



# AGENDA

*Technical Advisory Committee*

## **Committee Members**

|                        |                                       |
|------------------------|---------------------------------------|
| Raja Sethuraman, Chair | <i>City of Costa Mesa</i>             |
| Jamie Lai, Vice Chair  | <i>City of Yorba Linda</i>            |
| Shaun Pelletier        | <i>City of Aliso Viejo</i>            |
| Rudy Emami             | <i>City of Anaheim</i>                |
| Michael Ho             | <i>City of Brea</i>                   |
| Mina Mikhael           | <i>City of Buena Park</i>             |
| Doug Dancs             | <i>City of Cypress</i>                |
| Matthew Sinacori       | <i>City of Dana Point</i>             |
| Temo Galvez            | <i>City of Fountain Valley</i>        |
| Stephen Bise           | <i>City of Fullerton</i>              |
| Dan Candelaria         | <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>               |
| Andy Ramirez           | <i>City of La Palma</i>               |
| Mark Trestik           | <i>City of Laguna Beach</i>           |
| Joe Ames               | <i>City of Laguna Hills</i>           |
| Jacki Scott            | <i>City of Laguna Niguel</i>          |
| Gerald Tom             | <i>City of Laguna Woods</i>           |
| Tom Wheeler            | <i>City of Lake Forest</i>            |
| Chris Kelley           | <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>    |
| Nabil Saba             | <i>City of Santa Ana</i>              |
| Iris Lee               | <i>City of Seal Beach</i>             |
| Cesar Rangel           | <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>            |
| Robert McLean          | <i>County of Orange</i>               |
| Tifini Tran            | <i>Caltrans Ex-Officio</i>            |

*Orange County Transportation Authority  
550 South Main Street, Room 08 & 09  
Orange, California  
June 28, 2023 1:30 p.m.*

## **Teleconference Site**

*City of Dana Point - Public works  
33282 Golden Lantern, Suite 212  
Dana Point, California*

*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) 560-5528, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.*



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## **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](http://www.octa.net) or through the Clerk of the Board's office at: OCTA Headquarters, 600 South Main Street, Orange, California.*

## **In-Person Comment**

*Members of the public may attend in-person and address the Committee regarding any item. Speakers will be recognized by the Chairman at the time the agenda item is to be considered.*

## **Written Comment**

*Written public comments may also be submitted by emailing them to [kmartinez@octa.net](mailto:kmartinez@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

## Consent Calendar

### 1. Approval of Minutes

Approval of Technical Advisory Committee regular meeting minutes from the April 26, 2023 meeting.

## Regular Items

### 2. Measure M2 Comprehensive Transportation Funding Programs – Proposed Guidelines Modifications – Adrian Salazar

#### *Overview*

Measure M2 allocates net revenues for the development of various competitive programs which provide funding for transit, environmental cleanup, and local streets and roads projects. Funding for local streets and roads projects is anticipated to be made available, subject to Board of Directors approval, through a 2024 call for projects for the Regional Capacity Program and Regional Traffic Signal Synchronization Program. Staff has updated the Comprehensive Transportation Funding Programs Guidelines and is seeking direction to advance these proposed revisions to the Orange County Transportation Authority's Board of Directors for consideration and approval.

#### *Recommendation*

Recommend to the Board of Directors, approval of proposed updates to the Comprehensive Transportation Funding Programs Guidelines for a 2024 call for projects.

## Discussion Items

### 3. 2023 Complete Streets Call Update – Denise Sifford

### 4. OC Loops: Bicycle Gap Closure Feasibility Study – Peter Sotherland

### 5. Countywide Pavement Assessment Report – Harry Thomas

### 6. Correspondence

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

### 7. Committee Comments



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**8. Staff Comments**

- Local Programs Updates – Charvalen Alacar

**9. Items for Future Agendas**

**10. Caltrans Local Assistance Update**

- Pavement Management Relief Funding Program Update –  
Jonathan Lawhead, Caltrans / Heidi Busslinger, OCTA

**11. Public Comments**

**12. Adjournment**

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



# **April 26, 2023 Minutes**



# MINUTES

Technical Advisory Committee

Item# 1

## **Voting Representatives Present:**

|                  |                                |
|------------------|--------------------------------|
| Quang Le         | City of Aliso Viejo            |
| Rudy Emami       | City of Anaheim                |
| Mina Mikhael     | City of Buena Park             |
| Raja Sethuraman  | City of Costa Mesa             |
| Robert McLean    | County of Orange               |
| Matthew Sinacori | City of Dana Point             |
| Hye Jin Lee      | City of Fountain Valley        |
| Stephen Bise     | City of Fullerton              |
| Chau Vu          | City of Huntington Beach       |
| Jaimee Bourgeois | City of Irvine                 |
| Andy Ramirez     | City of La Palma               |
| Mark Trestik     | City of Laguna Beach           |
| Joe Ames         | City of Laguna Hills           |
| Jacki Scott      | City of Laguna Niguel          |
| Tom Wheeler      | City of Lake Forest            |
| David Webb       | City of Newport Beach          |
| Christopher Cash | City of Orange                 |
| Luis Estevez     | City of Placentia              |
| Brendan Dugan    | City of Rancho Santa Margarita |
| Zak Ponsen       | City of San Clemente           |
| Tom Toman        | City of San Juan Capistrano    |
| Nabil Saba       | City of Santa Ana              |
| Iris Lee         | City of Seal Beach             |
| Cesar Rangel     | City of Stanton                |
| Doug Stack       | City of Tustin                 |
| Daniel Hsieh     | City of Westminster            |
| Jamie Lai        | City of Yorba Linda            |

Orange County Transportation Authority  
550 S. Main Street, Room 09  
Orange, CA  
**April 26, 2023 1:30 p.m.**

## **Staff Present:**

Kia Mortazavi  
Kurt Brotcke  
Adriann Cardoso  
Charvalen Alacar  
Louis Zhao  
Adrian Salazar  
Heidi Busslinger  
Cynthia Morales  
Kelsey Imler  
Nylinne Nguyen  
Kristopher Martinez

## **Voting Representatives Absent:**

|                  |                       |
|------------------|-----------------------|
| Michael Ho       | City of Brea          |
| Doug Dancs       | City of Cypress       |
| William Murray   | City of Garden Grove  |
| Albert Mendoza   | City of La Habra      |
| Akram Hindiyeh   | City of Laguna Woods  |
| Chris Kelley     | City of Los Alamitos  |
| Mark Chagnon     | City of Mission Viejo |
| Hamid Torkamanha | City of Villa Park    |

## **Guests Present:**

|                  |                      |
|------------------|----------------------|
| Nichole Squirrel | City of Dana Point   |
| Dan Candelaria   | City of Garden Grove |
| Gerald Tom       | City of Laguna Woods |
| Oliver Luu       | Caltrans             |
| Reza Faraz       | Caltrans             |



*The meeting was called to order by Chair Sethuraman at 1:30pm.*

## **Self-Introductions**

## **Consent Calendar**

- 1. The Minutes for the November 9, 2022 meeting and the February 22, 2023 meeting were approved.**

Mr. Sethuraman stated that because quorum was not met at the previous Technical Advisory Committee (TAC) meeting, two sets of meeting minutes would be approved.

Mr. Wheeler motioned to approve the minutes.

Mr. Stack seconded the motion.

The items were approved; there was no further discussion.

## **Regular Items**

- 2. Comprehensive Transportation Funding Programs Semi-Annual Review – March 2023 – Charvalen Alacar**

Ms. Alacar provided an overview of the proposed adjustment requests for the Orange County Transportation Authority (OCTA) March 2023 Comprehensive Transportation Funding Programs (CTFP) Semi-Annual Review.

Ms. Alacar stated that in total, 114 project adjustments were being advanced for TAC approval, and ultimately for OCTA Board of Directors (Board) consideration and approval. She then provided a summary of the recommended project adjustments requests, which included:

- 5 cancellations;
- 5 delays;
- 3 timely-use of funds extensions for CTFP projects;
- 24 timely-use of funds extensions for Local Fair Share (LFS) allocations;
- 64 timely-use of funds extensions for Senior Mobility Program (SMP) allocations;
- 10 scope changes; and
- 3 project fund transfers.



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Ms. Alacar noted that the proposed modifications are consistent with expectations for a March semi-annual review cycle. She added that nearly 60% of the requests mentioned some type of prolonged impact from the pandemic, with labor shortages, supply chain impacts, and diminished ridership at the forefront.

Ms. Alacar stated that given the impacts of the pandemic, staff was proposing an exception to a CTFP Guidelines, Measure M2 (M2) Eligibility, and SMP Guidelines requirement pertaining to when submittal requests and documentation were due for three LFS allocations and four SMP allocations that were disbursed in fiscal year (FY) 2020 during the start of the pandemic.

Ms. Alacar stated that approval of all the project adjustments and the guidelines exceptions identified in the staff report was requested from the TAC. She concluded by stating that the project adjustments were appropriate and necessary from a CTFP administration perspective and that staff was seeking approval to advance the proposed project adjustments to the OCTA Board for their final review and consideration in June.

Mr. Wheeler commented in support of staff's recommendation and its necessity.

Ms. Iris Lee thanked staff for recommending the exception for the timely-use of funds extensions.

Ms. Vu forwarded the motion.

Mr. Wheeler seconded the motion.

The motion was approved with no further discussion.

## **Discussion Items**

### **3. Infrastructure Investments and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) Funding – Adriann Cardoso**

Ms. Cardoso provided an update on the IIJA and BIL appropriations plan as requested during the February Technical Steering Committee (TSC) meeting.

Ms. Cardoso reported that the IIJA program would provide \$1.2 trillion over five years, with \$550 billion in new spending and \$567 billion for transportation. She noted that the highways funding increases by an average of \$1.7 billion annually to the State of California (State).





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Ms. Cardoso stated that the Federal Highway Administration (FHWA) previously had seven core formula programs and referred to slide 4 for the expanded list of programs in California, which reflects an increase of funding from \$4 billion in 2021 to \$5.5 billion in 2022. She also reported that the overall nationwide funding increased by almost 45% over five years from \$211 billion to \$306 billion over the five-year period.

Ms. Cardoso clarified that State funding will increase from \$4 billion per year to \$5.5 billion per year in federal formula funds.

Ms. Cardoso explained that with each new act, the California Department of Transportation (Caltrans) and the regional and local agencies come together and work on splitting the funds between direct state needs and local or regional programs. She stated that out of the \$5.5 billion, the State will provide \$2.1 billion for programs that typically flow through Caltrans local assistance programs.

Ms. Cardoso reported that California Transportation Commission (CTC) programs that direct federal funds to local agency projects include:

- Active Transportation Program (TAP set aside)
- Local Transportation Climate Adaptation Program (PROTECT)
- Trade Corridor Enhancement Program (NHFP)

Ms. Cardoso reported that Caltrans programs that direct federal funds to local agency projects include:

- Bridge Program (NHPP, Bridge, STBG)
- Highway Safety Improvement Program (HSIP & RHCP)
- National Electric Vehicle Infrastructure Formula Program (NEVI)
- Caltrans Planning Grant Programs (MPP/FTA Planning)

Ms. Cardoso stated that for the federal competitive programs, projects will be selected through a performance-based selection which requires extensive information on the application on benefits and cost-benefit analysis. She stated that most capacity enhancement and arterial projects are discouraged as they are viewed as increasing vehicle miles traveled (VMT), which is deemed a problem at both the state and federal level. Ms. Cardoso explained that agencies are encouraged to expand transit to develop projects that focus on complete streets, bicycles and pedestrian infrastructure, operations, state of good repair, and environmental projects.



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Ms. Cardoso reported that a new requirement intended to mitigate the environmental justice issues in transportation is the federal goal that 40% of all funding must be used in Justice 40, low income, and disadvantaged communities.

Ms. Cardoso stated that safety continues to be a concern and the federal government is looking for innovative projects and work force development projects.

Ms. Cardoso stated that the federal government is still offering funding through Infrastructure for Rebuilding America (INFRA) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE), as well as the new programs such as the Mega Grant program, the Federal Bridge Program and the Congestion Relief program. She added that it is likely that this is the only set of programs that one could submit a capacity increasing project for consideration.

Ms. Cardoso recommended that for capacity increasing projects that have a bike or pedestrian element, local agencies should apply for funding on those elements and not the whole project.

Ms. Cardoso stated that with respect to rail programs offered through the Federal Rail Administration (FRA), local agencies may be interested in the Railroad Crossing Elimination program and more information would be available in the summer.

Ms. Cardoso added that the climate programs would be beneficial to all local agencies and that the notice of funding availability for the PROTECT federal grant program came out that week with applications due in August. She stated that charging and fueling infrastructure grant applications are due at the end of May and applications for wildlife crossing grants are due at the beginning of August.

Ms. Cardoso referred to a list of resources on slide 12 and highlighted [grants.gov](https://www.grants.gov), where grant applications would also be submitted.

Ms. Cardoso reported on a list of technology grants and a program designed to help train individuals for infrastructure jobs:

- Advanced Transportation and Innovative Mobility Development (ATTIMD) or Advanced Transportation Technology and Innovation Program (ATTAIN)
- Advanced Drivers Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration



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- Strengthening Mobility and Revolutionizing Transportation (SMART) Demonstration
- Public Transportation Technical Assistance and Workforce Development
- Building Pathways to Infrastructure Jobs Grant Program

Ms. Cardoso stated that with respect to Federal Transit Administration (FTA) competitive grants, the All Station Accessibility Program (ASAP) would be of interest to local jurisdictions with Metrolink stations that could use improvements, particularly related to the Americans with Disabilities Act (ADA) and accessibility.

Ms. Cardoso directed anyone interested in applying for the FTA programs to coordinate with OCTA to access the funds.

Ms. Cardoso shared the list of open grants on slide 11 and introduced Mr. Zhao.

Mr. Zhao reported on upcoming grant deadlines:

- STATE Caltrans GRANT – Clean California Local Grant Program, due April 28, 2023
- Charging and Fueling Infrastructure Discretionary Grant Program, due May 30, 2023
- Building Pathways to Infrastructure Jobs Grant Program, due July 7, 2023
- Safe Streets for All (SS4A), due July 10, 2023
- STATE CTC GRANT – Local Transportation Climate Adaptation Program (LCTAP), due July 19, 2023
- Wildlife Crossing Elimination, due August 1, 2023
- PROTECT Grants – Federal Competitive, due August 18, 2023

Mr. Zhao compared the Clean California Local Grant Program to the Transportation Enhancement Program from 15 years ago and stated that this program would fund projects to enhance and beautify local jurisdictions.

Mr. Zhao stated that the Charging and Fueling Infrastructure Discretionary Grant Program would serve to prepare local jurisdictions for electric vehicle infrastructure.

Mr. Zhao stated that the Building Pathways to Infrastructure Jobs Grant Program through the Department of Labor is one of the first dedicated to workforce development.



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Mr. Zhao presented the SS4A program as an alternative to the State's active transportation program. He also acknowledged the local jurisdictions' success applying for this grant in the previous year securing over \$4 million countywide.

Mr. Zhao reported that while not official, the STATE CTC Grant is expected to be released in the May-June timeframe.

Mr. Zhao stated while more obscure, the Wildlife Crossing Elimination grant assists with preventing animal killings on the roads.

Mr. Zhao compared the PROTECT Grant to the STATE LCTAP Program in that they both fund areas susceptible flooding and mudslides.

Ms. Cardoso stated that resources would be posted on the TAC website and that these resources could be used to search and apply for grants outside of the field of transportation. She emphasized looking at grants.gov and the California Grants Portal at grants.ca.gov.

Mr. Estevez asked about the mention of a transit-oriented development pilot project in a previous slide.

Ms. Cardoso stated that in previous years this opportunity had very little funding available and that at this time there was no additional information.

Ms. Iris Lee asked if the slides presented would be provided.

Ms. Cardoso stated that the presentation would be posted on the TAC website with the agenda.

Ms. Iris Lee asked if there was any discussion on formulaic funding or if there was any opportunity at all.

Ms. Cardoso stated that at a federal level, she did not see any opportunities for formulaic funding. She added that there was a finding by federal agencies that Metropolitan Planning Organizations (MPOs) should be responsible for selecting projects and cannot establish formulas based on population. Project selection needs to be based on performance-based planning and programming.

Ms. Cardoso reported that OCTA will be required to submit applications to Southern California Association of Governments (SCAG) now and it will become difficult to provide formula funds for local agency needs.



## 4. 2023 Complete Streets Call for Projects – Louis Zhao

Mr. Zhao stated that many TAC members have asked about the next iteration of the Bicycle Corridor Improvement Program (BCIP) and that staff has been working on this throughout the last year.

Mr. Zhao stated that Ms. Cardoso's comments about formula allocations and how projects are selected affect this call for projects (call). He reported that SCAG will be much more involved in this call and added that what is being brought before the TAC is not a set of guidelines but a framework for discussion.

Mr. Zhao stated that OCTA has awarded \$86 million since 2012, including approximately \$25 million in 2019. He added that the new complete streets program looks to build off the legacy programs and consider developing new policies and practices being applied by cities, relevant to active transportation.

Mr. Zhao presented typical goals of complete streets projects:

- Complete and close gaps in the transportation network;
- Improve access and safety; and
- Consider benefits for all user types.

Mr. Zhao reported that SCAG will have an expectation for all agencies to have conducted outreach in the selection of the project and must be able to provide back up that the community was involved in the project selection process.

Mr. Zhao stated that OCTA sent a survey and letter of interest to all agencies at the end of 2022 and thanked those who responded and have had conversations about the types of projects that will be delivered in the future. He stated that with this call, OCTA also reflected on planning efforts, looking at different strategies and project types. He added that local jurisdictions will be required to justify the project selection with the outreach performed.

Mr. Zhao reported that the Board set aside \$55 million for this call, the funds being IJJA funds from FY 2023-24 to FY 2025-26. He added that the call is expected to be released in the next month with project selection expected to take place in September.

Mr. Zhao provided an overview on the federal funding requirements and noted that all projects will need to demonstrate support to the Connect SoCal Performance Measure. He specified that while it does not differ from the standard federal requirements, it will be reviewed when submitting an application. He reviewed the



second requirement, which states that projects must contain an air quality justification to be eligible for funding, and commented that this is not a new requirement and is required in BCIP calls.

