 20 percent where leaders were more supportive than opposed to e-bike use, with about 20 percent in which positions were mixed, and only 10 percent where more leaders oppose than support.

Mr. Sotherland stated that about 75 percent of respondents indicated that e-bike ridership was increasing, 20 percent said no, and 5 percent did not know. He stated that staff also asked what percentage of bike trips were made by e-bikes. He stated that the average response was 21 percent.

Mr. Sotherland stated that staff asked for what reasons do respondents think people ride e-bikes in their jurisdiction. He stated that most respondents said recreation, however, saw some standards outside of recreation, including commuting to/from work, personal errands, and school. He also stated that some reasons included delivery purposes such as food deliveries.

Mr. Sotherland stated that parking needs included parks, businesses, schools, beaches, and a couple of other responses. He also stated that it is worth noting that there are parking needs being identified in recreation and commerce department.

Mr. Sotherland stated some of concerns are pertaining to e-bikes include speed, conflicts and collisions with other bicyclists, adherence to traffic laws, helmet use, use in prohibited areas, conflicts or collisions with motorist, and other responses. He also stated that the primary concerns are safety and automotive concerns.

Mr. Sotherland stated staff asked how law enforcement undertake enforcement activities specific to e-bikes. He stated that over a quarter of respondents said yes, a quarter said no, and about half said they do not know. He stated that staff also



asked do local law enforcement have the resources to undertake enforcement activities. He also stated that the percent of respondents saying they do not know matches, and almost half responding no.

Mr. Sotherland stated that in most respondent's jurisdictions e-bike usage is increasing with recreation seen as the largest use for e-bikes but half of the respondents identified school, personal errands, and commuter trips. He stated that speed was respondents' largest concern, but general behavior of e-cyclists was also identified as a prominent concern due to the lack of resources available for e-bike enforcement and education.

Mr. Sethuraman stated there will be a discussion on e-bikes at the city's next Engineers Association meeting and it will be a great presentation to hear from their perspective. He stated that e-bikes have increased in the city over the past year and a half. He also stated that e-bikes are something to watch out for as you can expect increase in E-Bikes due to raising gas prices.

Mr. Sotherland stated that staff is taking a short-term approach of looking at ways that staff can provide education to try to address the speed, traffic law, behaviors around pedestrians using like facilities, and other safety perspectives. He stated that there is an opportunity here as e-bikes become a primary transportation mode for some, due to high gas prices, inflation, and it being difficult to purchase new vehicles. Mr. Sotherland concluded by stating that hitting the safety message for adults and school-age kids, as well as continuing to do infrastructure projects to support e-bikes and cyclists is where the emphasis should be.

4. Correspondence

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

5. Committee Comments -

Mr. Pelletier stated that the recent changes in staff have resulted in the committee no longer having a Vice Chair. He stated that the Vice Chair is a vital position for supporting the Chair and for supporting OCTA staff as new items are brought before the TSC and the TAC for review, approval, and discussion. He stated that OCTA will be opening up the selection process for a new TSC member to fill the vacancy. He stated that in the interim, Mr. Sethuraman will be serving as the acting Vice Chair for the TAC and TSC.



6. Staff Comments –

Ms. Cardoso reported that on the January 26, 2022 TAC meeting, staff provided an update on the Pavement Maintenance Rehabilitation Program as a means to encourage agencies to submit their project nominations by February 28, 2022. She stated that this was the deadline to nominate projects that was established through the guidelines that were approved by the Board in October. She stated that at that time, only 12 agencies had submitted their project nomination information. She stated that as part of that discussion, a question was asked whether OCTA would consider redistributing funds back into the program if there were many cities who opted not to use the funds.

Ms. Cardoso continued by stating that staff is still working through the numbers, but it does not look like there will be much left to redistribute. She stated that 31 cities have submitted project nominations which will use \$10 million or 91 percent of the funds, leaving less than \$1 million available for redistribution.

Ms. Cardoso stated that looking at the deadlines for the program and the obligation deadline, there is not enough time to redistribute the funds to meet the obligation deadline. She also stated that staff is planning on recommending the funds for OCTA regional transportation needs.

Ms. McWade inquired if the funding can be reallocated based on Local Fair Share.

Ms. Cardoso stated that it would have to go back through the Board and get authorization, back to CTC, and update the programming in the FTIP. She concluded by stating the amount per agency based on straight distribution is \$30,000 per agency and some agencies could get smaller amounts if allocated out based on local fair share.

Ms. Alacar stated that for the TSC, staff will be opening an off cycle of the 2022 TSC membership recommendations to fill the Vice Chair position as well as one TSC membership vacancy. She stated that the district representative vacancy will be contingent on the recommended Vice Chair, and staff will send out an announcement later this week to the TAC and TSC with instructions on who to contact for those members who are interested in serving as the Vice Chair or TSC member.

Ms. Alacar stated that OCTA is virtually hosting the M2 Eligibility Workshop on March 24, 2022, at 10:00 AM via ZOOM. She stated that following the workshop, the Capital Improvement Program (CIP) will open on OC FundTracker for agency input. She stated that the March 2022 Semi-Annual Review (SAR) was extended for two weeks and closes on March 25, 2022, at 5:00 PM. Mr. Alacar concluded by stating that the Environmental Clean Program (ECP) Tier I 2022-2023 call is now



open as of March 14, 2022, and applications are due on June 16, 2022, at 5:00 PM.

7. Items for Future Agendas –

Ms. McWade asked if OCTA could provide any information on the Buy America vehicles and materials that would be relevant to future federal funding dollars for transportation related purposes and any transportation dollars that relate to transit centers particular in the area of ADA and accessibility.

8. Caltrans Local Assistance Update - Oliver Luu

Mr. Luu provided the California Department of Transportation (Caltrans) District 12 Local Assistance update and stated the following:

- The deadline to submit allocations and time extensions to District Local Assistance is May 2, 2022, for the June 2022 CTC meeting and June 20, 2022, for the August 2022 CTC meeting.
- The current inactive invoicing quarter began on January 1, 2022, and the deadline to submit inactive invoices to Caltrans this quarter has passed. He also stated new inactive quarter begins on April 1, 2022.
- The Cycle 6 call for projects of the Active Transportation Program happened on March 16, 2022, and March 17, 2022. He stated that Caltrans does not have the Cycle 6 scoring sheet, and cities would need to contact the CTC for it.
- The Clean California Local Grant Program (CCLGP) projects were awarded earlier this month. He stated that if a city's project got awarded, the city will need to execute a Restricted Grant Agreement (RGA).
- The Highway Bridge Program (HPB) project eligibility may require re-evaluation if there are design changes. He stated that LAPG 6-A forms must be fully completed with all required attachments, or else they will be returned without review.
- Upcoming trainings include Federal Aid Series, which includes modules on Getting Your Federal Aid Started, Environmental Requirements, Procedures of Right-of-Way Acquisition, Emergency Relief program



MINUTES

Technical Advisory Committee

Item# 1

webinar, FHWA Right of Way, Labor Compliance, and the Resident Engineers Academy.

- Local jurisdictions remain required to comply with all Title VI requirements.

9. Public comments – None

10. The meeting was adjourned at 2:04 p.m.



AGENDA

Technical Advisory Committee

Item# 2

Comprehensive Transportation Funding Programs Semi-Annual Review – March 2022



May 25, 2022

To: Technical Advisory Committee
From: Orange County Transportation Authority Staff
Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2022

Overview

The Orange County Transportation Authority recently completed the March 2022 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

- A. Recommend Board of Directors approval of requested adjustments to proposed Comprehensive Transportation Funding Programs projects and Local Fair Share and Senior Mobility Program funds.
- B. Recommend Board of Directors approval to waive certain Comprehensive Transportation Funding Programs guidelines (documented in this staff report and attachments) in order to incorporate requested project adjustments submitted due to the unique circumstances created by the coronavirus pandemic.

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, State funding programs. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants.

As needed, OCTA meets with representatives from local agencies to review the status of projects and proposed project changes. This process is known as the semi-annual review. The goals of the semi-annual review are to review project status, determine the continued viability of projects, address local agency concerns, confirm availability of local matching funds, and ensure timely closeout of all projects funded through the CTFP.