Mr. Zhao concluded by stating that staff is working to expand the eligibility of the program.

Ms. Lai asked if funding would be split into other categories such as right-of-way (ROW) or if the entirety of funds would go under construction.

Mr. Zhao responded that they are looking at design, ROW, and construction phases in the current draft, with the main goal being to deliver projects.

## **5. 2024 M2 Project V Call for Projects Update – Charvalen Alacar**

Ms. Alacar provided an update on the next anticipated call for the M2 community-based transit circulators program (Project V). She reported that since M2 inception in 2011, OCTA has issued four Project V calls in 2013, 2016, 2018, and 2020, resulting in \$52 million being awarded for 35 services and 10 planning studies, 19 of which are in operation.

Ms. Alacar presented the Project V program objectives of: encouraging new, well-coordinated, flexible transportation systems customized to each community's needs; developing new local transit options that complement and provide connections to regional bus and rail services; meeting transportation needs in areas not served by regional transit; and competitively funding effective and user-friendly services countywide that do not duplicate or compete with existing transit services.

Ms. Alacar referred to slide 4 with the anticipated call schedule. She stated that OCTA sent letters in mid-April to the city managers, public works directors, and TAC representatives for each local jurisdiction, soliciting letters of interest in a future call.

Ms. Alacar reported that staff has since heard back from two agencies and provided a reminder of the May 19, 2023, due date. She stated that staff will review the responses and present a report to the Board in early August requesting authorization to move forward with a 2024 call. She added that upon Board approval, OCTA will host a virtual transit operator vendor fair to connect the local agencies directly with transit operators that provide services in the county.



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Ms. Alacar stated that in the September/October timeframe, staff would begin drafting the Project V guidelines for a 2024 call, which would incorporate input from the stakeholders. She stated that Project V guidelines revisions would then be presented to the Board in November 2023, which upon their approval would issue the 2024 call.

Ms. Alacar noted that this would give agencies five to six weeks to prepare application packages for the submittal deadline in late December. She stated that staff will review applications from January to March and present the programming recommendations to the Board in April 2024.

Ms. Iris Lee asked if a minimum number of letters of interest would need to be received before the subsequent steps take place.

Ms. Alacar stated that staff would like as many letters of interest as possible. She added that the time frame to receive responses could be extended but staff would not want to delay the call process.

Ms. Alacar stated that in the past OCTA has received 10 to 12 letters of interest.

Ms. Iris Lee asked if micro transit will qualify as transit service under Project V.

Ms. Cardoso responded that it will be considered with the important aspect being that it be a shared ride and that accessibility be addressed with how rides are called and dispatched.

Ms. Bourgeois asked if a pilot program in service would be eligible prior to being awarded or not.

Ms. Cardoso explained that it would not be eligible as it would have to already be in the Project V program as a continuation of an existing Project V service or it would have to be a brand-new service being established as a way to let new community shuttles commence service.

Ms. Bourgeois asked how quickly the funds would be available if the City of Irvine held off on starting their service.

Ms. Cardoso stated that based on the schedule that was presented it would likely be July 2024. She added that in past cycles, pre-award authority has been granted to allow service to start before the cooperative agreement is executed but within the programmed fiscal year but that will need to be defined in the guidelines.



## 6. Correspondence

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

## 7. Committee Comments

Ms. Iris Lee stated that many agencies who will be submitting a project have not received the certifications required for FHWA approval. She followed up by asking if OCTA would consider including submittal to FHWA with the September 30, 2023, deadline or if full approval will be needed by then.

Ms. Cardoso stated that if agencies can get their projects obligated by September 30, 2023, OCTA's last opportunity to move funding with the CTC will be at the October meeting. She stated that funds have to be obligated by the end of the federal fiscal year, or if it looks like funds will not be obligated by the August/September time frame, a change request may have to be submitted to the CTC and withdraw when funds are obligated.

Ms. Iris Lee stated that there is about a 30-day review period after submittal and asked if there has been a commitment by the FHWA to review the submittal within the regular time frame.

Ms. Cardoso stated that Caltrans is expected to comment on this during their presentation.

Mr. Sethuraman stated that there would be more discussion from Caltrans as part of Item 10.

## 8. Staff Comments

Mr. Salazar provided a reminder that the 2023 Environmental Cleanup Program (ECP – Project X) Tier 1 call for projects application deadline is on April 27, 2023, at 5:00 p.m. and stated that applicants must submit both an electronic copy and unbound paper copy.

Mr. Salazar stated that staff is soliciting the Environmental Cleanup Allocation Committee (ECAC) for interest/recruitment of members to participate on the Application Review Committee for this call. He explained that participation as an evaluator required a commitment of roughly 25 hours over a two-month period and





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ECAC members are eligible. He added that scoring training would occur on May 10, 2023, and a final scoring meeting would take place on June 21, 2023.

Mr. Salazar concluded by asking those interested to contact him by May 5, 2023.

Ms. Imler reported that Phase 1 of the FY 2023-24 M2 eligibility cycle is underway. She added that the updated guidelines and other materials, as well as the adjusted MOE benchmarks, were approved by the OCTA Board on April 10, 2023. Ms. Imler stated that OCTA hosted the annual M2 Eligibility Workshop the prior week and that the slides from the workshop and the other updated eligibility documents and information are available on the OC Go Eligibility webpage.

Ms. Imler provided a reminder that the 11 eligibility requirements this cycle are due by June 30, 2023, and strongly encouraged local agencies to provide draft materials for review, especially for items that require City Council/Board of Supervisors adoption.

Ms. Vu asked if the Local Signal Synchronization Plan (LSSP) guidelines or any changes to the templates could be sent out earlier than March in order to meet the June 30 deadline.

Ms. Imler stated that additional information could be sent out regarding changes to the template.

## **9. Items for Future Agendas**

Ms. Lai asked if staff could share information on any future potential pavement preservation funding opportunities.

## **10. Caltrans Local Assistance Update**

Mr. Luu provided the Caltrans District 12 Local Assistance update and stated that the deadline to submit allocations and time extensions to District Local Assistance is May 1, 2023, for the June 2023 CTC meeting, June 19, 2022, for the August 2023 CTC meeting, and August 21, 2023, for the October 2023 CTC meeting.

Mr. Luu reported that the current inactive invoicing quarter began on April 1, 2022. The deadline for inactive invoices to be submitted is May 23, 2023. He added that letters will be delivered to agencies with inactive or potential future inactive invoices within the next two weeks.



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Mr. Luu stated that related to the Active Transportation Project, CTC adopted the Statewide component of ATP Cycle 6 on December 7-8, 2022, and the MPO component will be posted May 12, 2023, and finalized for the June 2023 CTC Meeting.

Mr. Luu stated that the Cycle 2 application deadline for the Clean California Local Grant Program (CCLGP) is April 28, 2023, at 5:00 PM August/September 2023 for project award notification and that the recordings of previous Cycle 2 application workshops can be viewed on the Caltrans website. He added that the Cycle 1 quarterly progress report is due April 30, 2023.

Mr. Luu reported that the status of any potential future cycles is unknown.

Mr. Luu provided an update on the Highway Safety Improvement Program (HSIP), reporting that the Cycle 11 call for projects was announced on May 9, 2022.

Mr. Luu reminded agencies to implement the 2022 Construction Contract Standards by May 1. He added that the 2023 Construction Contract Standards, will be implemented on July 24.

Mr. Luu stated that agencies can now come in for EPSP and Post-Programming changes for Highway Bridge Program projects.

Mr. Luu provided a reminder of upcoming training opportunities including Local Assistance Training Day, Labor Compliance for Local Public Agencies, Program Funding Opportunities Webinar, and A&E Oversight Training.

Mr. Luu stated that Local jurisdictions that they remain required to comply with all Title VI requirements.

Mr. Luu reported that Jonathan Lawhead is the temporary Clean California Program Coordinator.

Mr. Faraz provided an overview on the typical process to allocate funds for a federally funded project such as the environmental approval, ROW certification, and the obligation of funds to local assistance.

Mr. Faraz stated that the environmental branch and ROW branch are separate entities that typically contact the agencies directly to obtain ROW certification and environmental approval. He stated that for ROW certification, usually the ROW branch sends a memo to the agency with the project checklist. He noted that upon



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completion and in conjunction with receiving environmental approval, work can commence on ROW issues.

Mr. Faraz stated that there tends to be a preconception that because a project is in an agency's ROW, the certification will be almost guaranteed. He explained that there are typically utilities on the roadway and noted that any utility adjustment requires the full ROW to be reviewed, a notice to the owner, and execution of a utility agreement which makes it a longer process to certify ROW documentation.

Mr. Faraz encouraged agencies to take their plans and specifications to the ROW branch in order to be introduced to a ROW agent that they will work with directly to achieve ROW certification.

Mr. Faraz stated that funds can be obligated in two ways and specified that it cannot be done without the ROW certification or until the environmental documents have been completed. He added that Local Assistance remains committed to obligating funding before September 30.

Mr. Faraz reported that of the projects that have been approved, few agencies have had their projects obligated, leaving over 20 projects to be obligated by the end of September. He added that the ROW branch reviews all ongoing Caltrans projects and not exclusively Local Assistance.

Ms. Iris Lee stated that she appreciated Local Assistance was making a commitment to turn things around as fast as possible. She noted that ROW and environmental still fall under the Caltrans umbrella and requested a commitment that Caltrans will help move this forward.

Ms. Lee added that she also appreciated that Mr. Faraz stated that all boxes need to be checked before ROW can be reviewed. She stated hearing that even if everything has been addressed it is still taking one to two months for ROW to review.

Ms. Lee stated that this timeframe is unreasonable given the deadline and the amount of funds at stake.

Mr. Faraz thanked Ms. Lee for her comment and reiterated that the ROW branch is its own branch that it does not only deal with Local Assistance projects. He also clarified that turn around for review is three to four weeks.

Mr. Ames asked what constitutes a utility agreement in the eyes of Caltrans.



# MINUTES

*Technical Advisory Committee*

*Item# 1*

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Mr. Faraz clarified that it is not in the eyes of Caltrans but the FHWA before responding with making adjustments to the utility manholes.

Mr. Ames asked that if he would mark "No" on the adjustments if he is grinding one and one half to two inches but does an excellent job at matching up the finish surface elevations right against the rim of the manhole.

Mr. Faraz directed Mr. Ames to ask his ROW agent.

Mr. Ames asked for clarification if plans and specifications had to be provided and if initial plans were the correct set of plans to provide.

Mr. Faraz responded in the affirmative that the ROW branch has to review the plans and specifications and ensure that what was indicated on the certification matches the plans.

Mr. Ames asked for clarification on whether 100% or conceptual plans should be provided.

Mr. Faraz stated that the ROW branch likes to see the plans that have been signed off on in order to see the final product.

**11. Public Comments – None**

**12. The meeting was adjourned at 2:39 p.m.**



## **AGENDA**

*Technical Advisory Committee*

*Item# 2*

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# **2024 Comprehensive Transportation Funding Programs Guidelines Update**



*June 28, 2023*

**To:** Technical Advisory Committee

**From:** Orange County Transportation Authority Staff

**Subject:** Measure M2 Comprehensive Transportation Funding Programs – Proposed Guideline Modifications

### **Overview**

Measure M2 allocates net revenues for the development of various competitive programs which provide funding for transit, environmental cleanup, and local streets and roads projects. Funding for local streets and roads projects is anticipated to be made available, subject to Board of Directors approval, through a 2024 call for projects for the Regional Capacity Program and Regional Traffic Signal Synchronization Program. Staff has updated the Comprehensive Transportation Funding Programs Guidelines and is seeking approval to advance these proposed revisions to the Orange County Transportation Authority's Board of Directors for consideration and approval.

### **Recommendation**

Recommend to the Board of Directors, approval of the proposed updates to the Comprehensive Transportation Funding Programs Guidelines.

### **Background**

The Regional Capacity Program (RCP) provides Measure M2 (M2) Project O funding for improvements to the Orange County Master Plan of Arterial Highways (MPAH). The program also provides funding for intersection improvements and other projects to help improve street operations and reduce congestion.

The Regional Traffic Signal Synchronization Program (RTSSP) provides M2 Project P funding for multi-agency, corridor-based signal synchronization throughout Orange County to support efficient operation of existing arterials.

These programs allocate funds through a competitive process and target projects that improve traffic flow by considering factors such as degree of congestion relief, cost effectiveness, and project readiness.

The Comprehensive Transportation Funding Programs (CTFP) serves as the mechanism through which the Orange County Transportation Authority (OCTA) staff administer the RCP and RTSSP, as well as other competitive transit (Projects S, T, and V) and environmental cleanup (Project X) programs.

The CTFP Guidelines (Guidelines) identify procedures and requirements that local agencies must satisfy in order to apply for M2 funding and how project applications are evaluated. The Guidelines also define how local agencies can seek reimbursement once funds are awarded. The Guidelines were first approved by the OCTA Board of Directors (Board) on March 22, 2010 and were recently updated for the Environmental Cleanup Program in February 2023.

### ***Discussion***

As part of the original Guidelines approval in 2010, the Board made provisions to modify and adjust the guidelines as needed. In anticipation of Board approval of the 2024 RCP and RTSSP annual call for projects (call) later this year, staff has reviewed the Guidelines and is recommending updates.

A summary of the more significant recommended modifications is provided below. For a more detailed summary, see Attachment A, which provides a table of the forty-four proposed changes, as well as Attachment B, which provides a red-lined version of all proposed Guidelines changes. It should also be noted that for simplicity, proposed revisions deemed non-substantive (i.e., wording, grammatical, streamlining, and clarifications) are generally not identified.

Guidelines updates for this call cycle include date changes to reflect a 2024 call cycle, consideration of local agency participation in the OCTA Countywide Signal Synchronization Baseline Project (Baseline Project) for RTSSP applications, and other minor clarifications, where appropriate. The most significant of the proposed revisions are listed below:

- Noted that OCTA-led projects are not available for this call cycle.
- Included the following clarifications for RTSSP applicants participating in the Baseline Project:
  - Required to conduct “Before” and “After” studies and provide in the primary implementation report.
  - Operations and maintenance report required in project close out.
  - Under “Current Project Status” scoring category, cannot claim points for completion of implementation phase within 12 months.
- Incorporated the following incentives for agencies participating in the Baseline Project:

- Option to waive data collection, implementation, and timing development project tasks.
- Full points awarded for offset signal participation.
- Offset signals are eligible for improvements within the funding cap.
- Clarified and reiterated project match requirements.
- Clarified that cash match is required for additional match points.

In order to keep the timing of a 2024 call consistent with the regular annual cycle, limited changes are recommended. However, the Guidelines have not undergone a major review since M2 inception. Recently, OCTA's internal auditor made recommendations to include clarifications within the Guidelines. Simultaneously, staff is working with the City Engineers Association of Orange County and a consultant to streamline the CTFP payment process. Finally, requests have been made to consider changes related to the eligibility or point structure for active transportation elements. In order to address these areas for improvement and keep the existing 2024 RCP and RTSSP call cycle on track, OCTA will be conducting an off-cycle comprehensive review of the Guidelines and will return with proposed changes later this year.

On June 15, 2023, the proposed changes were presented to the TSC and approved. The TSC also discussed potential changes to precept 28 which requires the 15 percent cap for construction support activities. Multiple options were discussed and finally, it was decided that this change would be studied as part of the off-cycle review. A request was made to consider increasing the cap using the existing language to 20 percent and differentiating materials testing as a direct construction cost instead of a support activity, but staff recommends that any change to the precept be deferred to the off-cycle review. Other changes were also mentioned related to project savings and clarification of construction engineering which will all be considered off-cycle. Any changes that are approved as part of that off-cycle review will apply to this call 2024 call for projects.

#### Next Steps

If the recommended changes in this report are approved by the TAC, they will be advanced to the OCTA Regional Transportation Planning Committee and to the Board for review and approval. The Board will also be requested to release the 2024 RCP and RTSSP call. The call timeline is anticipated to proceed as follows:

- Board authorization to issue call: August 14, 2023
- Application submittal deadline: October 26, 2023



- TSC/TAC Review: February/March 2024
- Committee/Board approval: April/May 2024

***Summary***

Updates to the Guidelines are presented for TAC approval and advancement to the Board.

***Attachments***

- A. 2024 CTFP Guidelines (Projects O and P) – Proposed Changes List
- B. Comprehensive Transportation Funding Programs, Guidelines Excerpt, Proposed Revisions

| <b>2024 CTFP Guidelines (Project O and P) – Proposed Changes List</b> |                  |  |                 |  |
|---|------------------|--|-----------------|--|
| <b>No.</b>  | <b>Chapter</b>   | <b>Section</b>                               | <b>Page No.</b> | <b>Proposed Change</b>   |
| 1   | III. Definitions | 31. Offset Intersection and Offset Signal    | xiii            | Specify that offset intersections refer to traffic signalized intersections "on the MPAH"  |
| 2   | IV. Acronyms     | HCM  | xv              | Include HCM - Highway Capacity Manual  |
| 3   | V. Precepts      | Precept 11                                   | xix             | Clarify that when providing cost estimates - that OCTA adds an inflationary adjustment, "as appropriate". Local jurisdictions are not to apply inflation, only contingency for construction  |
| 4   | V. Precepts      | Precept 13                                   | xix             | Specify that match rate commitments shall remain constant only for the "funded project phase." Subsequent phases of a project can change the match amount based on desired level of competitiveness  |
| 5   | V. Precepts      | Precept 21                                   | xx              | Update web address for M2 signage specifications.  |
| 6   | 7                | Overview                                     | 7-1             | Update web address for California Gas Tax Expenditures guidelines.   |
| 7   | 7                | Funding Estimates                            | 7-2             | Update estimated funding available during the 30-year M2 program   |
| 8   | 7                | Call for Projects/Applications               | 7-3             | Update year of the call from 2023 to 2024, update three-year project programming period, and update application submittal deadline to Thursday, October 26, 2023   |
| 9   | 7                | Attachments/<br>"Project Cost Estimate" Form | 7-8             | Specify that cost estimates must be submitted using Revised Cost Estimate Form 10-3.   |
| 10  | 7                | Attachments/<br>Additional Information       | 7-10            | Clarify that a Caltrans "acknowledgement" letter is acceptable when Caltrans cannot support a preliminary project due to lack of information   |
| 11  | 7                | Application Review Process                   | 7-14            | Update proposed 2024 call schedule to the following: <ul style="list-style-type: none"> <li>• Board authorization to issue call: August 14, 2023</li> <li>• Application submittal deadline: October 26, 2023</li> <li>• TSC/TAC Review: February/March 2024</li> <li>• Committee/Board approval: April/May 2024</li> </ul> |

**ATTACHMENT A**

| <b>No.</b> | <b>Chapter</b> | <b>Section</b>  | <b>Page No.</b>              | <b>Proposed Change</b>  |
|------------|----------------|---|------------------------------|---|
| 12         | 7              | Selection Criteria,<br>New Facilities,<br>LOS Improvement | 7-23<br>7-26<br>7-37<br>7-47 | Update submittal deadline for OCTAM modeling request to September 14, 2023  |
| 13         | 8              | Overview  | 8-1<br>8-2                   | Update year of the call from 2023 to 2024   |
| 14         | 8              | Overview  | 8-1                          | Add web address for 2023 Guidelines for the Preparation of Local Signal Synchronization Plans and remove reference for hardcopy version.  |
| 15         | 8              | 2024 Call for Projects                                    | 8-3                          | Add information for agencies participating in the OCTA Countywide Signal Synchronization Baseline Project regarding the option to waive data collection, timing development, and timing implementation tasks in their application.  |
| 16         | 8              | Applications  | 8-3                          | Update application submittal deadline to Thursday, October 26, 2023   |
| 17         | 8              | Application Process                                       | 8-4                          | Specify that match rate commitments shall remain constant only for "funded project phase." Subsequent phases of a project may change the match amount based on desired level of competitiveness   |
| 18         | 8              | Other Application Materials                               | 8-5                          | Specify that supplemental applications not submitted in the 2024 format will not be accepted  |
| 19         | 8              | Lead Agency   | 8-6                          | Add that OCTA will not lead projects for the 2024 call  |
| 20         | 8              | OCFundtracker Application Components                      | 8-6                          | Adjust wording based on revised point breakdown to match with Table 8-1   |
| 21         | 8              | Application Review and Program Adoption                   | 8-7                          | Update proposed 2024 call schedule to the following: <ul style="list-style-type: none"><li>• Board authorization to issue call: August 14, 2023</li><li>• Application submittal deadline: October 26, 2023</li><li>• TSC/TAC Review: February/March 2024</li><li>• Committee/Board approval: April/May 2024</li></ul> |

**ATTACHMENT A**

| <b>No.</b> | <b>Chapter</b> | <b>Section</b>                                 | <b>Page No.</b> | <b>Proposed Change</b>   |
|------------|----------------|--|-----------------|--|
| 22         | 8              | Project Definition                             | 8-8             | Clarify that projects can be the full length of the corridor or a segment that complies with the "minimum" project requirements  |
| 23         | 8              | Project Definition                             | 8-8             | Add paragraph stating "All participating agencies in the application must be participants of the OCTA Baseline Project to waive the data collection..."  |
| 24         | 8              | Eligible Activities                            | 8-9             | Add sentence that developing and implementing new signal synchronization timing parameters based on current travel patterns, "may be waived if the applicants are participating in the Baseline Project."  |
| 25         | 8              | Eligible Activities                            | 8-9             | Add sentence that "as part of the closeout process, an O&M Report is required to document activities of the O&M phase"   |
| 26         | 8              | Eligible Activities                            | 8-9             | Add sentence that "The results of the "before and "after" studies shall be included in the PI Report."   |
| 27         | 8              | Eligible Activities                            | 8-9             | Specify that project limits are on the "main corridor" and may include signalized intersections "on the MPAH" within 2,700 feet  |
| 28         | 8              | Eligible Activities                            | 8-9             | Add sentence that projects waiving the development of optimized signal timing through the participation of the Baseline Project are eligible to include signal improvements at offset signals, as the Baseline Project will be evaluating timing countywide. No additional funds will be allocated for offset signals. All offset signals improvements must adhere to the CTFP guidelines for eligibility. |
| 29         | 8              | Eligible Activities                            | 8-9             | Clarify that the applicant must specify how the project intends to handle Caltrans intersections.  |
| 30         | 8              | Funding Estimates                              | 8-10            | Specify that offset signals will not be counted towards the total number of signals on the project "for purposes of calculating the project cap"   |
| 31         | 8              | Selection Criteria/<br>Cost Benefit            | 8-11            | Change "Cost Benefit" category name to "Economic Effectiveness" to match with Table 8-1 Point Breakdown  |
| 32         | 8              | Selection Criteria/<br>Project Characteristics | 8-11            | Remove "excluding offset signals" as agencies participating in the countywide baseline project receive full points for inclusion of offset signals and can receive improvements  |

**ATTACHMENT A**

| <b>No.</b> | <b>Chapter</b> | <b>Section</b>   | <b>Page No.</b> | <b>Proposed Change</b>  |
|------------|----------------|--|-----------------|---|
| 33         | 8              | Selection Criteria/<br>Project Characteristics -<br>Caltrans   | 8-15            | Remove sentence stating all agencies with Caltrans intersections shall sign a cooperative agreement with Caltrans as it is already stated earlier in the paragraph  |
| 34         | 8              | Selection Criteria/<br>Number of Local Agencies  | 8-16            | Change "Number of Local Agencies" category name to "Number of Local Jurisdictions" to match Table 8-1 Point Breakdown   |
| 35         | 8              | Selection Criteria/<br>Current Project Status  | 8-16            | Specify that applications that are participating in the Baseline Project are not eligible to claim implementation within 12 months  |
| 36         | 8              | Selection Criteria/<br>Funding Rate  | 8-16            | Change "Funding Rate" category name to "Funding Match" to match with Table 8-1 Point Breakdown  |
| 37         | 8              | Table 8-1 Point Breakdown  | 8-17            | In Table 8-1, under Transportation Significance, add "Participation in the Baseline Project" for 10 points  |
| 38         | 8              | Matching Funds   | 8-18            | Specify that a 20 percent (20%) match is required for each "phase of the project"   |
| 39         | 8              | Matching Funds   | 8-18            | Clarify that match funds apply to "eligible" signal system investment   |
| 40         | 8              | Matching Funds   | 8-19            | In paragraph starting with "In-kind match" - remove "project match beyond 20 percent (20%) is limited to cash match only" and insert at the end of following paragraph  |
| 41         | 8              | Matching Funds   | 8-19            | Specify that over-match is a "commitment"   |
| 42         | 8              | Matching Funds   | 8-19            | Specify that "For OCTA-led projects", O&M activities will be permitted in-kind match only for agency oversight functions  |
| 43         | 8              | Matching Funds   | 8-20            | Specify that in-kind services are part of the total project cost and per precept construction engineering, construction management, materials testing, engineering support, and/or project management shall not exceed 15 percent (15%) of the total eligible project cost. |
| 44         | 8              | Exhibit 8-1<br>Project P – Regional Traffic<br>Signal Synchronization<br>Program Application Checklist | 8-23            | Change "benefit cost ratio" to "economic effectiveness" to match with Table 8-1 Point Breakdown   |

# GUIDELINES EXCERPT COMPREHENSIVE TRANSPORTATION FUNDING PROGRAMS GUIDELINES

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## 2024 CALL FOR PROJECTS

Orange County Transportation Authority



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## III. Definitions

1. The term "agency," "agencies," "local agency" or any form thereof shall be described in Precept 2.
2. "Competitive funds" refers to funding grants received through the Comprehensive Transportation Funding Programs (CTFP).
3. The term "complete project" is inclusive of acquiring environmental documents, preliminary engineering, Right-of-Way (ROW) acquisition, construction, and construction engineering.
4. The term "cost overrun" in reference to projects awarded through the CTFP shall refer to any and all costs beyond the original estimate that are necessary to complete the approved project scope.
5. The term "encumbrance" or any variation thereof shall mean the execution of a contract or other action (e.g., city council award of a primary contract or issuance of a purchase order and Notice to Proceed (NTP)) to be funded by Net Revenues.
6. The term "escalation" or "escalate" is the inflationary adjustment, as determined by the Engineering News Record (ENR) Construction Cost Index (CCI) 20-city average, added to the application funding request (current year basis) for ROW and construction phases (see Precept 12).
7. The term "environmental mitigation" is referred to as environmental clean-up/preservation measures made as part of that project's environmental clearance.
8. For the purpose of these guidelines, the terms "excess right-of-way" and "surplus right-of-way" shall interchangeably refer to ROW acquired for a specific transportation purpose that is not needed for that purpose. ROW designation shall be acknowledged by applicant to OCTA within sixty calendar days of designation. Furthermore, surplus property plan must also be provided to OCTA at time of designation.
9. The term "Fast Track" shall refer to projects that apply for both planning and implementation phase funding in a single competitive application/call for projects.
10. The term "Fully Burdened Labor Rates" include Work Force Labor Rate (WFLR) plus overhead (see Chapter 9).
11. The term "funding grant," "grant," "project funding," "competitive funds," "project programming" shall refer to the total amount of funds approved by the Board through the CTFP competitive process.
12. The term "Gap Closure" shall refer to the construction of a roadway to its full MPAH build-out for the purpose of connecting two existing ends of that roadway by filling

- in a missing segment or for completing the terminus of an MPAH roadway. This applies to increased roadway capacity only as it relates to vehicular traffic.
13. The term “implementing agency” is the agency responsible for managing the scope, cost and schedule of the proposed project as defined in the grant application.
  14. The term “lead agency” shall refer to the agency responsible for the submission of the grant application.
  15. The term “Master Funding Agreements” or any form thereof shall refer to cooperative funding agreements described in Precept 4.
  16. The term “match rate,” “local match,” “local matching funds,” or any variation thereof, refers to the match funding that an agency is pledging through the competitive process and disposed of through procedures in Chapter 9.
  17. A “micro-purchase” is any purchase that does not exceed \$2,500. For the purposes of proof of payment, only an invoice is required.
  18. The term “obligate” or any variation thereof shall refer to the process of encumbering funds.
  19. “OCFundtracker” refers to the online grant application and payment system used by OCTA to administer the competitive programs awarded through the CTFP. Refer to <https://ocfundtracker.octa.net/>.
  20. “Primary Implementation (PI) Report” refers to the report required at the end of the PI phase. It is a technical report that documents the work completed during the PI phase, which contains the Before and After Study. This is a separate report from the project final report required by the M2 Ordinance, Attachment B, Section III.A.9.
  21. “Operations and Maintenance (O&M) Report” refers to the report required at the conclusion of the O&M phase. It is a technical report that documents the work completed during the O&M phase. This is a separate report from the project final report required by the M2 Ordinance, Attachment B, Section III.A.9.
  22. The term “project phase” or any form thereof shall refer to the three distinct project phases (engineering, right-of-way, and construction) OCTA funds through the CTFP. Additionally, the “engineering phase” shall include the preparation of environmental documents, preliminary engineering, and ROW engineering. The “ROW phase” shall include ROW acquisition, utility relocation and adjustment to private property as contained in the ROW agreements, private improvements taken, Temporary Construction Easements (TCE), severance damages, relocation costs that are the legal obligation of the agency, as well as loss of good will, fixtures and equipment including legal cost. The “construction phase” shall include

- construction and construction engineering. A fourth phase defined as “Operations & Maintenance” applies to select programs and is described more fully in the applicable program chapter.
23. Programming for RCP (Project O) follows a sequential process related to Planning and Implementation elements as described more fully in Chapter 2. The Planning step includes environmental evaluation, planning and engineering activities. The Implementation step includes ROW and construction activities.
  24. The term “project phase completion” refers to the date that the local agency has paid the final contractor/consultant invoice (including retention) for work performed and any pending litigation has been adjudicated for the engineering phase or for the ROW phase, and all liens/claims have been settled for the construction phase. The date of project phase completion will begin the 180-day requirement for the submission of a project final report as required by the M2 Ordinance, Attachment B, Section III.A.9.
  25. The term “Public-Private Partnerships” is defined as direct financial contributions, sponsorships, or ROW dedications for eligible program activities.
  26. The term “reasonable” in reference to project phase costs shall refer to a cost that, in its nature and amount, does not exceed that which would normally be incurred under the circumstances prevailing at the time the decision was made to incur the cost. Factors that influence the reasonableness of costs: whether the cost is of a type generally recognized as ordinary and necessary for the completion of the work effort and market prices for comparable goods or services.
  27. The term “savings” or “project savings” in reference to projects awarded through the CTFP are any grant funds remaining on a particular project phase after all eligible items within the approved project scope have been reimbursed.
  28. “Sustainability” as it applies to capacity enhancing infrastructure projects, refers to project elements that support environmental benefits such as use of renewable or recycled resources.
  29. The term “Work Force Labor Rates (WFLR)” include direct salaries plus direct fringe benefits.
  30. The term “offset intersection” or “offset signal” refers to traffic signalized intersections on the MPAH that are within 2,700 feet from either direction of the project corridor. (Project P Only)

## IV. Acronyms

AADT – Average Annual Daily Traffic

ACE – Arterial Capacity Enhancements

ADA – Americans with Disabilities Act of 1990

ADT – Average Daily Trips

A/E – Architectural/Engineering

APIRI – Applications Programming Interface with Referenced Implementations

ATC – Advanced Transportation Controller

ATMS – Advanced Transportation Management System

BMP – Best Management Practices

B/RVH – Boardings Divided by the Revenue Vehicle Hours

C2C – Center-to-Center Communication

CASQA – California Stormwater Quality Association

CAPPM – Cost Accounting Policies and Procedures Manual

CCI – Construction Cost Index

CCTV – Closed Circuit Television

CDS – Continuous Deflection Separator

CFS – Climate Forecast System

CE – Categorical Exclusion

CEQA – California Environmental Quality Act

CIP – Capital Improvement Program

CPI – Catchment Prioritization Index

CSPI – Corridor System Performance Index

CTC – California Transportation Commission

CTFP – Comprehensive Transportation Funding Programs

ECAC – Environmental Cleanup Allocation Committee

ECP – Environmental Cleanup Program

EIR – Environmental Impact Report

ENR – Engineering News Record

EVP – Emergency Vehicle Preemption  
FAST – Freeway Arterial/Streets Transition  
FTA – Federal Transit Administration  
FY – Fiscal Year  
GIS – Geographic Information System  
GSRD – Gross Solid Removal Device  
HAWK – High-Intensity Activated Crosswalk Signaling Systems  
[HCM – Highway Capacity Manual](#)  
ICE – Intersection Capacity Enhancements  
ICU – Intersection Capacity Utilization  
ID – Identification  
IRWMP – Integrated Regional Water Management Plan  
ITS – Intelligent Transportation System  
LFS – Local Fair Share  
LID – Low-Impact Development  
LOS – Level of Service  
M2 – Measure M2  
MG/yr – Megagrams per Year  
MPAH – Master Plan of Arterial Highways  
MUTCD – Manual on Uniform Traffic Control Devices  
ND – Negative Declaration  
NDS – National Data & Surveying Services  
NEPA – National Environmental Policy Act  
NTP – Notice to Proceed  
O&M – Operations and Maintenance  
OCTA – Orange County Transportation Authority  
OCTAM – Orange County Transportation Analysis Model  
PA/ED – Project Approvals/Environmental Documentation  
PCI – Pavement Condition Index



PI – Primary Implementation  
PSR – Project Study Report  
PS&E – Plans, Specifications, and Estimates  
PUC – Public Utilities Commission  
RCP – Regional Capacity Program  
RGSP – Regional Grade Separation Program  
RTSSP – Regional Traffic Signal Synchronization Program  
ROADS – Roadway Operations and Analysis Database System  
ROW – Right-of-Way  
RVH – Revenue Vehicle Hours  
SAR – Semi-Annual Review  
SBPAT – Structural BMP Prioritization Analysis Tool  
SLPP – State-Local Partnership Program  
TAC – Technical Advisory Committee  
TCE – Temporary Construction Easement  
TCIF – Trade Corridors Improvement Funds  
TDA – Transportation Development Act  
TMC – Traffic Management Center  
TOC – Traffic Operations Center  
TPC – Total Project Cost  
TPI – Transportation Priority Index  
TSC – Technical Steering Committee  
TSP – Transit Signal Priority  
UPS – Uninterruptible Power Supply  
UTDF – Universal Traffic Data Format  
v/c – Volume/Capacity  
VMT – Vehicle Miles Traveled  
WFLR – Work Force Labor Rates  
WQLRI – Water Quality Load Reduction Index

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## V. Precepts

The OCTA Board of Directors (Board) approved these guidelines on March 22, 2010. The guidelines subsequently have been amended and approved by the Board as needed. The purpose is to provide procedures that assist in the administration of the CTFP under M2 where other superseding documents lack specificity. OCTA, or an agent acting on the authority's behalf, shall enforce these guidelines.

1. All eligible Orange County cities and the County of Orange may participate in the M2 competitive programs and federal funding programs included in the CTFP. Other agencies (e.g., Department of Transportation or local jurisdiction) may participate on a project, however, one local agency shall be designated as the implementing agency, shall be responsible for all funding requirements associated with the project, and shall be the recipient of funds through the program.
2. To participate in the CTFP, OCTA must declare that an agency is eligible to receive M2 Net Revenues which include LFS distributions. Failure to meet minimum eligibility requirements after programming of funds will result in deferral or cancellation of funding.
3. The lead agency must execute a Master Funding Agreement with the OCTA. OCTA and lead agencies will periodically amend the agreement via letter to reflect funding changes through competitive calls for projects.
4. A separate cooperative funding agreement will be issued for Project V funded projects and any OCTA-led Project P (RTSSP) funded projects.
5. An agency must have a fully executed letter agreement prior to the obligation of funds. Local agencies may be granted pre-award authority for M2 funded projects. Local agencies, at their own risk, may use this pre-award authority to obligate funds for an M2 funded project prior to the programmed year. Expenditures prior to the Board approved programmed year will not be eligible for reimbursement (see Chapter 9).
6. For transit programs not covered by the letter agreement process (e.g., Projects S, V and W), pre-award authority is granted upon Board approval of the funding grant. See Precept 5 above for pre-award authority provisions.
7. Local agencies shall scope projects, prepare estimates, and conduct design in cooperation with and in accordance with the standards and procedures required by the local agencies involved with the project (e.g., Caltrans, County, state/federal resource agencies).
8. Local agencies should select consultants based upon established contract management and applicable public contracting practices, with qualification-based selection for architectural/engineering (A/E) services, and competitive bidding

environments for construction contracts in accordance with the Public Contracts Code. Agencies must meet procurement and contracting requirements of non-M2 funding sources which may exceed those identified in the CTFP.