Discussion

The March 2022 semi-annual review proposed adjustments include seven delays, six timely-use of funds extensions for CTFP projects, 30 timely-use of funds extensions for the Local Fair Share Program, 85 timely-use of funds extensions for the Senior Mobility Program, 16 scope changes, three project transfers, and 10 OCTA-initiated requests.

Local agencies identified several reasons for the proposed project adjustments, which included the following:

- Delays (coronavirus (COVID-19) related, construction coordination, design modifications, and right-of-way coordination),
- Extensions (COVID-19 related, stakeholder coordination delays, project closeout delays, environmental assessment delays, procurement delays, and construction delays),
- Scope changes (COVID-19 related, procurement issues, service schedule modifications, construction issues, enhanced project benefits, equipment being installed as part of another project, and federal regulatory changes),
- Transfer of funds (project savings), and
- OCTA-initiated requests (COVID-19 related and technical adjustments).

For detailed descriptions of the project adjustment requests listed above, see Attachments A and B.

Many of the reasons identified above for the proposed modifications are consistent with expectations for a March semi-annual review cycle, which is typically focused on encumbrance and expenditure deadline extensions. However, it should also be noted that 79 of the 127 total project adjustment requests submitted for this semi-annual review cycle are reported as being in some part due to the pandemic. For purposes of this report, labor shortages, inflationary issues, and supply chain impacts are identified as COVID-19 related based on the justifications included with the project modification requests and discussions with the local jurisdictions.

Given these impacts, staff is proposing an exception to a CTFP Guidelines requirement. This exception specifically relates to the Project X (Environmental

Cleanup Program) Tier I requirement, which states that delays not be granted. Due to the rapid onset of supply chain and inflationary issues, it has taken local jurisdictions longer to execute contracts than the required contract award by June 30th of the year programmed. Therefore, given these challenges, approval of this Guidelines exception is recommended for the OCTA-initiated category of project adjustment requests.

In order to provide local agencies with the flexibility needed to continue delivering projects within the confines of M2, staff is requesting that the Technical Advisory Committee (TAC) recommend OCTA Board of Directors (Board) approval of all proposed semi-annual review adjustments identified in Attachment A. If these recommendations are ultimately approved by the OCTA Board, staff will monitor the implementation of these proposed adjustments through its regular project management efforts and future semi-annual reviews which are conducted and reported on to the TAC and OCTA Board biannually.

For this cycle, staff received two project adjustment requests that are not being recommended for TAC consideration. The local jurisdiction submittals request an allocation of additional M2 funding above the programmed/allocated amount approved by the Board due to the supply chain issues and inflationary environment. In adherence to the M2 Ordinance (Ordinance), M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program allocations are determined based on a countywide competitive procedure adopted by OCTA. The CTFP guidelines fulfill this commitment to the taxpayers through established scoring criteria, which considers not only the benefits of the proposed improvements, but also cost-effectiveness and project readiness when determining allocations. Recommending the project adjustments conflict with the Ordinance mandates since the supplemental funding allocations cannot be competitively vetted and would invalidate original application scoring evaluations. This policy was upheld on May 9, 2022 when the Board considered the 2022 Call for Projects Programming Recommendations.

Through OCTA, local jurisdictions have the option to cancel the project and reapply in a current or future annual call. Due to the issues related to the pandemic, local jurisdictions may also submit scope changes through the semi-annual review process.

Summary

OCTA recently completed review of all March 2022 semi-annual review project adjustment requests and staff recommends approval of these project adjustments and CTFP Guidelines exception identified in this report in order to advance to the OCTA Board for further review and consideration.

Attachments

- A. Comprehensive Transportation Funding Programs, March 2022 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs, March 2022 Semi-Annual Review Adjustment Request Descriptions

Comprehensive Transportation Funding Programs
 March 2022 Semi-Annual Review Adjustment Requests

Delay Requests*

No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay (Months)	Proposed FY
1	Orange	20-ORNG-TSP-3976 ^{1,2}	P	Tustin Avenue - Rose Drive RTSSP	O&M	21/22	\$ 103,680	24	23/24
2	OCTA	19-OCTA-TSP-3939 ^{1,2}	P	Red Hill Avenue Corridor RTSSP	O&M	21/22	\$ 32,720	24**	23/24
3	OCTA	19-OCTA-TSP-3940 ^{1,2}	P	Lake Forest Drive Traffic Signal Synchronization Project	O&M	21/22	\$ 46,080	24**	23/24
4	OCTA	19-OCTA-TSP-3941 ^{1,2}	P	Aliso Creek Road TSSP	O&M	21/22	\$ 40,320	24**	23/24
5	Santa Ana	21-SNTA-ICE-3995 ³	O	Bristol Street and Memory Lane Intersection Improvements	CON	21/22	\$ 1,012,500	24	23/24
6	Santa Ana	21-SNTA-ICE-3997 ³	O	Warner Avenue Improvements (Oak Street to Grand Avenue)	CON	21/22	\$ 9,076,305	24	23/24
7	Yorba Linda	21-YLND-ACE-3998 ²	O	Lakeview Avenue Widening from Bastanchury Road to Oriente Drive	CON	21/22	\$ 479,462	24	23/24
Delays - Total Phase Allocations (7)							\$ 10,791,067		

*Once obligated Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request up to an additional 24 months to obligate funds.

**Lead agency requested extension of 12 months. Staff is recommending extension of 24 months.

Reasons for Project Adjustments

1. Coronavirus impacts
2. Construction related (supply chain delays, design modifications)
3. Right-of-way coordination

Acronyms

- CON - Construction
- FY - Fiscal year
- O&M - Operations and Maintenance
- OCTA - Orange County Transportation Authority
- RTSSP - Regional Traffic Signal Synchronization Project
- TSSP - Traffic Signal Synchronization Project

Comprehensive Transportation Funding Programs
 March 2022 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension (Months)	Proposed Expenditure Deadline
1	Costa Mesa	16-CMSA-ACE-3803 ^{1,2,3}	O	Newport Boulevard Widening from 19th St to Superior Ave	ENG	18/19	\$ 281,250	24	4/16/2024
2	La Palma	16-LPMA-ACE-3810 ^{1,2,4}	O	La Palma Ave / Del Amo Blvd over Coyote Creek Bridge Replacement Project	ENG	18/19	\$ 375,000	24	12/12/2024
3	La Palma	16-LPMA-ACE-3810 ^{1,2,4}	O	La Palma Ave / Del Amo Blvd over Coyote Creek Bridge Replacement Project	ENG	20/21	\$ 600,000	24	12/12/2024
4	OCTA	18-OCTA-TSP-3894 ^{1,6}	P	Katella Avenue / Villa Park Road / Santiago Canyon Road RTSSP	IMP	18/19	\$ 1,476,291	24	4/8/2024
5	OCTA	18-OCTA-TSP-3897 ⁵	P	Garden Grove Boulevard TSSP (Valley View St. - Bristol St.)	IMP	18/19	\$ 757,031	24**	2/11/2024
6	OCTA	18-OCTA-TSP-3905 ⁵	P	Los Alisos Boulevard Route Project	IMP	18/19	\$ 654,327	24**	2/11/2024
Comprehensive Transportation Funding Programs Timely-Use of Funds Extensions (6) - Total Phase Allocations							\$ 4,143,899		

*Once obligated Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request extension(s) of up to an additional 24 months.

**Lead agency requested extension of 12 months. Staff is recommending extension of 24 months.

Reasons for Project Adjustments

1. Coronavirus impacts
2. Stakeholder coordination delays
3. Project closeout delays
4. Environmental assessment delays
5. Procurement delays (contract amendments)
6. Construction delays

Acronyms

- ENG - Engineering
- FY - Fiscal year
- IMP - Implementation
- OCTA - Orange County Transportation Authority
- RTSSP - Regional Traffic Signal Synchronization Project
- TSSP - Traffic Signal Synchronization Project

Comprehensive Transportation Funding Programs
March 2022 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - LFS*						
No	Agency	FY	Disbursement Date	Disbursement	Proposed Extension Amount	FY Extension Deadline^
1-2	Brea	FY 2019/20	5/12/2020	\$ 148,179	\$ 148,179	6/30/2024
			6/30/2020	\$ 123,089	\$ 123,089	6/30/2024
3-8	Fountain Valley**	FY 2019/20	9/10/2019	TBD	TBD	6/30/2024
			11/12/2019	TBD	TBD	6/30/2024
			1/13/2020	TBD	TBD	6/30/2024
			3/10/2020	TBD	TBD	6/30/2024
			5/12/2020	TBD	TBD	6/30/2024
			6/30/2020	TBD	TBD	6/30/2024
9-14	La Habra	FY 2019/20	9/10/2019	\$ 177,208	\$ 177,208	6/30/2024
			11/12/2019	\$ 171,929	\$ 171,929	6/30/2024
			1/13/2020	\$ 152,596	\$ 152,596	6/30/2024
			3/10/2020	\$ 199,635	\$ 199,635	6/30/2024
			5/12/2020	\$ 136,404	\$ 136,404	6/30/2024
			6/30/2020	\$ 113,307	\$ 113,307	6/30/2024
15-18	Newport Beach	FY 2019/20	1/13/2020	\$ 320,751	\$ 207,769	6/30/2024
			3/10/2020	\$ 419,626	\$ 419,626	6/30/2024
			5/12/2020	\$ 286,716	\$ 286,716	6/30/2024
			6/30/2020	\$ 238,168	\$ 238,168	6/30/2024
19-21	Santa Ana	FY 2019/20	4/9/2020	\$ 5,495,949	\$ 2,103,960	6/30/2024
			s	\$ 690,012	\$ 690,012	6/30/2024
			6/30/2020	\$ 580,828	\$ 580,828	6/30/2024
22-24	Tustin	FY 2019/20	3/10/2020	\$ 343,513	\$ 312,614	6/30/2024
			5/12/2020	\$ 234,711	\$ 234,711	6/30/2024
			6/30/2020	\$ 194,968	\$ 194,968	6/30/2024
25-30	Yorba Linda	FY 2019/20	9/10/2019	\$ 203,882	\$ 203,882	6/30/2024
			11/12/2019	\$ 197,808	\$ 197,808	6/30/2024
			1/13/2020	\$ 175,565	\$ 175,565	6/30/2024
			3/10/2020	\$ 229,684	\$ 229,684	6/30/2024
			5/12/2020	\$ 156,935	\$ 156,935	6/30/2024
			6/30/2020	\$ 130,362	\$ 130,362	6/30/2024
LFS Timely-Use of Funds Extensions (30) - Total					\$ 7,585,956	

*Net revenues received by local jurisdictions through the LFS Program shall be expended within three years of receipt. An extension may be granted but is limited to a total of five years from the date of receipt of funds.

^The Orange County Transportation Authority tracks expenditures based on the fiscal year of receipt and processes extension requests in fiscal year increments for uniform review purposes. Requests for extensions must be submitted as part of the semi-annual review process prior to the end of the second year from the fiscal year of receipt of funds. Requests for extensions must also include a plan of expenditure. For additional time needed to expend funds beyond the fiscal year extension deadline (within the five years from date of receipt), a subsequent extension request must be submitted.

**Amounts pending confirmation from local jurisdiction.

Acronyms

FY - Fiscal year

LFS - Local Fair Share

TBD - To be determined

Comprehensive Transportation Funding Programs
 March 2022 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - SMP*						
No	Agency	FY	Disbursement Date	Disbursement	Proposed Extension Amount	FY Extension Deadline ^A
1-4	Aliso Viejo ¹	FY 2019-20	1/15/2020	\$ 4,377	\$ 4,377	6/30/2024
			3/11/2020	\$ 5,726	\$ 5,726	6/30/2024
			5/14/2020	\$ 3,912	\$ 3,912	6/30/2024
			7/16/2020	\$ 3,250	\$ 3,250	6/30/2024
5	Anaheim ^{1 **}	FY 2019-20	TBD	TBD	TBD	6/30/2024
6-12	Cypress ¹	FY 2019-20	7/18/2019	\$ 8,226	\$ 8,014	6/30/2024
			9/10/2019	\$ 10,538	\$ 10,538	6/30/2024
			11/12/2019	\$ 10,224	\$ 10,224	6/30/2024
			1/13/2020	\$ 9,074	\$ 9,074	6/30/2024
			3/10/2020	\$ 11,872	\$ 11,872	6/30/2024
			5/12/2020	\$ 8,112	\$ 8,112	6/30/2024
			7/18/2020	\$ 6,738	\$ 6,738	6/30/2024
13-18	Dana Point ¹	FY 2019-20	9/10/2019	\$ 10,059	\$ 10,059	6/30/2024
			11/12/2019	\$ 9,760	\$ 9,760	6/30/2024
			1/13/2020	\$ 8,662	\$ 8,662	6/30/2024
			3/10/2020	\$ 11,332	\$ 11,332	6/30/2024
			5/12/2020	\$ 7,743	\$ 7,743	6/30/2024
			6/30/2020	\$ 6,432	\$ 6,432	6/30/2024
			19	Fountain Valley ^{1 **}	FY 2019-20	TBD
20-25	Laguna Hills ¹	FY 2019-20	9/10/2019	\$ 7,161	\$ 7,161	6/30/2024
			11/12/2019	\$ 6,948	\$ 6,948	6/30/2024
			1/13/2020	\$ 6,167	\$ 6,167	6/30/2024
			3/10/2020	\$ 8,068	\$ 8,068	6/30/2024
			5/12/2020	\$ 5,512	\$ 5,512	6/30/2024
			6/30/2020	\$ 4,579	\$ 4,579	6/30/2024
26-29	Lake Forest ¹	FY 2019-20	1/13/2020	\$ 11,571	\$ 11,571	6/30/2024
			3/10/2020	\$ 15,373	\$ 15,373	6/30/2024
			5/12/2020	\$ 10,504	\$ 10,504	6/30/2024
			6/30/2020	\$ 8,725	\$ 8,725	6/30/2024
30-35	Mission Viejo ¹	FY 2019-20	9/10/2019	\$ 23,627	\$ 8,019	6/30/2024
			11/12/2019	\$ 22,923	\$ 22,923	6/30/2024
			1/13/2020	\$ 20,346	\$ 20,346	6/30/2024
			3/10/2020	\$ 26,618	\$ 26,618	6/30/2024
			5/12/2020	\$ 18,187	\$ 18,187	6/30/2024
			6/30/2020	\$ 15,107	\$ 15,107	6/30/2024
36-38	Placentia ¹	FY 2019-20	3/10/2020	\$ 12,388	\$ 3,791	6/30/2024
			5/12/2020	\$ 8,464	\$ 8,464	6/30/2024
			6/30/2020	\$ 7,031	\$ 7,031	6/30/2024
39-40	Rancho Santa Margarita ¹	FY 2019-20	5/12/2020	\$ 4,170	\$ 3,837	6/30/2024
			6/30/2020	\$ 3,464	\$ 3,464	6/30/2024
41-46	San Clemente ¹	FY 2019-20	9/10/2019	\$ 11,306	\$ 11,306	6/30/2024
			11/12/2019	\$ 14,276	\$ 14,276	6/30/2024
			1/13/2020	\$ 12,671	\$ 12,671	6/30/2024
			3/10/2020	\$ 16,577	\$ 16,577	6/30/2024
			5/12/2020	\$ 11,327	\$ 11,327	6/30/2024
			6/30/2020	\$ 9,409	\$ 9,409	6/30/2024
47-49	Santa Ana ¹	FY 2019-20	4/9/2020	\$ 220,492	\$ 220,492	6/30/2024
			5/14/2020	\$ 30,153	\$ 30,153	6/30/2024
			7/16/2020	\$ 25,046	\$ 25,046	6/30/2024

Comprehensive Transportation Funding Programs
 March 2022 Semi-Annual Review Adjustment Requests

50-55	Villa Park ¹	FY 2019-20	9/10/2019	\$ 2,246	\$ 2,246	6/30/2024
			11/12/2019	\$ 2,179	\$ 2,179	6/30/2024
			1/13/2020	\$ 1,934	\$ 1,934	6/30/2024
			3/10/2020	\$ 2,530	\$ 2,530	6/30/2024
			5/12/2020	\$ 1,729	\$ 1,729	6/30/2024
			6/30/2020	\$ 1,436	\$ 1,436	6/30/2024
SMP Timely-Use of Funds Extensions (55) - Total				\$ 721,532		

*Net revenues received by local jurisdictions through the SMP shall be expended within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds.