9. Based upon funding availability, a “Call for Projects” shall be considered annually but may be issued less frequently.
10. In each call cycle, OCTA shall program projects for a three-year period, based upon an estimate of available funds.
11. OCTA will base funding grants on project cost estimates including up to 10 percent (10%) contingency for construction. During the programming process, OCTA adds an inflationary adjustment, as appropriate.
12. OCTA shall escalate project grants for years two and three for ROW and construction phases only. OCTA will base escalation rates on the ENR CCI 20-city average.
13. Match rate commitments identified by implementing agencies in the project grant application shall remain constant throughout the funded project phase. This includes projects where the programming has been escalated for future years. OCTA and implementing agencies shall not reduce match rate commitments or split the match rate by phase. Actual project contributions by the local agency or OCTA are dependent on final project costs and may not be equal to the match rate if a local agency overmatch exists. Local agency contributions may exceed the committed local match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures cannot be considered when calculating the local match rate.
14. Where a project experiences savings, the local match percentage must be maintained.
15. OCTA shall program funds by fiscal year for each phase of a project.
16. A grant for a specific project shall be cancelled if the funds are not encumbered within the fiscal year the funds are programmed, unless the OCTA Board has granted a delay.
17. Implementing agencies may request a one-time delay not exceeding a total of 24 months per project grant. Agencies shall justify this request, receive City Council/Board of Supervisor concurrence, and seek approval of OCTA staff, the TAC, and the Board as part of the SAR process. Extension requests must be received no less than ninety (90) calendar days prior to the encumbrance deadline and are not permitted for projects that seek “fast track” grants.
18. An administrative time extension may be granted for expiring M2 funds for a project that is clearly engaged in the procurement process (advertised but not yet awarded).

19. Funds that have been encumbered shall be used in a timely fashion. For project phases, excluding ROW, funds will expire after 36 months from encumbrance. For the ROW phase, funds 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. Extensions up to 24 months may be granted through the SAR process. Extension requests must be received no less than ninety (90) calendar days prior to the encumbrance deadline.
20. Preliminary Engineering allocations can be programmed in two different fiscal years depending on the project schedule and when certain engineering costs will need to occur during the project development and implementation phases. Local agencies can issue a separate NTP on a single contract to ensure compliance with the timely use of funds requirement. Local agencies may also issue separate contracts for the funds programmed in different fiscal years. Local agencies are required to obligate the funds within the same fiscal year of the programming or request a delay at least 90 days prior to the obligation deadline.
21. For all construction projects awarded CTFP funds in excess of \$500,000 and/or exceeding a 90-day construction period schedule, the local agency shall install and remove signage in accordance with OCTA specifications during the construction period. The implementing agency shall request OCTA furnished signage. OCTA signage specifications can be found on the [Call for Projects Website \(https://www.octa.net/pdf/CTFP\\_PMO\\_M2\\_Awareness\\_Guidelines\\_Project\\_O.pdf\)](https://www.octa.net/pdf/CTFP_PMO_M2_Awareness_Guidelines_Project_O.pdf). Agencies will be required to certify that these signage requirements have been met as part of the initial payment process (see Chapter 9).
22. OCTA shall reprogram funds derived from savings or project cancellation based upon final project status. An implementing agency may request to transfer 100 percent (100%) of savings of M2 funds between the phases within a project with approval from the TAC and Board. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of a SAR. State-Local Partnership Program (SLPP) funds are not eligible for the transfer of savings. Agencies may only use savings as an aid for unanticipated cost overruns within the approved scope of work.
23. Where the actual conditions of a roadway differ from the MPAH classification (e.g., number of through lanes), OCTA shall use the actual conditions for the purposes of competitive scoring. An agency may appeal to the TAC to request that the MPAH classification be adjusted/reconsidered.
24. For the purpose of calculated Level of Service (LOS), the capacity used in the volume over capacity calculation shall be 100 percent (100%) capacity, or LOS level "E".

Intersection Capacity Utilization (ICU) calculations shall use 1,700 vehicles per hour per lane with a .05 clearance interval.

25. OCTA shall consider matching fund credit(s) for an implementing agency's proposed projects current and applicable environmental clearance expenditures. OCTA will review and consider these expenditures on a case-by-case basis at the time of funding approval.
26. An approved CTFP project may be determined ineligible for funding at any time if it is found that M2 funding has replaced all or a portion of funds or commitments that were to be provided by other sources such as: development conditions of approval, development deposits, fee programs, redevelopment programs or other dedicated local funding sources (i.e., assessment districts, community facilities districts, bonds, certificates of participation, etc.). Appeals may be made in accordance with Precept 39.
27. OCTA may fund environmental mitigation, up to 25 percent (25%) of the total eligible project cost by phase, as required for the proposed project contained in the environmental document. Participating environmental mitigation expenditures are eligible for funding under certain programs, but not all.
28. Construction Engineering, Construction Management, Materials Testing, Engineering Support and/or Project Management shall not exceed 15 percent (15%) of the total eligible project cost based upon the engineers' estimate. The cap is applied to the sum of eligible expenses, contract change orders (within the scope of work), equipment and materials (e.g., eligible traffic signal equipment). Note: For the Project X Tier I program only, local agencies may include final design.
29. Contract change orders are only eligible for reimbursement of work due to unforeseen changed conditions within the original scope of work and not exceeding 10 percent (10%) contingency provided in the application cost estimate.
30. OCTA shall evaluate "whole" projects during the initial review process. Subsequent phase application reviews shall not include prior phases in the evaluation unless locally funded and pledged as a match and are subject to OCTA verification. The criteria for ranking project applications is included in these guidelines as part of each program component chapter.
31. Projects that receive competitive CTFP funds shall not use other M2 competitive funds as a local match source. Lead agencies may request project consolidation. The TAC and Board must approve consolidation requests. OCTA shall use the weighted average match rate of the consolidated project's individual segments.
32. OCTA shall conduct a SAR of all active CTFP projects. All agencies shall participate in these sessions through a process established by OCTA. Currently, OCTA administers the SAR through OCFundtracker. OCTA's intent is to: 1) verify project

- schedule, 2) confirm project's continued viability, 3) discuss project changes to ensure successful and timely implementation, 4) request sufficient information from agencies to administer the CTFP, and 5) address any potential issues with external fund sources committed as match against the competitive funds.
33. For any project experiencing cost increases exceeding 10 percent (10%) of the originally contracted amount, a revised cost estimate must be submitted to OCTA as part of the SAR process. This is applicable even if the increase is within the overall grant amount.
  34. Agencies shall submit payment requests to OCTA in a timely fashion. Agencies may request an initial payment for M2 (generally up to 75 percent (75%) of programmed amount or eligible expenditures, see Chapter 9) once the funds have been encumbered. The final 25 percent (25%) of the available programmed balance will be released upon the submission of an approved final report.
  35. For situations where a grant amount exceeds \$2,000,000, the amount withheld pending the submittal of an approved final report shall be capped at \$500,000 per project phase but shall in no case be less than 10 percent (10%) of the grant or the contract amount, whichever is less. Should the 75 percent/25 percent (75%/25%) payment distribution ratio result in a final payment retention that exceeds \$500,000, the payment percentages will be adjusted to meet the \$500,000 cap until the 10 percent (10%) threshold is reached. At no time will the final payment retention be less than 10 percent (10%).
  36. When a project phase is complete, an agency shall notify OCTA in writing within thirty (30) calendar days of completion. The date of project phase completion will begin the 180-day requirement for the submission of a project final report as required by the M2 Ordinance, Attachment B, Section III.A.9.
  37. An agency shall provide final accounting in an approved final report format (see Chapter 9) within 180 calendar days of project phase completion. The process for untimely final reports is described in Chapter 9. Failure to provide a final accounting shall result in repayment of applicable M2 funds received for the project phase in a manner consistent with the Master Funding Agreement. Projects funded with M2 funding require a project final report within 180 calendar days of project phase completion as part of eligibility compliance. Failure to meet eligibility requirements, including submittal of final reports within 180 calendar days of project phase completion may result in suspension of all net revenues including fair share funds.
  38. The payment distribution ratio referenced in Precept 35 may be modified to a reimbursement process, at the discretion of the Board, in the event that financing, or bonding is required to meet OCTA's cash flow needs.

39. Agencies may appeal to the TAC on issues that the agency and OCTA staff cannot resolve. An agency may file an appeal by submitting a brief written statement of the facts and circumstances to OCTA staff. The appellant local agency must submit a written statement which proposes an action for TAC consideration. The TSC shall recommend specific action for an appeal to the TAC. The Board shall have final approval on appeals.
40. Projects within the Coastal Zone Boundary, as a requirement of a Coast Development Permit, may be required to replace existing on-street parking on a one-for-one basis for spaces removed as a result of a roadway widening project. ROW costs to replace the existing on-street parking can be considered mitigation for coastal zone cities only (see exhibit IV-1). The mitigation activities can be covered up to 25 percent (25%) of the total eligible cost consistent with Precept 27. Jurisdictional boundaries are more fully described in the Public Resource Code, Division 20, California Coastal Act (2016) Sections 30168 & 30169. OCTA staff will work with the local agency staff during the project application process to determine eligibility of these costs and to identify any excess ROW that will require a disposal plan. OCTA and the local agency will also establish any savings that will revert back to the Measure M Program after project completion. The cost of right of-way required to replace parking should be fair and reasonable in comparison to the total cost of the project.





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## Chapter 7 – Regional Capacity Program (Project O)

### Overview

The RCP (Project O) is a competitive program that will provide more than \$1 billion over a 30-year period. The RCP replaces the Measure M local and regional streets and roads competitive programs (1991-2011).

Although each improvement category described in this chapter has specific eligible activities, the use of RCP funding is restricted to and must be consistent with the provisions outlined in Article XIX and the California State Controller’s [Guidelines Relating to Gas Tax Expenditures](#) (March 2019). These guidelines are available at the following link: [https://www.sco.ca.gov/Files-AUD/Gas\\_Tax\\_Fund\\_Guidelines.pdf](https://www.sco.ca.gov/Files-AUD/Gas_Tax_Fund_Guidelines.pdf).

The MPAH serves as the backbone of Orange County’s arterial street network. Improvements to the network are required to meet existing needs and address future demand. The RCP is made up of three (3) individual program categories which provide improvements to the network:

- The ACE improvement category complements freeway improvement initiatives underway and supplements development mitigation opportunities on arterials throughout the MPAH.
- The ICE improvement category provides funding for operational and capacity improvements at intersecting MPAH roadways.
- The FAST focuses upon street to freeway interchanges and includes added emphasis upon arterial transitions to interchanges.

Projects in the arterial, intersection, and interchange improvement categories are selected on a competitive basis. All projects must meet specific criteria in order to compete for funding through this program.

Also included under the RCP is the Regional Grade Separation Program (RGSP), which is meant to address vehicle delays and safety issues related to at-grade rail crossings. Seven rail crossing projects along the MPAH network were identified by the California Transportation Commission (CTC) to receive TCIF. TCIF allocations required an additional local funding commitment. The RGSP captures these prior funding commitments. Future calls for projects for grade separations are not anticipated.

## Funding Estimates

Funding will be provided on a pay-as-you go basis. The RCP will make an estimated ~~\$1.1~~ **\$1.15** billion (in ~~2005–2022~~ dollars) available during the 30-year M2 program. Programming estimates are developed in conjunction with periodic calls for projects. Funding is shared with intersection, interchange and grade separation improvement categories. No predetermined funding has been set aside or established for street widening.

## Programming Approach

Programming decisions are based upon project prioritization ranking, feasibility and readiness. Each round of funding has resulted in a diverse range of activities, cost and competitive score. Funding applications may seek financial assistance for planning, engineering, ROW, construction or a combination of these activities. Effective grant programs include a combination of project development as well as implementation projects. In order to ensure continued distribution of funding opportunities between small and large-scale projects, a tiered funding approach will be used.

Typically, OCTA has made approximately \$32 million available for each RCP (Project O) programming cycle. Category 1 projects are limited to those projects requesting \$5 million or less. Category 2 projects are defined as those requesting more than \$5 million in Measure M2 funds.

**Tiered Funding Approach:** The two-tiered funding (Tier 1 and Tier 2) approach will only be applicable to the RCP. This approach is proposed to prioritize high scoring projects while providing a balanced program with funding availability for small and large projects. The first tier is for projects scoring 50 points or higher, and the second tier is for all projects after first satisfying the Tier I ranking. Within Tier 1, two categories would be established with 60 percent (60%) (Category 1) of the M2 funds available for smaller projects (requesting \$5 million or less), and 40 percent (40%) (Category 2) of the M2 funds available for larger projects (requesting \$5 million or more). This approach is intended to broaden the distribution of M2 funds to higher scoring/lower cost projects and retain the ability to fund larger projects without placing formal funding caps on allocations. Any M2 funds not programmed in Tier I will be designated for Tier 2 allocation. A funding split between small and large projects is not recommended for Tier 2.

Applications may be for any project phase provided it represents a meaningful, logical terminus and is consistent with scoping from a previously funded project if applicable (i.e., if engineering was previously funded, the ROW and/or construction request must be for the same project scope).

|             | Category 1 (60%)  | Category 2 (40%)   |
|-------------|---|--|
| Tier I >=50 | <ul style="list-style-type: none"> <li>• \$0 - \$5 million</li> <li>• Score at least 50 points</li> <li>• Logical, standalone project</li> <li>• Unallocated balance shifts to Tier II for programming</li> </ul>   | <ul style="list-style-type: none"> <li>• \$5+ million request</li> <li>• Score at least 50 points</li> <li>• Logical, standalone project</li> <li>• Unallocated balance shifts to Tier II for programming</li> </ul> |
| Tier II     | <ul style="list-style-type: none"> <li>• Balance of unallocated funds from Tier I prioritization</li> <li>• Request can be of any dollar value to compete in Tier II</li> <li>• Multiple segments of the same project cannot be submitted under both categories.</li> </ul> |  |

## 2024 Call for Projects

Funding will be provided for the three RCP funding programs: ACE, ICE, and FAST. Chapter 7 details the specific program’s intent, eligible project expenditures, ineligible project expenditures, and additional information that may be needed when applying for funds. Each section should be read thoroughly before applying for funding. Application should be prepared for the program that best fits the proposed project.

For this call, OCTA shall program projects for a three-year period (FY 24/25 – 26/27), based upon the current estimate of available funds. For specifics on the funding policies that apply to this call, refer to the Program Precepts as found in Section V of these guidelines.

## Applications

In order for OCTA to consider a project for funding, applications will be prepared by the lead agency. A separate application package must be completed for each individual project. Multiple variations of the same project (i.e., with different local match rates) will not be considered. If funding is requested under multiple program components for a single project (i.e. arterials and intersections) a separate application must be prepared for each request. OCTA shall require agencies to submit both online and hardcopy applications for the 2023–2024 call for projects by **5:00 p.m. on Thursday, October 26, 2023**. **Late and/or incomplete submittals will not be accepted.**

Since each funding program has slightly different application requirements, an "Internal Application Checklist Guide" has been provided for the three programs under the RCP (Exhibits 7-1, 7-2, and 7-3). The checklist guide identifies the basic forms and documentation required for each of the program components. In addition, items required at the time of project submittal are differentiated from supplemental items due later. The appropriate **checklist must be provided as a cover sheet for each application submitted**. For any items that are required for the candidate project or program that are missing or incomplete, an explanation should be included in a cover letter with the application. In addition to this checklist guide, please review the **Attachments/Additional Information** section of each program component for a description of supplementary documentation which may be required to support your agency's project application in specific cases.

Additionally, **one (1) unbound hardcopy and one electronic copy on a USB, thumb drive, memory stick, or via electronic file upload and/or email** of the application and any supporting documentation must be submitted to OCTA by the application deadline. Please note, hardcopies of the supporting plans, drawings and/or specifications are to be in a minimum size of 11 x 17 inches.

Hardcopy applications should be mailed to:

OCTA  
Attention: Adrian Salazar  
600 S. Main Street  
P.O. Box 14184 Orange, CA 92863-1584

Hardcopy applications can be hand delivered to:

600 S. Main Street  
Orange, CA 92868

**Electronic application copies can be sent via email to: [asalazar@octa.net](mailto:asalazar@octa.net)**

## Exhibit 7-1

### Arterial Capacity Enhancement (ACE)

#### CTFP Application Checklist Guide

##### **Planning – Environmental & Engineering**

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- ADT Counts and LOS Calculations
- Aerial Photo w/ Proposed Improvements Shown

##### **Right-of-Way**

- CTFP Online Application – submitted through OCFundtracker
- Project Description Detail (include plat maps and legal descriptions for proposed acquisitions)
- Detailed right-of-way Acquisition/Disposal Plan using the OCTA provided right-of-way acquisition/disposal plan form available for download at <https://ocfundtracker.octa.net>.
- Cost Estimate for Complete Project - ALL PHASES
  - Estimated right-of-way Cost by Parcel (Land, Improvements Taken, Severance, Goodwill, Incidental Expenses)\*
- General Application Sample Resolution
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Aerial Strip Map w/ Existing and Proposed Improvements Shown
  - Include right-of-way Improvements and Parcels to be Acquired
- Preliminary Construction Layout Plans\*
- ADT and LOS Calculations

##### **Construction**

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Project Construction Specifications
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Project Development Documents - Project Report or Materials Report \*
- Approved Project Construction Plans\*
- ADT and LOS Calculations

***NOTE: To qualify for the 10 percent (10%) local match discount for measurable improvement of PCI, please include documentation from the last two PMP biennial Measure M Eligibility submittals that provide average PCI for Overall System.***

***\*Items are due after first application review. OCTA staff will contact you regarding those projects that will require this additional information.***

## Exhibit 7-2

### Intersection Capacity Enhancement (ICE)

#### CTFP Application Checklist Guide

##### **Planning – Environmental & Engineering**

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- Aerial Photo w/ Proposed Improvements Shown

##### **Right-of-Way**

- CTFP Online Application – submitted through OCFundtracker
- Project Description Detail (include plat maps and legal descriptions for proposed acquisitions)
- Detailed right-of-way Acquisition/Disposal Plan using the OCTA provided right-of-way acquisition/disposal plan form available for download at <https://ocfundtracker.octa.net>.
- Cost Estimate for Complete Project - ALL PHASES
  - Estimated right-of-way Cost by Parcel (Land, Improvements Taken, Severance, Goodwill, Incidental Expenses) \*
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS/ICU Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Aerial Strip Map w/ Existing and Proposed Improvements Shown
  - Include right-of-way Improvements and Parcels to be Acquired
- Preliminary Construction Layout Plans\*

##### **Construction**

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Project Construction Specifications
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Project Development Documents - Project Report or Materials Report \*
- Approved Project Construction Plans\*

***NOTE: To qualify for the 10 percent (10%) local match discount for measurable improvement of PCI, please include documentation from the last two PMP biennial Measure M Eligibility submittals that provide average PCI for Overall System.***

***\*Items are due after first application review. OCTA staff will contact you regarding those projects that will require this additional information.***



## Exhibit 7-3

### Freeway Arterial/Streets Transition (FAST)

#### CTFP Application Checklist Guide

##### **Planning – Environmental & Engineering**

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, ADT for arterial and ramp exit volumes
- Caltrans Letter of Support
- Aerial Photo w/ Proposed Improvements Shown

##### **Right-of-Way**

- CTFP Online Application – submitted through OCFundtracker
- Project Description Detail (include plat maps and legal descriptions for proposed acquisitions)
- Detailed right-of-way Acquisition/Disposal Plan using the OCTA provided right-of-way acquisition/disposal plan form available for download at <https://ocfundtracker.octa.net>.
- Cost Estimate for Complete Project - ALL PHASES
  - Estimated right-of-way Cost by Parcel (Land, Improvements Taken, Severance, Goodwill, Incidental Expenses) \*
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Aerial Strip Map w/ Existing and Proposed Improvements Shown
  - Include right-of-way Improvements and Parcels to be Acquired
- Preliminary Construction Layout Plans\*

##### **Construction**

- CTFP Online Application – submitted through OCFundtracker
- Project Description, Scope of Work and Project Limits
- Project Construction Specifications
- Cost Estimate for Complete Project - ALL PHASES
- General Application Sample Resolution
- Peak Hour Turning Movement Counts, LOS Calculations, and ADT for each leg of the intersection
- CEQA Compliance Form (CE, Negative Declaration, EIR)
- Project Development Documents - Project Report or Materials Report\*
- Approved Project Construction Plans\*
- Appropriate agreements between Caltrans and the project lead agency need to be in draft form and/or in place.

***NOTE: To qualify for the 10 percent (10%) local match discount for measurable improvement of PCI, please include documentation from the last two PMP biennial Measure M Eligibility submittals that provide average PCI for Overall System.***

***\*Items are due after first application review. OCTA staff will contact you regarding those projects that will require this additional information.***

## Attachments

### OCFundtracker Application

Agencies must submit a copy of the OCFundtracker application and scoring information with all application submittals. This document is created within the OCFundtracker web-based application.

### "Project Cost Estimate" Form

Include a separate attachment listing all expenditures and costs for the project [using the Revised Cost Estimate Form 10-3 provided by OCTA and available for download at https://ocfundtracker.octa.net. Another attachment may be included in addition to the Form 10-3, if desired.](https://ocfundtracker.octa.net) Accurate unit prices and a detailed description of work, including design, will be critical when the candidate project is reviewed. For example, design applications should include major tasks that will be performed. ROW cost estimate should include parcel information (including project area needed), improvements taken, severance damages, ROW engineering, appraisal and legal costs. Construction should include a listing of all bid items including a maximum 10 percent (10%) allowance for contingencies and a maximum 15 percent (15%) allowance for construction engineering/project management. The anticipated disbursement of costs (e.g., Agency, Other, Non-Eligible) must also be completed. Agencies should reference the program from which funding is expected to be allocated when completing this portion of the form. Each of the funding programs described in these guidelines may have differing matching fund requirements.

If more than one project phase is requested to be funded, a separate project cost estimate form is to be completed for each phase, or each phase must be clearly indicated, and a subtotal prepared on this form. Separate forms should also be prepared if funding for project phases is being requested over multiple fiscal years.

### "Sample Resolution" Form

A resolution or minute action must be approved by the local jurisdiction's governing body prior to the Board approval of grant funds. A sample resolution is included as Exhibit 7-4. Local agencies, at a minimum, must include items a-h. The mechanism selected shall serve as a formal request for CTFP funds and states that matching funds will be provided by the agency, if necessary. All project requests must be included in this action. **If a draft copy of the resolution is provided, the local jurisdiction must also provide the date the resolution will be finalized by the local jurisdiction's governing body.**

## ROW Acquisition/Disposal Plan

For all projects requesting ROW phase funding, a detailed plan for acquisition/disposal of excess right-of-way, along with any reasonable labor costs expected, must be included. The ROW acquisition/disposal plan and labor cost estimate must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at <https://ocfundtracker.octa.net>.

## Project Summary Information

For each application that is recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**

## Pavement Management Supporting Documentation

The M2 Ordinance provides for a 10 percent (10%) reduction in the required local match if the agency can either:

- a. Show measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the MPAH or local street categories;

or

- b. Road pavement conditions during the previous reporting period within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in "good condition".

If an agency is electing to take the 10 percent (10%) local match reduction, **supporting documentation indicating either the PCI improvement or PCI scale must be provided.**

## Additional Information

The following documentation should be included with your completed project application:

If a project includes more than one jurisdiction and is being submitted as a joint application, one agency shall act as lead agency and must provide a resolution of support from the other agency.

1. Letters of support for the candidate project (optional). As part of the application submittal, projects that require Caltrans consent, review, or approval must have a letter of support or acknowledgement.
2. Geotechnical\materials reports for all applicable candidate projects (e.g., widening, intersection improvement, new roadway). The reports should contain sufficient detail for an accurate assessment of improvements needed and costs, since funding will be jeopardized if a project is unable to meet proposed schedule and costs.
3. Preliminary plans, if available for the project. The plans (1"=40' preferred) should be included in hard copy attachments at a minimum size of 11 x 17 inches and include:
  - a. Existing and proposed ROW (include plat maps and legal descriptions for proposed acquisitions).
  - b. Agency boundaries, dimensions and station numbers.
  - c. Existing and proposed project features such as: pavement width and edge of pavement, curb, gutter and sidewalk, raised median, driveway reconstruction, signal pole locations, etc.
  - d. Typical cross sections.
  - e. Proposed striping.
  - f. Structural sections per the materials report.
  - g. Proposed traffic signals, storm drains, bridges, railroad crossing improvements, safety lighting, etc.
  - h. If requesting funds for traffic signals, include traffic signal warrant(s) prepared by the City Traffic Engineer or City Engineer.
  - i. If the project includes construction, relocation, alteration or widening of any railroad crossing or facility, include a copy of the letter of intent sent to the railroad, a copy of which must be sent to the Public Utilities Commission (PUC). Any project including work of interest to a railroad will not be considered for eligibility until the railroad and PUC have been notified.
  - j. If the project is proposed as a staged project and additional funds will be necessary in subsequent calls for projects, the preliminary project statement should be accompanied with a complete preliminary estimate and schedule for the completion of the entire project.
  - k. If the project is proposed as a safety improvement, provide justifying accident data for the past three years and show the expected decrease in intersection or mid-block accident rate.

4. Current 24-hour traffic counts (taken for a typical mid-week period within the preceding 12-month period) for the proposed segment. Projects submitted without “current counts” will be considered incomplete and non-responsive.

**Exhibit 7-4**

**Sample Resolution for Candidate Orange County  
Comprehensive Transportation Programs Projects**

A resolution of the \_\_\_\_\_ City Council approving the submittal of \_\_\_\_\_ improvement project(s) to the Orange County Transportation Authority for funding under the Comprehensive Transportation Program

THE CITY COUNCIL OF THE CITY OF \_\_\_\_\_ HEREBY RESOLVES, DETERMINES, AND ORDERS AS FOLLOWS THAT:

- (a) WHEREAS, the City of \_\_\_\_\_ desires to implement the transportation improvements listed below; and
- (b) WHEREAS, the City of \_\_\_\_\_ has been declared by the Orange County Transportation Authority to meet the eligibility requirements to receive M2 "Fair Share" funds; and
- (c) WHEREAS, the City's Circulation Element is consistent with the County of Orange Master Plan of Arterial Highways; and
- (d) WHEREAS, the City of \_\_\_\_\_ will not use M2 funds to supplant Developer Fees or other commitments;
- (e) WHEREAS, the City/County must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Measure M2 Ordinance eligibility requirement.
- (f) WHEREAS, the City of \_\_\_\_\_ will provide a minimum in \_\_% in matching funds for the \_\_\_\_\_ project as required by the Orange County Comprehensive Transportation Funding Programs Guidelines; and
- (g) WHEREAS, the Orange County Transportation Authority intends to allocate funds for transportation improvement projects, if approved, within the incorporated cities and the County; and
- (h) WHEREAS, the City/County authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors, if necessary.

NOW, THEREFORE, BE IT RESOLVED THAT:

The City Council of the City of \_\_\_\_\_ hereby requests the Orange County Transportation Authority allocate funds in the amounts specified in the City's application to said City from the Comprehensive Transportation Funding Programs. Said funds, if approved, shall be matched by funds from said City as required and shall be used as supplemental funding to aid the City in the improvement of the following street(s):

ADOPTED BY THE CITY COUNCIL on \_\_\_\_\_, 20\_\_\_\_.

SIGNED AND APPROVED on \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

\*Required language a-h

## Application Review Process

OCTA staff will conduct a preliminary review of all applications for completeness and accuracy, request supplemental information (i.e., plans, aerial/strip maps, CEQA forms) for projects that appear to rank well during initial staff evaluations, and prepare a recommended program for the TSC. In addition, OCTA may hire a consultant(s) to verify information within individual applications such as, but not limited to, project scope, cost estimates, ADT and LOS. These applications will be selected through a random process.

The following guidelines will be used in reviewing project applications. Any application that does not meet these minimum guidelines must include an explanation of why the guidelines were not met:

1. The travel lane width should be no less than 11 feet (12 feet if adjacent to a raised median or other obstruction) for all arterial highways.
2. For divided roadways, the minimum median width should be no less than 10 feet to allow for turning movements. Divided roadways are defined as those with either a painted or raised median.
3. Arterial highways that are designated for uses in addition to automobile travel (e.g., bicycle, pedestrian, parking) shall provide additional ROW consistent with local jurisdiction standards to facilitate such uses.
4. An eight-lane roadway should provide for a continuous median, protected dual or single left-turn pockets as warranted at signalized intersections, single left-turn pockets at non-signalized intersections, and a right-turn lane at signalized intersections where determined necessary by traffic volumes. ROW for a free right-turn lane should be provided at locations warranted by traffic demand.
5. A six-lane divided roadway should provide a continuous median, protected dual or single left-turn pockets as warranted by existing traffic at all signalized intersections, and single left-turn pockets at non-signalized intersections. A right-turn option lane should also be provided as warranted by traffic demand.
6. A four-lane divided roadway should provide a continuous median, protected dual or single left-turn pockets at all signalized intersections, and a left-turn pocket at all non-signalized intersections. A right-turn lane should also be provided as warranted by traffic demand.
7. A four-lane undivided roadway shall provide for a single left-turn pocket at all intersections as warranted by traffic demand.

Applications will be reviewed by OCTA for consistency, accuracy and concurrence. Applications determined complete in accordance with the program requirements will be

scored, ranked and submitted to the TSC, TAC, and Board for consideration and funding approval.

Local agencies awarded funding will be notified as to which projects have been funded and from what sources after the Board takes action. A tentative call schedule is detailed below:

Board authorization to issue call: August 14, 2023

Application submittal deadline: October 26, 2023

TSC/TAC Review: February/March 2024

Committee/Board approval: April/May 2024

## Funding

M2 RCP (Project O) funding will be used for this call.

The CTFP Guidelines include a provision that allows applicants to request ROW and/or construction funding prior to completion of the planning phase (including final design) provided that the phase is underway, substantially complete and the agency will complete the activities within six months of the start of the new phase programmed year. **A thorough review of eligible activities is not always possible during the call for projects evaluation period. As a result, it is possible that cost elements contained within an application and included in a funding recommendation may ultimately be deemed ineligible for program participation. The applicant is responsible for ensuring projects are implemented according to eligible activities contained within the program guidelines.**



## Arterial Capacity Enhancements (ACE)

### Overview

The MPAH serves as the backbone of Orange County's arterial street network. Improvements to the network are required to meet existing needs and address future traffic demand. The ACE improvement category complements freeway improvement initiatives underway, supplements development mitigation activities and enables improvements based upon existing deficiencies.

Projects in the ACE improvement category are selected on a competitive basis. Projects must meet specific criteria in order to compete for funding through this program.

### Objectives

- Complete MPAH network through gap closures and construction of missing segments
- Relieve congestion by providing additional roadway capacity where needed
- Provide timely investment of M2 Revenues
- Leverage funding from other sources

### Project Participation Categories

The ACE category provides capital improvement funding (including planning, design, ROW acquisition and construction) for capacity enhancements on the MPAH for the following:

- Gap closures – the construction of a roadway to its full MPAH build-out for the purpose of connecting two existing ends of that roadway by filling in a missing segment or for completing the terminus of an MPAH roadway. This applies to increased roadway capacity only as it relates to vehicular traffic.
- Roadway widening where additional capacity is needed
- New roads / extension of existing MPAH facility

### Eligible Activities

- Planning, environmental clearance
- Design
- ROW acquisition
- Construction (including curb-to-curb, lighting, drainage, etc.)

## Potentially Eligible Items

Below is a list of potentially eligible items. However, final determination of the eligibility of all project related costs will be made at the time of reimbursement. Prior to the submittal of an application for funding, or at any point in the project life cycle, local agencies may meet with OCTA staff to review the eligibility of project related costs.

### **Application review and approval does not guarantee the eligibility of all items.**

- Direct environmental mitigation for projects funded by ACE (subject to limitations identified in precepts)
- Storm drains/catch basins/detention basins/bioswales/other pollutant discharge mitigation devices
- Sound walls (in conjunction with roadway improvement mitigation measures)
- Aesthetic improvements including landscaping within the project ROW (eligible improvements up to 10 percent (10%) of construction costs, provided costs are reasonable for the transportation benefit)
- ITS infrastructure (advance placement in anticipation of future project)
- Rehabilitation and/or resurfacing of existing pavement when necessitated by proposed improvement (such as change in profile and cross section)
- Improvements to private property if part of a ROW settlement agreement
- Utility relocation where the serving utility has prior rights as evidenced by a recorded legal document
- Roadway grading within the ROW (inclusive of any TCE and/or ROW agreement related improvements) should not exceed a depth for normal roadway excavation (e.g., structural section). Additional grading will be considered on a case-by-case basis. Agencies shall provide supporting documentation (e.g., soils reports, ROW agreements) to justify the additional grading.
- Additional ROW to accommodate significant pedestrian volumes or bikeways shown on a Master Plan of Bikeways or in conjunction with the "Complete Streets" effort. These will be considered for eligibility on a case-by-case basis during the application process.
- Installation of a pedestrian activated traffic signal where necessitated by pedestrian traffic warrants or other engineering criteria.

Environmental mitigation will be allowed only as required for the proposed roadway improvement, and only as contained in the environmental document. Program participation in environmental mitigation shall not exceed 25 percent (25%) of the total eligible construction costs.

Longitudinal storm drains are eligible for program participation when the storm drain is an incidental part (cost is less than 25 percent (25%) of the total eligible construction cost) of an eligible improvement. Program participation shall not exceed 10 percent (10%) of the cost of storm drain longitudinal/parallel and main lines. Storm drain inlets, connectors, laterals and cross culverts shall have full participation in ACE Program funding. Storm drains outside standard MPAH ROW widths are not eligible, excluding catch basins within reasonable distance and in general proximity to a project intersection (e.g., within ten feet of the curb return). Catch basins and drainage systems extending into adjacent areas (including public streets) shall not be eligible past the first catch basin designated by aforementioned criteria.

The relocation of detention basins/bioswales are potentially eligible dependent on prior rights and will be given consideration on a case-by-case basis (see utility relocations below).

Soundwalls are eligible only if they are required as part of the environmental mitigation for the proposed project and the Measure M contribution to the cost of soundwalls shall not exceed 25 percent (25%) of the total eligible construction costs. Aesthetic enhancements and landscaping in excess of minimum environmental mitigation requirements are subject to limitations described in this section above.

Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough grading can be considered eligible, so long as it supports MPAH improvement(s) within the ROW and does not supplant developer (or any other project obligations). Any proposed rough grading outside of the MPAH ROW, will be evaluated by OCTA on a case-by-case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).

## Utility Relocations

The expenses associated with the relocation of utilities are eligible for RCP reimbursement only when all conditions listed below have been met:

- The relocation is made necessary due to conflict with proposed improvements.
- The facility to be relocated is within the project right-of-way.
- It has been determined that the local agency is legally liable for either a portion of or all of the relocation costs.

Liability can be determined by property rights, franchise rights/agreements, state and local statutes/ordinances, permits, a finding by the local agency's counsel, or other recorded legal document. Documentation providing proof of the local agency's liability for the costs of utility relocation must be submitted with an initial payment request (see Chapter 9). Utilities funded through enterprise funds shall not be eligible for reimbursement.

If a relocation is eligible to be reimbursed, and to be performed by the utility owner or by the utility owner's contractor, the work should be included in the ROW phase costs and clearly identified in the project application submittal. For eligible relocations to be performed during the construction phase by the local agency's contractor, the work should be included in the plans and specifications similar to other construction activities. Adjustment of existing utilities to grade (e.g., water valves, manhole frames and covers), due to new roadway cross sections are either eligible or not eligible in the construction phase subject to the limitations previously described (e.g., prior rights). New or relocated fire hydrants are ineligible.