^The Orange County Transportation Authority tracks expenditures based on the fiscal year of receipt and processes extension requests in fiscal year increments for uniform review purposes. Requests for extensions must be submitted as part of the semi-annual review process prior to the end of the second year from the fiscal year of receipt of funds. Requests for extensions must also include a plan of expenditure. For additional time needed to expend funds beyond the fiscal year extension deadline (within the five years from date of receipt), a subsequent extension request must be submitted.

**Amounts pending confirmation from local jurisdiction.

Reasons for Project Adjustments

1. Coronavirus impacts

Acronyms

FY - Fiscal year

SMP - Senior Mobility Program

TBD - To be determined

Comprehensive Transportation Funding Programs
 March 2022 Semi-Annual Review Adjustment Requests

Scope Change Requests*								
No	Agency	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Current Allocation
1	Anaheim	21-ANAH-ECP-4003 ^{1,2}	X	The Catch Basin Screen Installation Project - 2021	Reduction in pipe screens and catch basins	CON	21/22	\$ 500,000
2	Dana Point	14-DPNT-CBT-3742 ^{1,3}	V	Summer Weekend Trolley/Harbor Shuttle	Revert to pre-pandemic schedule with minor modifications	O&M	14/15M	\$ 2,342,591
3	Dana Point	16-DPNT-CBT-3823 ^{1,3}	V	Dana Point PCH Trolley	Revert to pre-pandemic schedule with minor modifications	O&M	16/17M	\$ 905,968
4	Dana Point	18-DNPT-CBT-3911 ^{1,3}	V	Dana Point Trolley Continuity and Expansion and Weekend Service	Revert to pre-pandemic schedule with minor modifications	O&M	19/20M	\$ 1,632,565
5	Irvine	18-IRVN-TSP-3902 ^{4,5,6}	P	Culver Drive / Bonita Canyon Drive / Ford Road RTSSP	Removal of unnecessary project components	IMP	18/19	\$ 1,064,848
6	La Habra	20-LHAB-TSP-3975 ^{4,5}	P	Lambert Road Corridor	Adding equipment and modification to quantities	IMP	20/21	\$ 1,813,074
7	Laguna Beach	18-OCTA-CBT-3912 ³	V	Summer Breeze Bus Service	Extending traditional timeframe for weekend service	O&M	18/19M	\$ 629,677
8	Laguna Hills	21-LHLL-ECP-4006 ^{1,2}	X	CPS-Mod™ & ARS-CL™ Screen Project, Phase X	Reduction in automatic retractable screens and catch basins	CON	21/22	\$ 200,000
9	Mission Viejo	21-MVJO-ECP-4008 ^{1,2}	X	Mission Viejo Trash and Runoff Abatement Project (TRAP): CPS & ARS Installations in the North-Central City Area	Reduction in automatic retractable screens and catch basins	CON	21/22	\$ 160,000
10	Mission Viejo	21-MVJO-ECP-4009 ^{1,2}	X	Mission Viejo Trash and Runoff Abatement Project (TRAP): Lower Curtis Park Bioretention Basin With Trash Capture	Reduction in automatic retractable screens and catch basins	CON	21/22	\$ 340,000
11	San Clemente	16-SCLM-CBT-3840 ³	V	San Clemente Summer Trolley	Extending traditional timeframe for service and temporarily adding service to accommodate construction	O&M	16/17M	\$ 656,293
12	San Clemente	18-SCLM-CBT-3914 ³	V	San Clemente Trolley Expansion	Extending traditional timeframe for service and temporarily adding service to accommodate construction	O&M	18/19M	\$ 1,168,200
13	San Clemente	21-SCLM-ECP-4011 ^{1,2}	X	San Clemente Pier and Pico Corridor Runoff Treatment Project	Reduction in automatic retractable screens, catch basin and other equipment.	CON	21/22	\$ 240,000
14	Yorba Linda	18-YLND-ACE-3910 ⁷	O	Yorba Linda Boulevard Widening	Additional technical studies required for environmental	ENG	18/19	\$ 375,000
15	Yorba Linda	20-YLND-ACE-3971 ⁷	O	Yorba Linda Boulevard Widening	Adjustment to final design to accommodate environmental	ENG	22/23	\$ 1,636,500
16	Yorba Linda	21-YLND-ACE-3998 ⁴	O	Lakeview Avenue Widening from Bastanchury Road to Oriente Drive	Change of bike lane design to on-street sharrow	CON	21/22	\$ 479,462
Scope Changes (16) - Total Phase Allocations								\$ 6,272,092

*Agencies may request minor scope changes for Comprehensive Transportation Funding Programs projects so long as the agency can demonstrate substantial consistency and attainment of proposed transportation benefits compared to the original project scope as committed to in the project application. No additional funding is being requested to effectuate the proposed modifications.

Reasons for Project Adjustments

1. Coronavirus impacts
2. Procurement issues (supply chain, inflationary cost increases)
3. Service schedule modification
4. Construction issue (design modifications, relocation of equipment, equipment changes)
5. Enhanced project benefits (enhanced communication equipment)
6. Equipment installed as part of another project
7. Federal regulatory changes (environmental clearances)

Acronyms

- ARS - Automatic Retractable Screen
- ARS-CL - Automatic Retractable Screen CamLock Series
- CON - Construction
- CPS - Connector Pipe Screen
- CPS-MOD - Connector Pipe Screen Modular Series
- ENG - Engineering
- FY - Fiscal year
- IMP - Implementation
- M - Multiple years
- O&M - Operations and Maintenance
- OCTA - Orange County Transportation Authority
- PCH - Pacific Coast Highway
- RTSSP - Regional Traffic Signal Synchronization Project

Comprehensive Transportation Funding Programs
 March 2022 Semi-Annual Review Adjustment Requests

Transfer Requests*									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation
1	Irvine	16-IRVN-ICE-3808 ¹	O	University Drive/Ridgeline Drive/Rosa Drew Lane Intersection Improvements	ROW	17/18	\$ 127,163	\$ (117,998)	\$ 9,165
		17-IRVN-ICE-3863		University Drive/Ridgeline Drive Intersection Improvement	CON	21/22	\$ 1,724,024	\$ 117,998	\$ 1,842,022
2	OCTA	18-OCTA-TSP-3901 ¹	P	Main Street RTSSP	IMP	18/19	\$ 1,123,826	\$ (163,345)	\$ 960,481
					O&M	21/22	\$ 50,688	\$ 163,345	\$ 214,033
3	Yorba Linda	18-YLND-ACE-3910 ¹	O	Yorba Linda Boulevard Widening	ENG	18/19	\$ 375,000	TBD	TBD
		20-YLND-ACE-3971		Yorba Linda Boulevard Widening	ENG	22/23	\$ 1,636,500	TBD	TBD
Transfer Requests (3) - Total Project Allocations							\$ 1,174,514	\$ -	\$ 1,174,514

*An implementing agency may request to transfer 100 percent of savings between subsequent phases (or years) within a project. 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 process.

Reasons for Project Adjustment

1. Project savings

Acronyms

- CON - Construction
- ENG - Engineering
- FY - Fiscal year
- IMP - Implementation
- OCTA - Orange County Transportation Authority
- O&M - Operations and Maintenance
- ROW - Right-of-way
- RTSSP - Regional Traffic Signal Synchronization Project
- TBD - To be determined

Comprehensive Transportation Funding Programs
 March 2022 Semi-Annual Review Adjustment Requests