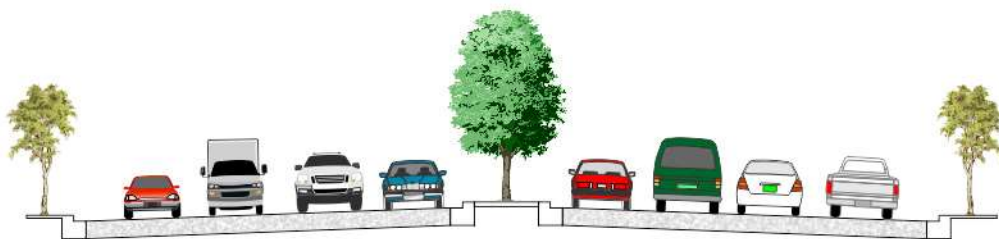
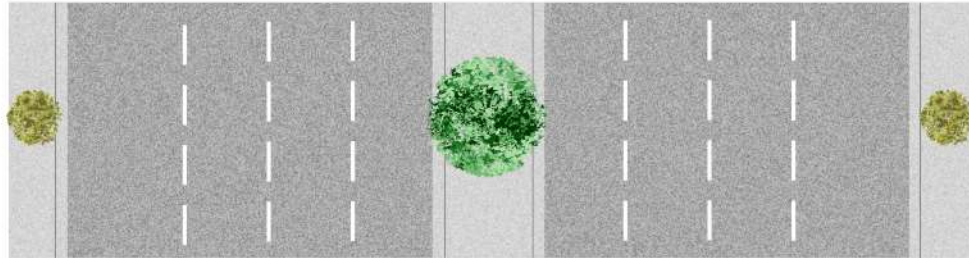
In all cases, eligible costs shall only include "in-kind" relocation. No reimbursements will be made for betterments above the cost of "in-kind" relocation. Additionally, costs submitted for program reimbursement must include any salvage credits received.

## Ineligible Expenditures

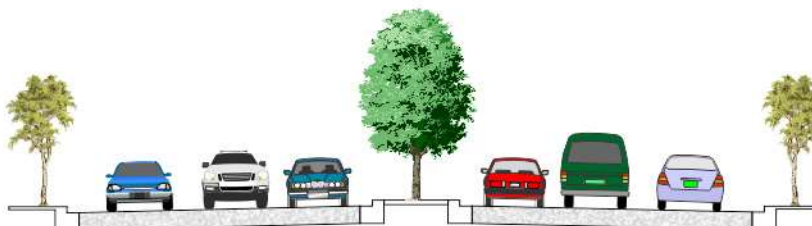
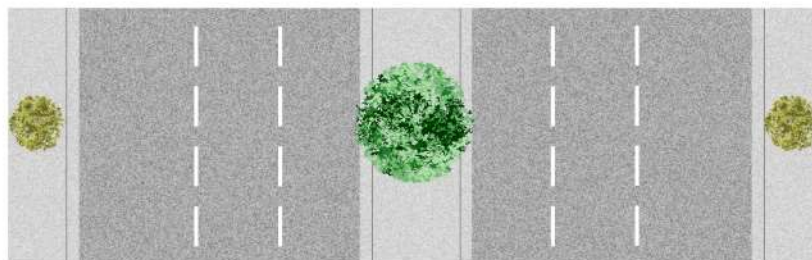
Items that are not eligible under the ACE Program are:

- Grading outside of the roadway ROW not related to a TCE or ROW agreement is generally considered ineligible but can be evaluated by OCTA on a case by case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).
- Rehabilitation (unless performed as component of capacity enhancement project)
- Reconstruction (unless performed as component of capacity enhancement project)
- Grade Separation Projects
- Enhanced landscaping, aesthetics and gateway treatments (landscaping that exceeds that necessary for normal erosion control and ornamental hardscape)
- ROW acquisition and construction costs for improvements greater than the typical ROW width for the applicable MPAH Roadway Classification. (See standard MPAH cross sections in Exhibit 7-5) Where full parcel acquisitions are necessary to meet typical ROW requirements for the MPAH classification, any excess parcels shall be disposed of in accordance with the provisions of these guidelines, State statutes as outlined in Article XIX and the California State Controllers Guidelines Relating to Gas Tax Expenditures.
- Utility Betterments
- Construction of new utilities

## Exhibit 7-5 Standard MPAH Cross Sections

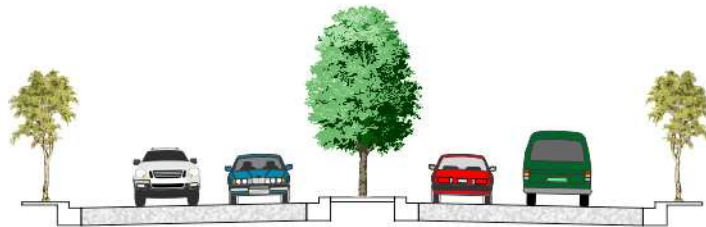
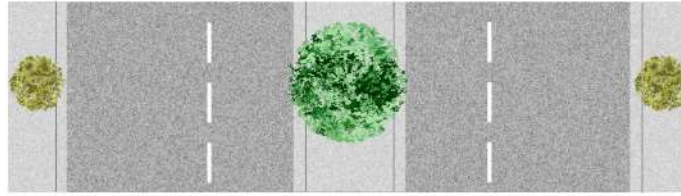


PRINCIPAL  
144 FT  
(8 LANES, DIVIDED)

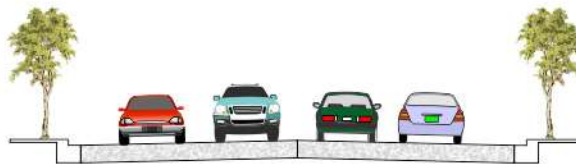
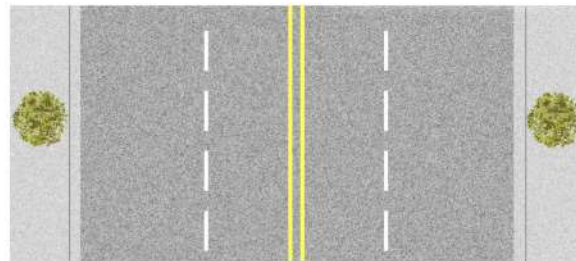


MAJOR  
120FT  
(6 LANES, DIVIDED)

Exhibit 7-5 *continued*  
Standard MPAH Cross Sections

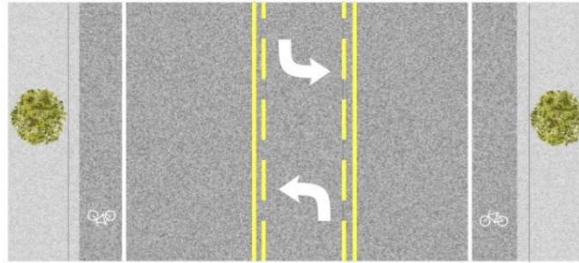


PRIMARY  
100 FT  
(4 LANES, DIVIDED)

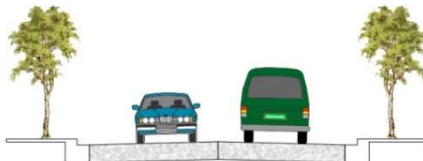
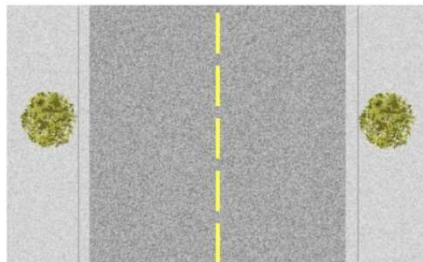


SECONDARY  
80 FT  
(4 LANES, UNDIVIDED)

Exhibit 7-5 *continued*  
Standard MPAH Cross Sections



DIVIDED COLLECTOR  
80 FT  
(2 LANES, DIVIDED)



COLLECTOR  
56 FT  
(2 LANES, UNDIVIDED)

## Master Plan of Arterial Highway Capacities

Below are the approximate roadway capacities that will be used in the determination of LOS:

| <u>Type of Arterial</u> | <u>Level of Service (LOS)</u> |                           |                           |                           |                            |
|-------------------------|-------------------------------|---------------------------|---------------------------|---------------------------|----------------------------|
|                         | <b>A</b><br>.51 - .60 v/c     | <b>B</b><br>.61 - .70 v/c | <b>C</b><br>.71 - .80 v/c | <b>D</b><br>.81 - .90 v/c | <b>E</b><br>.91 - 1.00 v/c |
| 8 Lanes Divided         | 45,000                        | 52,500                    | 60,000                    | 67,500                    | 75,000                     |
| 6 Lanes Divided         | 33,900                        | 39,400                    | 45,000                    | 50,600                    | 56,300                     |
| 4 Lanes Divided         | 22,500                        | 26,300                    | 30,000                    | 33,800                    | 37,500                     |
| 4 Lanes (Undivided)     | 15,000                        | 17,500                    | 20,000                    | 22,500                    | 25,000                     |
| 2 Lanes Divided         | 9,000                         | 12,000                    | 15,000                    | 20,000                    | 22,000                     |
| 2 Lanes (Undivided)     | 7,500                         | 8,800                     | 10,000                    | 11,300                    | 12,500                     |

*Note: Values are maximum Average Daily Traffic*

## Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on existing usage, proposed Vehicle Miles Traveled (VMT), level of services benefits, local match rate funding and overall facility importance. Technical categories and point values are shown on Tables 7-1 and 7-2. Data sources and methodology are described below.

Projected/Current Average Daily Trips (ADT): Current ADT is the preferred method of measuring congestion. However, traffic counts projected to the year of opening for the project will be allowed as part of the competitive evaluation. These must be submitted along with current 24-hour traffic counts for the proposed segment for comparison purposes. The agency must submit the project’s projected ADT, current ADT, the delta, and justification of the increase. Regarding “current” counts, these are defined as those taken for a typical mid-week period within the preceding 12-months. Projects submitted without “current counts” will be considered incomplete and non-responsive. Project applications using projected ADT must use traffic counts taken within the preceding 12 months. Project applications not using projected ADT may use traffic counts taken within the 36 months preceding the release date of the current call. **Note:** New facilities must be modeled through OCTAM and requests should be submitted to OCTA a minimum of six (6) weeks prior to application submittal deadline. **The OCTAM modeling request**



**deadline is September 14, 2023 for the 2024 Call for Projects.** If modeling requests are not submitted six (6) weeks prior to the application submittal deadline, the application will not be considered. For agencies where event, weekend, or seasonal traffic presents a significant issue, Average Annual Daily Traffic (AADT) counts can be used, provided the agency gives sufficient justification for the use of AADT.

VMT: Centerline length of segment proposed for improvement multiplied by the existing ADT for the proposed segment length. Measurements must be taken proximate to capacity increase. VMT for improvements covering multiple discrete count segments are calculated on a weighted average basis.

Current Project Readiness: This category is additive. Points are earned for the highest qualifying designation at the time applications are submitted. Local agency should select the most current phase of the project.

- Environmental Approvals – applies where all environmental clearances have been obtained on the project.
- Preliminary design (35 percent (35%) level) – will require certification from the City Engineer and is subject to verification.
- Final Design (PS&E) – applies where the jurisdiction’s City Engineer or other authorized person has approved the final design.
- ROW (all offers issued) – applies where offers have been made for every parcel where acquisition is required and/or offers of dedication or orders of immediate possession have been received by the jurisdiction. Documentation of ROW possession will be required with application submittal.
- ROW (all easements and titles) – applies where no ROW is needed for the project or where all ROW has been acquired/dedicated.

Cost Benefit: Total project cost (including unfunded phases) divided by the existing ADT (or modeled ADT for new segments).

Funding Over-Match: The percentages shown apply to match rates above a jurisdiction’s minimum local match rate requirement. M2 requires a 50 percent (50%) local match for RCP projects. This minimum match can be reduced by up to 25 percentage points if certain eligible components are met. If a jurisdiction’s minimum match target is 30 percent (30%) and a local match of 45 percent (45%) is pledged, points are earned for the 15 percent (15%) over-match differential. The pledged amount is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project.

Transportation Significance: Roadway classification as shown in the current MPAH.

Operational Attributes (within the roadway): This category is additive. Each category, except Active Transit Routes, must be a new feature added as a part of the proposed

project. Only one feature can be selected for any qualifying category. For example, installation of a bike lane that is identified in an adopted ATP plan can be awarded points under "Bike Lanes" or "Active Transportation Focused Plan Elements," but not both.

- Pedestrian Facilities: Placement of a new sidewalk where **none currently exists** along an entire segment of proposed project.
- Meets MPAH configuration: Improvement of roadway to full MPAH standard for the segment classification.
- Active Transit Route(s): Segments served by fixed route public transit service.
- Bus Turnouts: Construction of bus turnouts.
- Bike Lanes: Installation of new bike lanes
- Median (Raised): Installation of a mid-block raised median where none exists today. Can be provided in conjunction with meeting MPAH standards.
- Safety Improvements: Project features that increase the safety of pedestrians. These elements can include the new installation of: median barriers, curb extensions, residential traffic diverters, pedestrian crossing islands, pedestrian activated signals, crosswalk enhancements, safety signage, and the addition, modification, or improvement of existing pedestrian signals. Other elements of safety may be considered on a case-by-case basis.
- Elements of Approved Active Transportation Plan/Active Transportation Focused Sections of other Types of Mobility Plans: Incorporate project features that are approved in an active transportation plan or if very focused, in active transportation focused sections of other types of plans that improve mobility. These elements can include bike infrastructure and pedestrian elements. Other elements of an active transportation plan may be considered on a case-by-case basis. Documentation of approved plan will be required with application submittal and assignment of points for active transportation focused sections of other types of plans will be considered on a case-by-case basis.
- Sustainability Elements: Includes the use of multiple complete street elements, the installation of solar lighting within the roadway cross section, or water conservation elements that reduce water consumption, compared to current usage within project limits; such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist. Other elements of sustainability may be considered on a case-by-case basis. Points are awarded at construction phase only.
- Other (e.g., Golf cart paths in conformance with California Vehicle Code and which are demonstrated to remove vehicle trips from roadway).

Improvement Characteristics: Select one characteristic which best describes the project:

- Gap Closures: the construction of a roadway to its full MPAH build-out for the purpose of connecting two existing ends of that roadway by filling in a missing segment or for completing the terminus of an MPAH roadway. This applies to increased roadway capacity only as it relates to vehicular traffic.
- New Facility/Extensions: Construction of new roadways.
- Bridge crossing: Widening of bridge crossing within the project limits to full MPAH width. Widening beyond MPAH shall not qualify for Project O funding.
- Adds capacity: Addition of through traffic lanes.
- Improves traffic flow: Installation of a median, restricting cross street traffic, adding midblock turn lanes, or elimination of driveways.

LOS Improvement: This category is a product of the existing or projected LOS based upon volume/capacity -- or v/c -- and LOS improvement "with project." **Projects must meet a minimum existing or projected LOS of "D" (.81 v/c) "without project" condition to qualify for priority consideration for funding.** Existing LOS is determined using current 24-hour traffic counts for the proposed segment. However, for projects where traffic volumes follow unconventional patterns, unidirectional volumes may be proposed as an acceptable alternate methodology for determining LOS. If unidirectional volumes are used for LOS calculations, ADT for the proposed direction of improvement shall serve as the basis for ADT, cost benefit and vehicle miles travelled (VMT) scoring categories. Projects that do not meet the minimum LOS "D" can be submitted but are not guaranteed consideration as part of the competitive process.

If during the competitive process, it is determined that additional programming capacity exists after all eligible projects with LOS "D" have been funded, a consideration of projects with a minimum LOS "C" (.71 v/c) may be undertaken. Such consideration will be at the discretion of OCTA. Projects with a LOS better than "C" (.70 v/c) will not be considered.

## Application Process

Project grants are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to evaluate the project proposal as outlined below. Detailed instructions and checklists are provided in this chapter.

Complete application

- Funding needs by phase and fiscal year
- Local committed match funding source, confirmed through city council resolution or minute order
- Supporting technical information (including current traffic counts)

- Project development and implementation schedule
- ROW status and detailed plan for acquisition/disposal of excess right-of-way. The ROW acquisition/disposal plan must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at <https://ocfundtracker.octa.net>.
- Any additional information deemed relevant by the applicant
- Grants subject to Master Funding Agreement

Calls are expected to be issued on an annual basis, or as determined by the Board. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

## Minimum Eligibility Requirements

Projects must have an existing or projected LOS "D" (.81 v/c) or worse to qualify for priority consideration for funding in this program.

All project roadways must be identified on the MPAH network. Local streets not shown on the MPAH are not eligible for funding through this program.

## New Facilities

New facilities must be modeled through OCTAM. A local agency planning on submitting a request for funding for a new facility must submit a modeling request a minimum of six (6) weeks prior to the application submittal deadline. If modeling requests are not submitted six (6) weeks prior to the application submittal deadline, the application associated with the related project will not be considered. Any request for modeling **must be submitted to OCTA no later than September 14, 2023** for the 2024 Call for Projects.

Facility Modeling: For consistency purposes, all proposed new facilities will be modeled by OCTA using the most current version of OCTAM. Applicants may supplement their application with a locally-derived model with OCTAM used for validation purposes. The facility will be modeled with the lane capacity reflected in the application.

Average Daily Trips Determination: OCTAM will provide an "existing" ADT using a "with project" model run under current conditions. The ADT for the proposed segment will serve as the ADT value to be considered in the application.

LOS Improvement: LOS on existing facilities may be positively or negatively affected by a proposed new roadway segment through trip redistribution. A current condition model run is generated "with" and "without" the proposed project. The intent is to test the efficacy of the proposed segment. A comparison of these before and after project runs (using current traffic volumes) yields potential discernable changes in LOS. The greatest

benefit is generally on a parallel facility directly adjacent to the proposed project. Trip distribution changes generally dissipate farther from the project. For evaluation purposes, the segment LOS (determined through a simple volume / capacity calculation) for the “with” and “without project” will be used for the existing LOS and LOS improvement calculations.

## Matching Funds

Local agencies are required to provide local match funding for each phase of the project. As prescribed by the M2 Ordinance, the minimum local match requirement is 50 percent (50%) with potential to reduce this amount if certain eligibility requirements are met. The amount pledged during the application process is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project. Actual project contributions by the local agency are dependent on final project costs and may not be equal to the committed match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures do not contribute to the local match rate.

## Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Council Approval: A Council Resolution or Minute Order action authorizing request for funding consideration with a commitment of local match funding must be provided with the project application. **If a *draft* copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency’s governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA’s Board of Directors.

Project Documentation: If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. An electronic copy of the PSR and/or environmental document must be supplied as applicable. The applicant will be asked for additional detailed information if necessary, to adequately evaluate the project application.

Project Summary Information: With each application being recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits,

location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**

## Reimbursements

This program is administered on a reimbursement basis for capital improvements, planning, design, and ROW acquisition. Reimbursements will be disbursed upon review and approval of an acceptable initial payment submittal, final report, and consistency with Master Funding Agreement or cooperative agreement if federal funds are awarded. The reimbursement process is more fully described in Chapter 9 of this manual.

## Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible during the planning phase shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty. All ROW funding received for property acquisition prior to cancellation shall be repaid upon cancellation even if property has been acquired. All construction funding received prior to cancellation shall be repaid upon cancellation.

Cancelled projects will be eligible to reapply upon resolution of issues that led to original project termination. Agencies can resubmit an application for funding consideration once either the cancellation of the existing funding grant has been approved by the OCTA Board or is in the process of approval through the semi-annual review. In the event the OCTA Board does not approve the cancellation, the lead agency will be required to withdraw the application.

## Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation, which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA's Internal Audit department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board (see Chapter 10).

Proceeds from the sale of excess ROW acquired with program funding must be paid back to the project fund as described in Chapter 9 and the Master Funding Agreement.

**Table 7-1  
Regional Capacity Program  
Street Widening Selection Criteria**

| <b>Category</b>                  | <b>Points Possible</b> | <b>Percentage</b> |
|----------------------------------|------------------------|-------------------|
| <b>Facility Usage</b>            |                        | <b>25%</b>        |
| Existing ADT & VMT               | 15                     | 15%               |
| Current Project Readiness        | 10                     | 10%               |
| <b>Economic Effectiveness</b>    |                        | <b>15%</b>        |
| Cost Benefit                     | 10                     | 10%               |
| Funding Over-Match               | 5                      | 5%                |
| <b>Facility Importance</b>       |                        | <b>25%</b>        |
| Transportation Significance      | 10                     | 10%               |
| Operational Efficiency           | 15                     | 15%               |
| <b>Benefit</b>                   |                        | <b>35%</b>        |
| Improvement Characteristics      | 10                     | 10%               |
| Level of Improvement and Service | 25                     | 25%               |
| <b>Total</b>                     | <b>100</b>             | <b>100%</b>       |

## Table 7-2 Street Widening Point Breakdown

### ACE SCORING CRITERIA Point Breakdown for Arterial Capacity Enhancement Projects Maximum Points = 100

| <b>Facility Usage</b>  |          | <b>Points: 25</b>     |  |
|--|----------|-----------------------|--|
| Existing ADT & VMT   |          | Max Points: 15        |  |
| <u>Existing ADT Range</u>  |          | <u>Points</u>         |  |
| 45+  | thousand | 10                    |  |
| 40 – 44  | thousand | 8                     |  |
| 35 – 39  | thousand | 6                     |  |
| 30 – 34  | thousand | 5                     |  |
| 25 – 29  | thousand | 4                     |  |
| 20 – 24  | thousand | 3                     |  |
| 15 – 19  | thousand | 2                     |  |
| 10 – 14  | thousand | 1                     |  |
| <10  | thousand | 0                     |  |
| <u>VMT Range</u>   |          | <u>Points</u>         |  |
| 31+  | thousand | 10                    |  |
| 26 – 30  | thousand | 8                     |  |
| 22 – 25  | thousand | 6                     |  |
| 18 – 21  | thousand | 5                     |  |
| 14 – 17  | thousand | 4                     |  |
| 11 – 13  | thousand | 3                     |  |
| 08 – 10  | thousand | 2                     |  |
| 04 – 07  | thousand | 1                     |  |
| <4   | thousand | 0                     |  |
| <u>Current Project Readiness</u>   |          | <u>Max Points: 10</u> |  |
| ROW (All Easement and Titles)  |          | 5                     |  |
| Final Design (PS&E)  |          | 4                     |  |
| Environmental Approvals  |          | 2                     |  |
| Preliminary Design (35%)   |          | 2                     |  |
| ROW (All Offers Issued)  |          | 2                     |  |
| <b>Economic Effectiveness</b>  |          | <b>Points: 15</b>     |  |
| Cost Benefit (Total \$/ADT)  |          |                       |  |
| <u>Range*</u>  |          | <u>Points</u>         |  |
| < 49   |          | 10                    |  |
| 50 – 74  |          | 9                     |  |
| 75 – 99  |          | 7                     |  |
| 100 – 149  |          | 5                     |  |
| 150 – 199  |          | 4                     |  |
| 200 – 249  |          | 3                     |  |
| 250 – 299  |          | 2                     |  |
| 300 – 349  |          | 1                     |  |
| 350+   |          | 0                     |  |
| Funding Over-Match (local match/project cost) minus minimum local match requirement. |          |                       |  |
| <u>Range*</u>  |          | <u>Points</u>         |  |
| 25+%   |          | 5                     |  |
| 20 – 24%   |          | 4                     |  |
| 15 – 19%   |          | 3                     |  |
| 10 – 14%   |          | 2                     |  |
| 05 – 09%   |          | 1                     |  |
| 00 – 04%   |          | 0                     |  |
| *Range refers to % points above agency minimum requirement.                          |          |                       |  |
| <b>Facility Importance</b>   |          | <b>Points: 25</b>     |  |
| <u>Transportation Significance Range</u>   |          | <u>Points</u>         |  |
| Principal or CMP Route   |          | 10                    |  |
| Major  |          | 8                     |  |
| Primary  |          | 6                     |  |
| Secondary  |          | 4                     |  |
| Collector  |          | 2                     |  |
| Operational Attributes (within the roadway)  |          | Max Points: 15        |  |
| <u>Meets MPAH Configs.</u>   |          | 4                     |  |
| Pedestrian Facilities (New)  |          | 4                     |  |
| Bike Lanes (New)   |          | 4                     |  |
| Active Transit Route(s)  |          | 2                     |  |
| Bus Turnouts   |          | 2                     |  |
| Median (Raised)  |          | 2                     |  |
| Safety Improvements  |          | 3                     |  |
| Active Transportation Focused Plan Elements  |          | 2                     |  |
| Sustainability Elements  |          | 2                     |  |
| Other  |          | 2                     |  |
| <b>Benefit</b>   |          | <b>Points: 35</b>     |  |
| <u>Improve Characteristics</u>   |          | <u>Points</u>         |  |
| Gap Closure  |          | 10                    |  |
| New Facility/Extension   |          | 8                     |  |
| Bridge Crossing  |          | 8                     |  |
| Adds Capacity  |          | 6                     |  |
| Improves Traffic Flow  |          | 2                     |  |
| LOS Improvement  |          | Max Points: 25        |  |
| <u>Existing LOS Starting Point Range (LOS Imp x LOS Starting Pt)</u>                 |          | <u>Points</u>         |  |
| 1.01+  |          | 5                     |  |
| .96 – 1.00   |          | 4                     |  |
| .91 – .95  |          | 3                     |  |
| .86 – .90  |          | 2                     |  |
| .81 – .85  |          | 1                     |  |
| <.81   |          | 0                     |  |
| LOS Improvements with Project (exist. Volume)  |          |                       |  |
| <u>Existing LOS Starting Point Range</u>   |          | <u>Points</u>         |  |
| .20+   |          | 5                     |  |
| .16 – .20  |          | 4                     |  |
| .10 – .15  |          | 3                     |  |
| .05 – .09  |          | 2                     |  |
| .01 – .05  |          | 1                     |  |
| <.01   |          | 0                     |  |



## Intersection Capacity Enhancements (ICE)

### Overview

The MPAH serves as the backbone of Orange County's arterial street network. Intersections at each intersecting MPAH arterial throughout the County will continue to require improvements to mitigate current and future needs. The ICE improvement category complements roadway improvement initiatives underway and supplements development mitigation opportunities.

Projects in the ICE improvement category are selected on a competitive basis. Projects must meet specific criteria in order to compete for funding through this program.

For the purposes of the ICE improvement category, the limits of an intersection shall be defined as the area that includes all necessary (or planned) through lanes, turn pockets, and associated transitions required for the intersection. Project limits of up to a maximum of 600 feet for each intersection leg are allowable. Projects that, due to special circumstances, must exceed the 600-foot limit, shall include in their application the request for a technical variance. The project shall be presented to the TSC by the local agency to request approval of the variance.

### Objectives

- Improve MPAH network capacity and throughput along MPAH facilities
- Relieve congestion at MPAH intersections by providing additional turn and through lane capacity
- Improve connectivity between neighboring jurisdictions by improving operations
- Provide timely investment of M2 revenues

### Project Participation Categories

The ICE category provides capital improvement funding (including planning, design, ROW acquisition and construction) for intersection improvements on the MPAH network for the following:

- Intersection widening – constructing additional through lanes and turn lanes, extending turn lanes where appropriate, and signal equipment
- Street to street grade separation projects

### Eligible Activities

- Planning, environmental clearance
- Design (plans, specifications, and estimates)
- ROW acquisition
- Construction (including bus turnouts, curb ramps, median, and striping)

## Potentially Eligible Items

Below is a list of potentially eligible items. However, final determination of the eligibility of all project related costs will be made at the time of reimbursement. Prior to the submittal of an application for funding, or at any point in the project life cycle, local agencies may meet with OCTA staff to review the eligibility of project related costs.

### **Application review and approval does not guarantee the eligibility of all items.**

- Required environmental mitigation for projects funded by ICE
- Storm drains/catch basins/detention basins/bioswales/other pollutant discharge mitigation devices
- Sound walls (in conjunction with roadway improvement mitigation measures)
- Aesthetic improvements including landscaping within the project ROW (eligible improvements up to 10 percent (10%) of construction costs, provided costs are reasonable for the transportation benefit)
- Signal equipment (as incidental component of program), including the installation or upgrade of pedestrian countdown heads
- Bicycle detection systems
- Rehabilitation and/or resurfacing of existing pavement when necessitated by proposed improvement (such as change in profile and cross section)
- Improvements to private property if part of a ROW settlement agreement
- Utility relocation where the serving utility has prior rights as evidenced by a recorded legal document and are located within the roadway right-of-way.
- Roadway grading within the ROW (inclusive of any TCEs and/or ROW agreement related improvements) should not exceed a depth for normal roadway excavation (e.g., structural section). Additional grading will be considered on a case-by-case basis. Agencies shall provide supporting documentation (e.g., soils reports, ROW agreements) to justify the additional grading.

## Ineligible Items

- Grading outside of the roadway ROW not related to a TCE or ROW agreement is generally assumed to be ineligible but can be evaluated by OCTA on a case by case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).
- ROW acquisition greater than the typical ROW width for the applicable MPAH Roadway Classification. Additional turn lanes not exceeding 12 feet in width needed to maintain an intersection LOS D requiring ROW in excess of the typical ROW width for the applicable MPAH classification shall be fully eligible. Where full parcel acquisitions are necessary to meet typical ROW requirements for the MPAH classification any excess parcels shall be disposed of in accordance with State

statutes and the acquisition/disposal plan submitted in accordance with these guidelines.

- Enhanced landscaping and aesthetic improvements (landscaping that exceeds that necessary for normal erosion control and ornamental hardscape).

Environmental mitigation will be allowed only as required for the proposed roadway improvement and only as contained in the environmental document. Program participation in environmental mitigation shall not exceed 25 percent (25%) of the total eligible project costs.

Longitudinal storm drains are eligible for program participation when the storm drain is an incidental part (cost is less than 25 percent (25%) of the total eligible improvement cost) of an eligible improvement. Program participation shall not exceed 10 percent (10%) of the cost of storm drain longitudinal/parallel and main lines. Storm drain inlets, connectors, laterals and cross culverts shall have full participation in ICE improvement category funding. Storm drains outside standard MPAH ROW widths are not eligible, excluding catch basins within reasonable distance and in general proximity to a project intersection (e.g., within ten feet of the curb return). Catch basins and drainage systems extending into adjacent areas (including public streets) shall not be eligible past the first catch basin.

Soundwalls are eligible only if they are required as part of the environmental clearance for the proposed project and shall not exceed 25 percent (25%) of the total eligible project costs. Aesthetic enhancements and landscaping in excess of minimum environmental mitigation requirements are subject to limitations described in the "Potentially Eligible Item" section above.

The relocation of detention basins/bioswales/other pollutant discharge mitigation devices are potentially eligible dependent on who has prior rights and will be given consideration on a case-by-case basis (see utility relocations below).

Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough grading can be considered eligible, so long as it supports MPAH improvement(s) within the ROW and does not supplant developer (or any other project obligations). Any proposed rough grading outside of the MPAH ROW, will be evaluated by OCTA on a case-by-case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).

## Utility Relocations

The expenses associated with the relocation of utilities are eligible for RCP reimbursement only when all conditions listed below have been met:

- The relocation is made necessary due to conflict with proposed improvements.
- The facility to be relocated is within the project right-of-way.

- It has been determined that the local agency is legally liable for either a portion of or all of the relocation costs.

Liability can be determined by property rights, franchise rights/agreements, state and local statutes/ordinances, permits, a finding by the local agency's counsel, or other recorded legal document. Documentation providing proof of the local agency's liability for the costs of utility relocation must be submitted with an initial payment request (see Chapter 9). Utilities funded through enterprise funds shall not be eligible for reimbursement.

If a relocation is eligible to be reimbursed, and to be performed by the utility owner or by the utility owner's contractor, the work should be included in the ROW phase costs and clearly identified in the project application submittal. For eligible relocations to be performed during the construction phase by the local agency's contractor, the work should be included in the plans and specifications similar to other construction activities. Adjustment of existing utilities to grade (e.g., water valves, manhole frames and covers), due to new roadway cross sections are either eligible or not eligible in the construction phase subject to the limitations previously described (e.g., prior rights). New or relocated fire hydrants are ineligible.

In all cases, eligible costs shall only include "in-kind" relocation. No reimbursements will be made for betterments above the cost of "in-kind" relocation. Additionally, costs submitted for program reimbursement must include any salvage credits received.

## Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on existing usage, LOS benefits, local match funding, and overall facility importance. Technical categories and point values are shown on Tables 7-3 and 7-4. Data sources and methodology are described below.

Projected/Current Average Daily Trips (ADT): Current ADT is the preferred method of measuring congestion. However, traffic counts projected to the year of opening for the project will be allowed as part of the competitive evaluation. These must be submitted along with current 24-hour traffic counts for the proposed segment for comparison purposes. The agency must submit the project's projected ADT, current ADT, the delta, and justification of the increase. Regarding "current" counts, these are defined as those taken for a typical mid-week period within the preceding 12-months. Project applications using projected ADT must use traffic counts taken within the preceding 12 months. Project applications not using projected ADT may use traffic counts taken within the preceding 36 months. Project applications without "current" counts will be deemed incomplete and non-responsive. Average ADT for the east and west legs of the intersection will be added to the average ADT for the north and south legs.

For agencies where event or seasonal traffic presents a significant issue, AADT counts can be used, provided the agency gives sufficient justification for the use of AADT.

Current Project Readiness: This category is additive. Points are earned for each satisfied readiness stage at the time applications are submitted. Local agency should select the most current phase of the project.

- Environmental Approvals – applies where all environmental clearances have been obtained on the project.
- Preliminary design (35 percent (35%) level) – will require certification from the City Engineer and is subject to verification.
- Final Design (PS&E) – applies where the jurisdiction’s City Engineer or other authorized person has approved the final design.
- ROW (all offers issued) – applies where offers have been made for every parcel where acquisition is required and/or offers of dedication or orders of immediate possession have been received by the jurisdiction. Documentation of ROW possession will be required with application submittal.
- ROW (all easements and titles) – applies where no ROW is needed for the project or where all ROW has been acquired/dedicated.

Cost Benefit: Total project cost (included unfunded phases) divided by the existing ADT (or modeled ADT for new segments).

Funding Over-Match: The percentages shown apply to match rates above a jurisdiction’s minimum match rate requirement. M2 requires a 50 percent (50%) local match for RCP projects. This minimum match can be reduced by up to 25 percentage points if certain eligible components are met. If a jurisdiction’s minimum match target is 30 percent (30%) and a local match of 45 percent (45%) is pledged, points are earned for the 15 percent (15%) over-match. The pledged amount is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project.

Coordination with Contiguous project: Projects that complement a proposed arterial improvement project with a similar implementation schedule earn points in this category. This category is intended to recognize large projects that segregate intersection components from arterial components for funding purposes.

Transportation Significance: Roadway classification as shown in the current MPAH.

Operational Attributes (within the roadway): This category is additive. Each category must be a new feature added as a part of the proposed project. Only one feature can be selected for any qualifying category. For example, installation of a bike lane that is identified in an adopted ATP plan can be awarded points under "Bike Lanes" or "Active Transportation Focused Plan Elements," but not both.