OCTA-Initiated Requests: Delays								
No	Agency	Project Number	Project	Project Title	Amount Awarded	Current Award Deadline	Proposed Delay (Months)	Proposed Award Deadline
1	Anaheim	21-ANAH-ECP-4003 ^{1,2}	X	The Catch Basin Screen Installation Project - 2021	\$ 500,000	6/30/2022	6	12/31/2022
2	Huntington Beach	21-HBCH-ECP-4004 ^{1,2}	X	Huntington Beach Trash Removal Project - Phase 1	\$ 500,000	6/30/2022	6	12/31/2022
3	Irvine	21-IRVN-ECP-4005 ^{1,2}	X	Irvine Citywide Catch Basin Connector Pipe Screen Installation Phase 2 Project	\$ 104,122	6/30/2022	6	12/31/2022
4	Laguna Hills	21-LHLL-ECP-4006 ^{1,2}	X	CPS-Mod™ & ARS-CL™ Screen Project, Phase X	\$ 200,000	6/30/2022	6	12/31/2022
5	Los Alamitos	21-LSAL-ECP-4007 ^{1,2}	X	Catch Basin CPS Project (Citywide)	\$ 51,524	6/30/2022	6	12/31/2022
6	Mission Viejo	21-MVJO-ECP-4008 ^{1,2}	X	Mission Viejo Trash and Runoff Abatement Project (TRAP): CPS & ARS Installations in the North-Central City Area	\$ 160,000	6/30/2022	6	12/31/2022
7	Mission Viejo	21-MVJO-ECP-4009 ^{1,2}	X	Mission Viejo Trash and Runoff Abatement Project (TRAP): Lower Curtis Park Bioretention Basin With Trash Capture	\$ 340,000	6/30/2022	6	12/31/2022
8	San Clemente	21-SCLM-ECP-4011 ^{1,2}	X	San Clemente Pier and Pico Corridor Runoff Treatment Project	\$ 240,000	6/30/2022	6	12/31/2022
OCTA-Initiated Requests- Total Phase Allocations (8)					\$ 2,095,646			

Reasons for Project Adjustment

1. Coronavirus impacts

CTFP Guidelines Exception Request

2. CTFP Guidelines - Project X Tier I projects are not eligible for delay requests

Acronyms

ARS - Automatic Retractable Screen

ARS-CL - Automatic Retractable Screen CamLock Series

CPS - Connector Pipe Screen

CPS-Mod - Connector Pipe Screen Modular Series

CTFP - Combined Transportation Funding Programs

Comprehensive Transportation Funding Programs
 March 2022 Semi-Annual Review Adjustment Requests

OCTA-Initiated Request: Timely-Use of Funds Extension Updated Request - Comprehensive Transportation Funding Programs									
Agency	Project Number	Project	Project Title	Phase	Initial Contract Award Date ¹	First Offer Letter Date ²	Expenditure Deadline (Based off Offer Letter)	Board Approved Time Extension (Months)	Updated Expenditure Deadline
Brea	16-BREA-FST-3802	O	SR-57 & Lambert Road Interchange Improvements	ROW	6/6/2017	7/25/2018	7/25/2021	24 ³	7/25/2023

¹ Initial contract award date based off consultant services notice to proceed (NTP).

² Per CTFP Guidelines, funds for right-of-way (ROW) phases will expire after 36 months from the date of the first offer letter and/or, if contract services are required, 36 months from the contract NTP. First offer letter date will be considered the date of encumbrance for the ROW phase.

³ Approved by Board of Directors (Board) on August 10, 2020 during March 2020 semi-annual review

Acronyms

SR-57 - State Route 57

Comprehensive Transportation Funding Programs
 March 2022 Semi-Annual Review Adjustment Requests

OCTA-Initiated Requests: Technical Correction									
No	Agency	Project Number	Project	Project Title	Phase	Application Submittal O&M In-Kind Match %	O&M In-Kind Match Commitment	Post-Application Submittal Correction O&M In-Kind Match %	Technical Adjustment O&M In-Kind
1	Orange	11-ORNG-ECP-3588 ¹	X	Orange Old Towne Automatic Retractable Screens Project	O&M	45%	\$ 60,811	25%	\$ (36,036)
OCTA-Initiated Request (1) - Total Phase Allocation									

Reasons for Technical Adjustment

1. Technical correction

Acronyms

FY - Fiscal year

O&M - Operations and Maintenance

**Comprehensive Transportation Funding Programs
March 2022 Semi-Annual Review Adjustment Request Descriptions**

Delays

Local agencies may request delay(s) of up to 24-months to obligate funds. During the March 2022 semi-annual review cycle, the following delay requests were submitted.

The City of Orange (Orange) is requesting a 24-month delay for the operation and maintenance (O&M) phase of the Tustin Avenue and Rose Drive Regional Traffic Signal Synchronization Program Project (20-ORNG-TSP-3976), due to unforeseen supply chain impacts and construction-related delays resulting from the pandemic.

The Orange County Transportation Authority (OCTA), as administrative lead, is requesting a 24-month delay for the following three projects. Additional time is required due to unforeseen supply chain impacts and construction-related delays resulting from the pandemic.

- The O&M phase of the Red Hill Avenue Corridor Regional Traffic Signal Synchronization Program Project (19-OCTA-TSP-3939)
- The O&M phase of the Lake Forest Drive Traffic Signal Synchronization Project (19-OCTA-TSP-3940)
- The O&M phase of the Aliso Creek Road Traffic Signal Synchronization Program Project (19-OCTA-TSP-3941)

The City of Santa Ana (Santa Ana) is requesting a 24-month delay for the following two projects. Additional time is required to finalize right-of-way (ROW) acquisition.

- The construction (CON) phase of the Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue (20-SNTA-ACE-3968)
- The CON phase of the Bristol Street Improvements Phase 4 - Warner Avenue to St. Andrew Place (20-SNTA-ACE-3969)

The City of Yorba Linda (Yorba Linda) is requesting a 24-month delay for the CON phase of the Lakeview Avenue Widening from Bastanchury Road to Oriente Drive Project (21-YLND-ACE-3998), due to unforeseen construction-related delays resulting from design modifications.

Comprehensive Transportation Funding Programs (CTFP) Timely-Use of Funds Extensions

Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request extension(s) of up to 24 months. During this semi-annual review cycle, the following CTFP timely-use of funds extensions requests were submitted.

**Comprehensive Transportation Funding Programs
March 2022 Semi-Annual Review Adjustment Request Descriptions**

The City of Costa Mesa is requesting a 24-month timely-use of funds extension for the engineering (ENG) phase of the Newport Boulevard Widening from 19th Street to Superior Avenue Project (16-CMSA-ACE-3803), from April 2022 to April 2024. Additional time is required to complete the design review with California Department of Transportation (Caltrans) and to finalize project closeout processes.

The City of La Palma is requesting a 24-month timely-use of funds extension for the ENG phases of the La Palma Avenue / Del Amo Boulevard over Coyote Creek Bridge Replacement Project (16-LPMA-ACE-3810) from December 2022 to December 2024. Additional time is required to complete both the preliminary engineering and the final design. This request is due to due to unforeseen environmental assessment delays and impacts to the ability to collect viable public input resulting from the pandemic.

OCTA, as administrative lead, is requesting a 24-month timely-use of funds extension for the primary implementation (IMP) phase of the Katella Avenue, Villa Park Road, Santiago Canyon Road Regional Traffic Signal Synchronization Program Project (18-OCTA-TSP-3894) from April 2022 to April 2024 due to unforeseen supply chain impacts and equipment delivery delays resulting from the pandemic.

OCTA, as administrative lead, is also requesting a 24-month timely-use of funds extension for the IMP phase of the following two projects from February 2022 to February 2024. Additional time is required due to delays in finalizing contract amendments.

- Garden Grove Boulevard Traffic Signal Synchronization Program Project from Valley View Street to Bristol Street (18-OCTA-TSP-3897)
- Los Alisos Boulevard Route Project (18-OCTA-TSP-3905)

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

Once issued, LFS funds expire 36 months from the date of disbursement. OCTA tracks expenditures based on the fiscal year of receipt and processes extension requests in fiscal year increments for uniform review purposes. Requests for extensions must be submitted as part of the semi-annual review process prior to the end of the second year beyond the fiscal year of receipt of funds. Local agencies may request an extension of two fiscal years. During this semi-annual review cycle, the following timely-use of funds LFS extensions requests were submitted:

The City of Brea is requesting a timely-use of funds extension for \$271,268. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A. Brea has indicated these funds will be directed towards traffic sign and signal improvements and citywide street improvements.

- \$148,179, from June 2022 to June 2024

**Comprehensive Transportation Funding Programs
March 2022 Semi-Annual Review Adjustment Request Descriptions**

- \$123,089, from June 2022 to June 2024

The City of Fountain Valley (Fountain Valley) is requesting a timely-use of funds extension from June 2022 to June 2024 for disbursements received in fiscal year 2019-20, in an amount to be determined. Final amounts will be confirmed by the local jurisdiction prior to Board consideration.

The City of La Habra (La Habra) is requesting a timely-use of funds extension for \$951,079. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadlines provided in Attachment A. La Habra has indicated these funds will be directed towards citywide street improvements.

- \$177,208, from June 2022 to June 2024
- \$171,929, from June 2022 to June 2024
- \$152,596, from June 2022 to June 2024
- \$199,635, from June 2022 to June 2024
- \$136,404, from June 2022 to June 2024
- \$113,307, from June 2022 to June 2024

The City of (Newport Beach) is requesting a timely-use of funds extension for \$1,152,280. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A. Newport Beach has indicated these funds will be primarily directed towards citywide street improvements.

- \$207,769, from June 2022 to June 2024
- \$419,626, from June 2022 to June 2024
- \$286,716, from June 2022 to June 2024
- \$238,168, from June 2022 to June 2024

Santa Ana is requesting a timely-use of funds extension for \$3,374,800. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A. Santa Ana has indicated these funds will be primarily directed towards activities such as traffic signal improvements, street maintenance, and projects to reduce road congestion.

- \$2,103,960, from June 2022 to June 2024
- \$690,012, from June 2022 to June 2024
- \$580,828, from June 2022 to June 2024

The City of Tustin (Tustin) is requesting a timely-use of funds extension for \$742,293. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A. Tustin has indicated these funds will be primarily directed towards street maintenance.

- \$312,614, from June 2022 to June 2024
- \$234,711, from June 2022 to June 2024

**Comprehensive Transportation Funding Programs
March 2022 Semi-Annual Review Adjustment Request Descriptions**

- \$194,968, from June 2022 to June 2024

The City of Yorba Linda (Yorba Linda) is requesting a timely-use of funds extension for \$1,094,236. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A. Yorba Linda has indicated these funds will be primarily directed towards activities such as traffic signal improvements, street maintenance, and projects to reduce road congestion.

- \$203,882, from June 2022 to June 2024
- \$197,808, from June 2022 to June 2024
- \$175,565, from June 2022 to June 2024
- \$229,684, from June 2022 to June 2024
- \$156,935, from June 2022 to June 2024
- \$130,362, from June 2022 to June 2024

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

Once issued, SMP funds expire 36 months from the date of disbursement. OCTA tracks expenditures based on the fiscal year of receipt and processes extension requests in fiscal year increments for uniform review purposes. Requests for extensions must be submitted as part of the semi-annual review process prior to the end of the second year from the fiscal year of receipt of funds. Local agencies may request an extension(s) of up to two fiscal years. During this semi-annual review cycle, the following timely-use of funds SMP extensions requests were submitted:

The City of Aliso Viejo is requesting a timely-use of funds extension for \$17,265. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$4,377, from June 2022 to June 2024
- \$9,556, from June 2022 to June 2024
- \$8,957, from June 2022 to June 2024
- \$7,853, from June 2022 to June 2024

Anaheim is requesting a timely-use of funds extension from June 2022 to June 2024 for disbursements received in fiscal year 2019-20, in an amount to be determined. Final amounts will be confirmed by the local jurisdiction prior to Board consideration.

The City of Dana Point (Dana Point) is requesting a timely-use of funds extension for \$53,989. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$10,059, from June 2022 to June 2024
- \$9,760, from June 2022 to June 2024

**Comprehensive Transportation Funding Programs
March 2022 Semi-Annual Review Adjustment Request Descriptions**

- \$8,662, from June 2022 to June 2024
- \$11,332, from June 2022 to June 2024
- \$7,743 from June 2022 to June 2024
- \$6,432, from June 2022 to June 2024

Fountain Valley is requesting a timely-use of funds extension for disbursements received in fiscal year 2019-20 from June 2022 to June 2024 for \$17,095. The applicable disbursements will be confirmed by the local jurisdiction prior to Board consideration.

The City of Laguna Hills (Laguna Hills) is requesting a timely-use of funds extension for \$38,435. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$7,161, from June 2022 to June 2024
- \$6,948, from June 2022 to June 2024
- \$6,167, from June 2022 to June 2024
- \$8,068, from June 2022 to June 2024
- \$5,512, from June 2022 to June 2024
- \$4,579, from June 2022 to June 2024

The City of Lake Forest is requesting a timely-use of funds extension for \$46,173. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$11,571, from June 2022 to June 2024
- \$15,373, from June 2022 to June 2024
- \$10,504, from June 2022 to June 2024
- \$8,725, from June 2022 to June 2024

The City of Mission Viejo (Mission Viejo) is requesting a timely-use of funds extension for \$111,200. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$8,019, from June 2022 to June 2024
- \$22,923, from June 2022 to June 2024
- \$20,346, from June 2022 to June 2024
- \$26,618, from June 2022 to June 2024
- \$18,187, from June 2022 to June 2024
- \$15,107, from June 2022 to June 2024

The City of Placentia is requesting a timely-use of funds extension for \$19,286. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

Comprehensive Transportation Funding Programs March 2022 Semi-Annual Review Adjustment Request Descriptions

- \$3,791, from June 2022 to June 2024
- \$8,464, from June 2022 to June 2024
- \$7,031, from June 2022 to June 2024

The City of Rancho Santa Margarita is requesting a timely-use of funds extension for \$7,301. The funds being considered for extension were disbursed in two separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$3,837, from June 2022 to June 2024
- \$3,464, from June 2022 to June 2024

The City of San Clemente (San Clemente) is requesting a timely-use of funds extension for \$75,566. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$11,306, from June 2022 to June 2024
- \$14,276, from June 2022 to June 2024
- \$12,671, from June 2022 to June 2024
- \$16,577, from June 2022 to June 2024
- \$11,327, from June 2022 to June 2024
- \$9,409, from June 2022 to June 2024

The City of Villa Park is requesting a timely-use of funds extension for \$12,054. The funds being considered for extension were disbursed in six separate installments and must be expended by the extension deadlines provided in Attachment A.

- \$2,246, from June 2022 to June 2024
- \$2,179, from June 2022 to June 2024
- \$1,934, from June 2022 to June 2024
- \$2,530, from June 2022 to June 2024
- \$1,729, from June 2022 to June 2024
- \$1,436, from June 2022 to June 2024

Scope Changes

Agencies may request scope changes for CTFP projects if they can assure that project benefits as committed to in the project application can still be delivered. With the pandemic-induced supply chain issues and consequent high inflationary environment, scope reductions were allowed as an option for local jurisdictions and OCTA is not requiring a reduction in the funding allocation for projects that are requesting to deliver a reduced scope. During this semi-annual review cycle, the following scope change requests were submitted.

Comprehensive Transportation Funding Programs March 2022 Semi-Annual Review Adjustment Request Descriptions

Anaheim is requesting a scope change to the CON phase of the Catch Basin Screen Installation Project - 2021 (21-ANAH-ECP-4003). The scope change includes reducing the number of connector pipe screens (CPS) from 695 CPS to 430 CPS and reducing the number of catch basins receiving installations accordingly due to unforeseen supply chain issues and the high inflationary environment.

Dana Point is requesting a scope change to reinitiate pre-pandemic service schedule for its Project V services. In the March 2021 semi-annual review, the OCTA Board of Directors (Board) approved Dana Point's scope change request to implement a temporary reduction in its Project V services due to the pandemic. The reduction included postponing commencement of the seven days a week summer shuttle service from Memorial Day weekend to the end of June 2021 and operating only through Labor Day Weekend, instead of through the first week of October. The March 2021 modification also included a temporary reduction in revenue vehicle hours on certain days of operation.

After evaluation of the Summer 2021 seasonal service ridership and community engagement, Dana Point is requesting to remove the temporary service reductions to the following three Project V services, effective for the Summer 2022 season.

- Summer Weekend Trolley/Harbor Shuttle (14-DPNT-CBT-3742);
- Dana Point PCH Trolley (16-DPNT-CBT-3823); and
- Dana Point Trolley Continuity and Expansion and Weekend Service (18-DNPT-CBT-3911).

The City of Irvine (Irvine), as administrative lead for the Culver Drive / Bonita Canyon Drive / Ford Road Regional Traffic Signal Synchronization Programs Project (18-IRVN-TSP-3902), is requesting a scope change to the IMP phase with several components, which include removal of project components which are no longer necessary, modifications to unit types and improvement locations, addition of countdown pedestrian modules, video detection equipment enhancements, communication enhancements, increased fiber optic cable quantities, and additional network operations equipment. These modifications emerged during the project development and construction process and are requested in order to facilitate project completion and utilize project cost savings to enhance overall project benefits.

La Habra as administrative lead for the Lambert Road Corridor Project (20-LHAB-TSP-3975), is requesting a scope change to the IMP phase with several components, which include addition of adaptive traffic control system, video management system, and signal performance measures licenses; communication network upgrades and additional equipment; and modification to quantities and improvement locations. These modifications emerged during the project development and construction process and are requested in order to facilitate project completion and utilize project cost savings to enhance overall project benefits.

The City of Laguna Beach (Laguna Beach) is requesting a scope change in order to implement a service schedule modification to its Summer Breeze Bus Service (18-OCTA-

**Comprehensive Transportation Funding Programs
March 2022 Semi-Annual Review Adjustment Request Descriptions**

CBT-3912) that is outside of the original operating window specified in Laguna Beach's grant application. The modification includes extending the weekend service window to incorporate Fridays.

Laguna Hills is requesting a scope change to the CON phase of the CPS-Mod™ & ARS-CL™ Screen Project, Phase X (21-LHLL-ECP-4006). The scope change includes reducing the number of automatic retractable screens (ARS) from 252 ARS to 173 ARS and reducing the number of catch basins receiving installations accordingly due to unforeseen supply chain issues and the high inflationary environment.

Mission Viejo is requesting a scope change to the CON phase of the Mission Viejo Trash and Runoff Abatement Project (TRAP): CPS & ARS Installations in the North-Central City Area (21-MVJO-ECP-4008). The scope change includes reducing the number of ARS devices from 155 ARS to 85 ARS and reducing the number of catch basins receiving installations accordingly due to unforeseen supply chain issues and the high inflationary environment.

Mission Viejo is also requesting a scope change to the CON phase of the Mission Viejo Trash and Runoff Abatement Project (TRAP): Lower Curtis Park Bioretention Basin with Trash Capture (21-MVJO-ECP-4009). The scope change includes reducing the number of ARS devices from 17 ARS to seven ARS and reducing the number of catch basins receiving installations accordingly due to unforeseen supply chain issues and the high inflationary environment.

San Clemente is requesting a scope change to the CON phase of the San Clemente Pier and Pico Corridor Runoff Treatment Project (21-SCLM-ECP-4011). The scope change includes reducing the number of ARS devices from 246 ARS to 170 ARS, reducing the number of CPS devices from 99 CPS to 64 CPS, reducing the number of grate inlet trash screens (GIT) from three GIT to two GIT, and reducing the number of catch basins receiving installations accordingly due to unforeseen supply chain issues and the high inflationary environment.

San Clemente is also requesting approval of a scope change in order to implement modifications to its Project V services. These modifications include providing services outside of the original operating window specified in San Clemente's grant applications. San Clemente is requesting to extend weekend services by approximately three months through December for both the San Clemente Summer Trolley (16-SCLM-CBT-3840) and the San Clemente Trolley Expansion (18-SCLM-CBT-3914) services.

In addition, San Clemente is requesting to provide these Project V funded services for approximately three weeks in January/February 2024 in order to alleviate congestion-related impacts resulting from a downtown construction project. This is an update to the scope change requests that were approved by the Board during the September 2021 semi-annual review for both the San Clemente Summer Trolley (16-SCLM-CBT-3840) and the San Clemente Trolley Expansion (18-SCLM-CBT-3914) services. The September 2021 scope changes denoted a January/February 2022 timeframe for this

**Comprehensive Transportation Funding Programs
March 2022 Semi-Annual Review Adjustment Request Descriptions**

same purpose; however, as of March 2022, the downtown construction project has been rescheduled for 2024, which is the updated timeframe for when the services will be needed.

Yorba Linda is requesting a scope change to the preliminary ENG phase of the Yorba Linda Boulevard Widening Project (18-YLND-ACE-3910). The scope change includes additional technical studies that are required to finalize the National Environmental Policy Act (NEPA) portion of the environmental document. Since the final scope effort on the NEPA document requires coordinated information from the 65% design plans, the scope change also includes moving the NEPA clearance to the final design as part of the ENG phase of the Yorba Linda Widening Project (20-YLND-ACE-3971). With the California Environmental Quality Act (CEQA) document completed and approved, the 18-YLND-ACE-3910 grant would be considered complete upon delivery of the updated technical studies.

Yorba Linda is also requesting a scope change to the CON phase of the Lakeview Avenue Widening from Bastanchury Road to Oriente Drive Project (21-YLND-ACE-3998). The scope change includes replacing the Class II bike lane with an on-street bikeway sharrow striping in order to retain on-street parking.

Transfers

The CTFP Guidelines allow local jurisdictions to request to transfer up to 100 percent of projects savings between subsequent phases or years within a project. Funds can only be transferred to a phase or year 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 the semi-annual review process.

Irvine is requesting a transfer for the University Drive/Ridgeline Drive/Rosa Drew Lane Intersection Improvements Project (16-IRVN-ICE-3808). The request is to transfer general project savings in the amount of \$117,998 from the ROW phase to the CON phase through the University Drive/Ridgeline Drive Intersection Improvement Project (17-IRVN-ICE-3863).

OCTA is requesting a transfer for the Main Street Regional Traffic Signal Synchronization Project (18-OCTA-TSP-3901). The request is to transfer general project savings in the amount of \$163,345 from the IMP phase to the O&M phase.

Yorba Linda is requesting a transfer for the Yorba Linda Boulevard Widening Project (18-YLND-ACE-3910). This request is to transfer general project savings from the preliminary ENG phase to the final design ENG phase through the Yorba Linda Boulevard Widening Project (20-YLND-ACE-3971) in an amount to be determined.

**Comprehensive Transportation Funding Programs
March 2022 Semi-Annual Review Adjustment Request Descriptions**

Other/OCTA-Initiated

Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request an extension(s) of up to 24-months. For Project O grants, funds for ROW phases will expire after 36 months from the date of the first offer letter and/or, if contract services are required, 36 months from the contract NTP. First offer letter date will be considered the date of encumbrance for the ROW phase.

During this semi-annual review cycle, a change to the fund expenditure deadline is recommended to reflect an encumbrance date based on the first offer letter. This is different from what the Board approved in a previous semi-annual review.

Brea received Board approval for a 24-month timely use of funds extension during the March 2020 semi-annual review for the ROW phase of the SR-57 & Lambert Road Interchange Improvements Project (16-BREA-FST-3802). The extension to June 6, 2023 was based on the consultant contract award date of June 6, 2017. The first offer letter for ROW was issued on July 25, 2018, thus changing the encumbrance date changes the expenditure deadline for the ROW phase to July 25, 2023.

Staff is requesting approval of a technical correction for the City of Orange (City) project number 11-ORNG-ECP-3588 (Orange Old Towne Automatic Retractable Screens Project). For 2011 Project X Tier I projects, ongoing O&M for the project was allowed to be pledged as match in lieu of (or in addition to) a cash match. Orange indicated an O&M in-kind match rate of 45%, which was approved by the Board. However, the City contacted OCTA on April 2, 2012 to notify OCTA that the correct the match rate was 25%. Upon confirmation that the correction would have no impact on the competitiveness of the project, staff concurred with the request but did not follow through with a correction through the semi-annual review process at that time. Now that the project is near close out, staff is requesting a technical correction to this project's O&M in-kind match rate, in order to make it consistent with the applicant's intent.

The coronavirus pandemic continues to impact local agencies' abilities to conduct normal business. With the pandemic-induced supply chain issues and consequent high inflationary environment, the cost of stainless steel, the material used for the majority of devices funded through Project X Tier 1 Call for Projects, has increased significantly since the time applications were received in May of 2021. In recent discussions with local jurisdictions, it became clear that this was a countywide concern and was affecting project delivery in terms of unforeseen cost escalations beyond initial estimates and construction completion. Given these COVID-19 related issues, staff is recommending Board approval of delay requests for the projects listed below. This action addresses all of the Project X awards from the last cycle which have not yet awarded a contract. Staff is also recommending an exception to the CTFP Guidelines which generally do not allow for this kind of delay. The impacted projects are:

- The Catch Basin Screen Installation Project - 2021 (21-ANAH-ECP-4003);
- Huntington Beach Trash Removal Project - Phase 1 (21-HBCH-ECP-4004);

**Comprehensive Transportation Funding Programs
March 2022 Semi-Annual Review Adjustment Request Descriptions**

- Irvine Citywide Catch Basin Connector Pipe Screen Installation Phase 2 Project (21-IRVN-ECP-4005);
- CPS-Mod™ & ARS-CL™ Screen Project, Phase X (21-LHLL-ECP-4006);
- Catch Basin CPS Project (Citywide) (21-LSAL-ECP-4007);
- Mission Viejo Trash and Runoff Abatement Project (TRAP): CPS & ARS Installations in the North-Central City Area (21-MVJO-ECP-4008);
- Mission Viejo Trash and Runoff Abatement Project (TRAP): Lower Curtis Park Bioretention Basin With Trash Capture (21-MVJO-ECP-4009); and
- San Clemente Pier and Pico Corridor Runoff Treatment Project (21-SCLM-ECP-4011).



Correspondence



AGENDA

Technical Advisory Committee

Item# 3

Item 3, Attachment A: OCTA Board Items of Interest

- **Monday, March 28, 2022**
Item# 5: Low Carbon Transit Operations Recommendations for OC Bus Transit Projects
- **Monday, April 25, 2022**
Item# 17: Measure M2 Performance Assessment Report
- **Monday, May 9, 2022**
Item# 5: 2021 Pavement Management Relief Funding Program Update
Item# 14: Comprehensive Transportation Funding Programs – 2022 Call for Projects Programming Recommendations
- **Monday, May 12, 2022**
Item# 12: 2022 State Transportation Improvement Program Update



AGENDA

Technical Advisory Committee

Item# 3

Item 3, Attachment B: Announcements by Email

- March 23, 2022 OCTA Technical Advisory Committee Agenda and Meeting Information, *sent 3/18/2022*
- April 13, 2022 OCTA Technical Steering Committee Cancellation Notice, *sent 4/7/2022*
- April 27, 2022 Technical Advisory Committee Meeting Cancellation Notice, *sent 4/20/2022*
- May 11, 2022 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 5/4/2022*



AGENDA

Technical Advisory Committee

Item# 5A

State of California and Local Agency Funding Split for Infrastructure Investment and Jobs Act

Infrastructure Investment and Jobs Act

FORMULA FUNDING SUMMARY

Formula Funding Programs	IJA FFY 2022	State	Local
National Highway Performance Program (NHPP)	\$2,460	\$2,226	\$231
Surface Transportation Block Grant Program (STBGP)	\$1,197	\$360	\$837
Highway Safety Improvement Program (HSIP)	\$262	\$142	\$120
Railway-Highway Grade Crossings Program (RHCP)	\$17	\$0	\$17
Congestion Mit. and Air Quality Imp. Program (CMAQ)	\$506	\$0	\$506
Metropolitan Planning Program (MPP)	\$66	\$0	\$66
National Highway Freight Program (NHFP)	\$127	\$0	\$0
Carbon Reduction Program (CRP)	\$107	\$37	\$69
PROTECT Formula Program (PROTECT)	\$121	\$73	\$49
Electric Vehicle Formula Program (NEVI)	\$57	\$57	\$0
Bridge Replace & Rehab Program (BRIDGE)	\$575	\$322	\$253
GRAND TOTAL	\$5,495	\$3,217	\$2,147

60% 40%

FORMULA FUNDING SUMMARY

								CHANGE			
Formula Funding Programs	FASTact FFY 2021	State	Local		IIJA FFY 2022	State	Local		TOTAL	STATE	LOCAL
National Highway Performance Program (NHPP)	\$2,065	\$1,864	\$202		\$2,460	\$2,226	\$231		\$395	\$362	\$29
Surface Transportation Block Grant Program (STBGP)	\$1,042	\$336	\$706		\$1,197	\$360	\$837		\$155	\$24	\$131
Highway Safety Improvement Program (HSIP)	\$209	\$128	\$82		\$262	\$142	\$120		\$53	\$14	\$38
Railway-Highway Grade Crossings Program (RHCP)	\$17	\$0	\$17		\$17	\$0	\$17		\$0	\$0	\$0
Congestion Mit. and Air Quality Imp. Program (CMAQ)	\$495	\$0	\$495		\$506	\$0	\$506		\$11	\$0	\$11
Metropolitan Planning Program (MPP)	\$54	\$0	\$54		\$66	\$0	\$66		\$12	\$0	\$12
National Highway Freight Program (NHFP)	\$137	N/A	N/A		\$127	\$0	\$0		(\$10)	\$0	\$0
Carbon Reduction Program (CRP)	N/A	N/A	N/A		\$107	\$37	\$69		\$107	\$37	\$69
PROTECT Formula Program (PROTECT)	N/A	N/A	N/A		\$121	\$73	\$49		\$121	\$73	\$49
Electric Vehicle Formula Program (NEVI)	N/A	N/A	N/A		\$57	\$57	\$0		\$57	\$57	\$0
Bridge Replace & Rehab Program (BRIDGE)	N/A	N/A	N/A		\$575	\$322	\$253		\$575	\$322	\$253
GRAND TOTAL	\$4,019	\$2,328	\$1,556		\$5,495	\$3,217	\$2,147		\$1,476	\$889	\$591
						60%	40%				
									60%	40%	

Note of clarification, some of the totals do not match due to independent rounding and program-specific adjustments (such as the -\$3M sequestration adjustment to NHPP).

FORMULA FUNDING SUMMARY



AGENDA

Technical Advisory Committee

Item# 5B

M2 Eligibility FY 2022/23 Submittals Reminders

**Measure M2 Eligibility Requirements and Submittal Schedule Summary
Fiscal Year 2022-23**

Compliance Category	Frequency (submitted)	Due June 30, 2022
Capital Improvement Program	Annual (June 30, 2022)	✓
Circulation Element/Master Plan of Arterial Highways Consistency	Biennial (June 30, 2023)	N/A – next cycle
Congestion Management Program	Biennial (June 30, 2023)	N/A – next cycle
Expenditure Report	Annual (December 31, 2022)	N/A – due Dec. 2022
Local Signal Synchronization Plan	Every Three Years (i.e., June 30, 2023)	N/A – next cycle
Maintenance of Effort	Annual (June 30, 2022)	✓
Mitigation Fee Program (MFP)	Biennial (June 30, 2023) ¹	N/A – next cycle
No Supplanting of Developer Fees	Annual (June 30, 2022)	✓
Pavement Management Plan (PMP)	Biennial (June 30, 2022) ²	✓
Timely Submittal of Project Final Reports	Within Six Months of Project Completion	Ongoing
Timely Use of Net Revenues	Annual (June 30, 2022)	✓
Traffic Forum Participation	Annual (June 30, 2022)	✓
Transit and Non-Motorized Transportation Land-Use Planning Strategies	Annual (June 30, 2022)	✓

N/A – Not applicable

¹ A jurisdiction must submit their updated program and revised fee schedule or process methodology when the jurisdiction updates their MFP and/or nexus study.

² 14 agencies update their PMPs on odd-numbered fiscal years, while 21 agencies update their PMPs on even-numbered fiscal years.

Pavement Management Plan (PMP) Submittal Schedule for FY 2022-23

Local Jurisdiction	Due June 30, 2022
Aliso Viejo	✓
Anaheim	N/A – due next cycle
Brea	N/A – due next cycle
Buena Park	✓
Costa Mesa	✓
County of Orange	N/A – due next cycle
Cypress	N/A – due next cycle
Dana Point	N/A – due next cycle
Fountain Valley	✓
Fullerton	✓
Garden Grove	✓
Huntington Beach	✓
Irvine	N/A – due next cycle
La Habra	N/A – due next cycle
La Palma	✓
Laguna Beach	✓
Laguna Hills	✓
Laguna Niguel	✓
Laguna Woods	✓
Lake Forest	N/A – due next cycle
Los Alamitos	N/A – due next cycle
Mission Viejo	✓
Newport Beach	N/A – due next cycle
Orange	✓
Placentia	✓
Rancho Santa Margarita	✓
San Clemente	N/A – due next cycle
San Juan Capistrano	N/A – due next cycle
Santa Ana	✓
Seal Beach	✓
Stanton	N/A – due next cycle
Tustin	N/A – due next cycle
Villa Park	✓
Westminster	✓
Yorba Linda	✓