- Bike Lanes: Extension of bike lanes through intersection
- Bus Turnouts: Construction of a bus turnout as a new feature.
- Lowers density: Addition of through travel lanes.
- Channels traffic: Addition and/or extension of turn pockets (other than free right turn).
- Free right turn: installation of new free right or conversion of an existing right turn to free right
- Protected/permissive left turn: Convert from protected to protected/permissive
- Pedestrian Facilities: Placement of a new sidewalk if none currently exists.
- Grade separations: Street to street grade separations and do not apply to rail grade separation projects which are covered by the grade separation program category.
- Safety Improvements: Project features that increase the safety of pedestrians. These elements can include the new installation of: median barriers, curb extensions, residential traffic diverters, pedestrian crossing islands, pedestrian activated signals, crosswalk enhancements, safety signage, and the addition, modification, or improvement of existing pedestrian signals. Other elements of safety may be considered on a case-by-case basis.
- Elements of Approved Active Transportation Plan/Active Transportation Focused Sections of other Types of Mobility Plans: Incorporate project features that are approved in an active transportation plan or if very focused, in active transportation focused sections of other types of plans that improve mobility. These elements can include bike infrastructure and pedestrian elements. Other elements of an active transportation plan may be considered on a case-by-case basis. Documentation of approved plan will be required with application submittal and assignment of points for active transportation focused sections of other types of plans will be considered on a case-by-case basis.
- Sustainability Elements: Includes the use of multiple complete street elements, the installation of solar lighting within the roadway cross section, or water conservation elements that reduce water consumption, compared to current usage within project limits; such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist. Other elements of sustainability may be considered on a case-by-case basis. Points are awarded at construction phase only.

LOS Improvement: This category is a product of the existing or projected LOS based upon v/c and LOS improvement "with project" using ICU calculation with 1,700 vehicles per lane per hour and a .05 clearance interval. Calculations will be based upon "current" arterial link and turning movement counts projected to opening year. **Projects must**

**meet a minimum existing or projected LOS of "D" (.81 v/c) to qualify for priority consideration for funding.** Existing LOS is determined using peak hour traffic counts/turning movements AM/PM peak periods for the proposed segment utilizing ICU methodology and using 1,700 vehicles per lane/per hour and a .05 clearance interval.

For projects where traffic volumes follow unconventional patterns (e.g., unidirectional congestion, large disparity between AM and PM peaks, etc.) HCM 2010 may be proposed as an alternate methodology for determining LOS. HCM calculations must use SYNCHRO and be supported with complete calculation documentation using standard industry approaches and current signal timing plans. If an alternative methodology is proposed, all analysis **must be submitted to OCTA for review no later than September 14, 2023**, for the 2024 Call for Projects. OCTA will contract with an independent third-party firm to review the technical analysis. The cost for the review will be charged to the applicant.

Projects that do not meet the minimum LOS "D" can be submitted but are not guaranteed consideration as part of the competitive process.

If during the competitive process, it is determined that additional programming capacity exists after all eligible projects with LOS "D" have been funded, a consideration of projects with a minimum LOS "C" (.71 v/c) may be undertaken. Such consideration will be at the discretion of OCTA. Projects with a LOS better than "C" (.70 v/c) will not be considered.

## Application Process

Project grants are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to evaluate the project proposal as outlined below. Detailed instructions and checklists are provided in this chapter.

### Complete application

- Funding needs by phase and fiscal year
- Local match funding source, confirmed through city council resolution or minute order
- Supporting technical information (including current arterial link and turning movement counts)
- Project development and implementation schedule
- ROW status and a detailed plan for acquisition/disposal of excess right-of-way. The ROW acquisition/disposal plan must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at <https://ocfundtracker.octa.net>.
- Any additional information deemed relevant by the applicant
  - Grants subject to master funding agreement

Calls for projects are expected to be issued on an annual basis, or as determined by the Board. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

## Minimum Eligibility Requirements

Projects must have an existing or projected LOS "D" (.81 v/c) or worse to qualify for priority consideration for funding in this program.

All project roadways must be identified on the MPAH network. Local streets not shown on the MPAH are not eligible for funding through this program.

## Matching Funds

Local agencies are required to provide local match funding for each phase of the project. As prescribed by the M2 Ordinance, the minimum local match requirement is 50 percent (50%) with potential to reduce this amount if certain eligibility requirements are met. The amount pledged during the application process is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project. Actual project contributions by the local agency are dependent on final project costs and may not be equal to the committed match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures do not contribute to the local match rate.

## Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Council Approval: A Council Resolution or Minute Order action authorizing request for funding consideration with a commitment of local match funding must be provided with the project application. **If a *draft copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.*** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

Project Documentation: If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. An electronic copy of the PSR and/or environmental document must be supplied as applicable. The applicant will be asked for additional detailed information only if necessary, to adequately evaluate the project application.



Project Summary Information: With each application being recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**

## Reimbursements

This program is administered on a reimbursement basis for capital improvements, planning, design, and ROW acquisition. Reimbursements will be disbursed upon review and approval of an acceptable initial payment submittal, final report and consistency with Master Funding Agreement or cooperative agreement. The reimbursement process is more fully described in Chapter 9 of this manual.

## Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible during the planning phase shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty. ROW funding received for property acquisition prior to cancellation shall be repaid upon cancellation even if property has been acquired. Construction funding received prior to cancellation shall be repaid upon cancellation.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

## Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA's Internal Audit department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board (see Chapter 10).

Proceeds from the sale of excess ROW acquired with program funding must be paid back to the project fund as described in Chapter 9 and the Master Funding Agreement.

**Table 7-3  
Regional Capacity Program  
Intersection Improvement Selection Criteria**

| <b>Category</b>                      | <b>Points Possible</b> | <b>Percentage</b> |
|--------------------------------------|------------------------|-------------------|
| <b>Facility Usage</b>                |                        | <b>25%</b>        |
| Existing ADT                         | 15                     | 15%               |
| Current Project Readiness            | 10                     | 10%               |
| <b>Economic Effectiveness</b>        |                        | <b>20%</b>        |
| Cost Benefit                         | 10                     | 10%               |
| Funding Over-Match                   | 5                      | 5%                |
| Coordination with Contiguous Project | 5                      | 5%                |
| <b>Facility Importance</b>           |                        | <b>30%</b>        |
| Transportation Significance          | 10                     | 10%               |
| Operational Efficiency               | 20                     | 20%               |
| <b>Benefit</b>                       |                        | <b>25%</b>        |
| LOS Improvement                      | 25                     | 25%               |
| <b>Total</b>                         | <b>100</b>             | <b>100%</b>       |

## Table 7-4 Intersection Widening Point Breakdown

### ICE SCORING CRITERIA

#### Point Breakdown for Intersection Capacity Enhancement Projects Maximum Points = 100

| Facility Usage <span style="float: right;">Points: 25</span>   |                |        | Facility Importance <span style="float: right;">Points: 30</span> |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
|--|----------------|--------|---|--------|--------|-----|----------|----|---------|----------|---------|---------|----------|----|---------|----------|--------|---------|----------|---|----------|----------|----------|---------|----------|---|----------|----------|----------|---------------------------|--|-------------------------------|-----|---------------------|----|-------------------------|---|--------------------------|---|--------------------------------|--------|--|---|------------|-----------------------------------|-----------|------------------------|-----------|-------|-----------|---------|------|-----------|--|-----------|------|-------------------|-----------|------------|-----------|-----------------------------|-----------|--------------|-----------|------------|------|----------------|---|------------------|---|--------------------------------|---|---------------------|---|---|---|-------------------------|---|
| <table border="1"> <thead> <tr> <th>ADT Range*</th> <th></th> <th>Points</th> </tr> </thead> <tbody> <tr><td>60+</td><td>thousand</td><td>15</td></tr> <tr><td>55 – 59</td><td>thousand</td><td>13</td></tr> <tr><td>50 – 54</td><td>thousand</td><td>11</td></tr> <tr><td>45 – 49</td><td>thousand</td><td>9</td></tr> <tr><td>40 – 44</td><td>thousand</td><td>7</td></tr> <tr><td>35 – 39</td><td>thousand</td><td>5</td></tr> <tr><td>30 – 34</td><td>thousand</td><td>3</td></tr> <tr><td>25 – 29</td><td>thousand</td><td>1</td></tr> </tbody> </table> <p>*AVG ADT for east and west legs plus AVG ADT for north and south legs of intersection.</p> <table border="1"> <thead> <tr> <th>Current Project Readiness</th> <th>Max Points: 10</th> </tr> </thead> <tbody> <tr><td>ROW (All Easement and Titles)</td><td>5</td></tr> <tr><td>Final Design (PS&amp;E)</td><td>4</td></tr> <tr><td>Environmental Approvals</td><td>2</td></tr> <tr><td>Preliminary Design (35%)</td><td>2</td></tr> <tr><td>ROW (All Offers Issued)</td><td>2</td></tr> </tbody> </table> <p>Points are additive. Design and ROW limited to highest qualifying designation.</p> |                |        | ADT Range*  |        | Points | 60+ | thousand | 15 | 55 – 59 | thousand | 13      | 50 – 54 | thousand | 11 | 45 – 49 | thousand | 9      | 40 – 44 | thousand | 7 | 35 – 39  | thousand | 5        | 30 – 34 | thousand | 3 | 25 – 29  | thousand | 1        | Current Project Readiness | Max Points: 10                             | ROW (All Easement and Titles) | 5   | Final Design (PS&E) | 4  | Environmental Approvals | 2   | Preliminary Design (35%) | 2 | ROW (All Offers Issued)        | 2      | <table border="1"> <thead> <tr> <th>Transportation Significance Range</th> <th>Points</th> </tr> </thead> <tbody> <tr><td>Principal or CMP Route</td><td>10</td></tr> <tr><td>Major</td><td>8</td></tr> <tr><td>Primary</td><td>6</td></tr> <tr><td>Secondary</td><td>4</td></tr> <tr><td>Collector</td><td>2</td></tr> </tbody> </table> <p>Operational Attributes (within the roadway) <span style="float: right;">Max Points: 20</span></p> <table border="1"> <tbody> <tr><td>Grade Separations</td><td>10</td></tr> <tr><td>Bike Lanes</td><td>5</td></tr> <tr><td>Pedestrian Facilities (New)</td><td>5</td></tr> <tr><td>Bus Turnouts</td><td>4</td></tr> <tr><td>Free Right</td><td>4</td></tr> <tr><td>Lowers Density</td><td>3</td></tr> <tr><td>Channels Traffic</td><td>3</td></tr> <tr><td>Protected/Permissive Left Turn</td><td>2</td></tr> <tr><td>Safety Improvements</td><td>3</td></tr> <tr><td>Active Transportation Focused Plan Elements</td><td>2</td></tr> <tr><td>Sustainability Elements</td><td>2</td></tr> </tbody> </table> |   |            | Transportation Significance Range | Points    | Principal or CMP Route | 10        | Major | 8         | Primary | 6    | Secondary | 4  | Collector | 2    | Grade Separations | 10        | Bike Lanes | 5         | Pedestrian Facilities (New) | 5         | Bus Turnouts | 4         | Free Right | 4    | Lowers Density | 3 | Channels Traffic | 3 | Protected/Permissive Left Turn | 2 | Safety Improvements | 3 | Active Transportation Focused Plan Elements | 2 | Sustainability Elements | 2 |
| ADT Range*   |                | Points |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 60+  | thousand       | 15     |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 55 – 59  | thousand       | 13     |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 50 – 54  | thousand       | 11     |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 45 – 49  | thousand       | 9      |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 40 – 44  | thousand       | 7      |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 35 – 39  | thousand       | 5      |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 30 – 34  | thousand       | 3      |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 25 – 29  | thousand       | 1      |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Current Project Readiness  | Max Points: 10 |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| ROW (All Easement and Titles)  | 5              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Final Design (PS&E)  | 4              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Environmental Approvals  | 2              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Preliminary Design (35%)   | 2              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| ROW (All Offers Issued)  | 2              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Transportation Significance Range  | Points         |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Principal or CMP Route   | 10             |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Major  | 8              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Primary  | 6              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Secondary  | 4              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Collector  | 2              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Grade Separations  | 10             |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Bike Lanes   | 5              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Pedestrian Facilities (New)  | 5              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Bus Turnouts   | 4              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Free Right   | 4              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Lowers Density   | 3              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Channels Traffic   | 3              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Protected/Permissive Left Turn   | 2              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Safety Improvements  | 3              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Active Transportation Focused Plan Elements  | 2              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Sustainability Elements  | 2              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Economic Effectiveness <span style="float: right;">Points: 20</span>   |                |        | Benefit <span style="float: right;">Points: 25</span>             |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| <table border="1"> <thead> <tr> <th>Cost Benefit (Total \$/ADT) Range*</th> <th>Points</th> </tr> </thead> <tbody> <tr><td>&lt; 20</td><td>10</td></tr> <tr><td>21 – 30</td><td>9</td></tr> <tr><td>31 – 50</td><td>7</td></tr> <tr><td>51 – 75</td><td>5</td></tr> <tr><td>76 – 100</td><td>3</td></tr> <tr><td>&gt;100</td><td>1</td></tr> </tbody> </table> <p>*= Total Cost/Average ADT</p> <p>Funding Over-Match (local match/project cost) minus minimum local match requirement.</p> <table border="1"> <thead> <tr> <th>Range*</th> <th>Points</th> </tr> </thead> <tbody> <tr><td>25+%</td><td>5</td></tr> <tr><td>20 – 24%</td><td>4</td></tr> <tr><td>15 – 19%</td><td>3</td></tr> <tr><td>10 – 14%</td><td>2</td></tr> <tr><td>05 – 09%</td><td>1</td></tr> <tr><td>00 – 04%</td><td>0</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Coordination with Contiguous Project Range</th> <th>Points</th> </tr> </thead> <tbody> <tr><td>Yes</td><td>5</td></tr> <tr><td>No</td><td>0</td></tr> </tbody> </table> <p>Coordination with ACE Project with similar implementation schedule.</p>  |                |        | Cost Benefit (Total \$/ADT) Range*                                | Points | < 20   | 10  | 21 – 30  | 9  | 31 – 50 | 7        | 51 – 75 | 5       | 76 – 100 | 3  | >100    | 1        | Range* | Points  | 25+%     | 5 | 20 – 24% | 4        | 15 – 19% | 3       | 10 – 14% | 2 | 05 – 09% | 1        | 00 – 04% | 0                         | Coordination with Contiguous Project Range | Points                        | Yes | 5                   | No | 0                       | <p>LOS Improvement <span style="float: right;">Max Points: 25</span></p> <p>Calculation: LOS Imp x LOS Starting Point</p> <table border="1"> <thead> <tr> <th>Existing LOS (Peak Hour) Range</th> <th>Points</th> </tr> </thead> <tbody> <tr><td>1.01+</td><td>5</td></tr> <tr><td>.96 – 1.00</td><td>4</td></tr> <tr><td>.91 – .95</td><td>3</td></tr> <tr><td>.86 – .90</td><td>2</td></tr> <tr><td>.81 – .85</td><td>1</td></tr> <tr><td>&lt;.81</td><td>0</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>LOS Reduction w/ Project (existing Volume) Range</th> <th>Points</th> </tr> </thead> <tbody> <tr><td>.20+</td><td>5</td></tr> <tr><td>.16 – .20</td><td>4</td></tr> <tr><td>.10 – .15</td><td>3</td></tr> <tr><td>.05 – .09</td><td>2</td></tr> <tr><td>.01 – .04</td><td>1</td></tr> <tr><td>&lt;.01</td><td>0</td></tr> </tbody> </table> |                          |   | Existing LOS (Peak Hour) Range | Points | 1.01+  | 5 | .96 – 1.00 | 4                                 | .91 – .95 | 3                      | .86 – .90 | 2     | .81 – .85 | 1       | <.81 | 0         | LOS Reduction w/ Project (existing Volume) Range | Points    | .20+ | 5                 | .16 – .20 | 4          | .10 – .15 | 3                           | .05 – .09 | 2            | .01 – .04 | 1          | <.01 | 0              |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Cost Benefit (Total \$/ADT) Range*   | Points         |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| < 20   | 10             |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 21 – 30  | 9              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 31 – 50  | 7              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 51 – 75  | 5              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 76 – 100   | 3              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| >100   | 1              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Range*   | Points         |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 25+%   | 5              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 20 – 24%   | 4              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 15 – 19%   | 3              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 10 – 14%   | 2              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 05 – 09%   | 1              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 00 – 04%   | 0              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Coordination with Contiguous Project Range   | Points         |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Yes  | 5              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| No   | 0              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| Existing LOS (Peak Hour) Range   | Points         |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| 1.01+  | 5              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| .96 – 1.00   | 4              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| .91 – .95  | 3              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| .86 – .90  | 2              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| .81 – .85  | 1              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| <.81   | 0              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| LOS Reduction w/ Project (existing Volume) Range   | Points         |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| .20+   | 5              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| .16 – .20  | 4              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| .10 – .15  | 3              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| .05 – .09  | 2              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| .01 – .04  | 1              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |
| <.01   | 0              |        |   |        |        |     |          |    |         |          |         |         |          |    |         |          |        |         |          |   |          |          |          |         |          |   |          |          |          |                           |  |                               |     |                     |    |                         |   |                          |   |                                |        |  |   |            |                                   |           |                        |           |       |           |         |      |           |  |           |      |                   |           |            |           |                             |           |              |           |            |      |                |   |                  |   |                                |   |                     |   |   |   |                         |   |

## Freeway Arterial/Streets Transitions (FAST)

### Overview

The MPAH serves as the backbone of Orange County's arterial street network. Current and future needs at existing interchanges along MPAH highways and freeways will need to be addressed in order to improve connectivity between freeways and MPAH arterials. The interchange improvement program complements roadway improvement initiatives underway as well, and supplements development mitigation opportunities.

Projects in the FAST improvement category are selected on a competitive basis. Projects must meet specific criteria in order to compete for funding through this program.

### Objectives

- Improve transition to and from Orange County freeways with emphasis on MPAH performance
- Provide timely investment of M2 revenues

### Project Participation Categories

The FAST category provides capital improvement funding (including planning, design, ROW acquisition and construction) for interchange improvements on the MPAH network for the following:

- MPAH facility interchange connections to Orange County freeways (including on-ramp, off-ramp and arterial improvements)

### Eligible Activities

- Planning, environmental clearance
- Design
- ROW acquisition
- Construction (including ramps, intersection and structural improvements/reconstruction incidental to project)
- Signal equipment (as incidental component of the program)

### Potentially Eligible Items

Below is a list of potentially eligible items. However, final determination of the eligibility of all project related costs will be made at the time of reimbursement. Prior to the submittal of an application for funding, or at any point in the project life cycle, local agencies may meet with OCTA staff to review the eligibility of project related costs.

**Application review and approval does not guarantee the eligibility of all items.**

- Direct environmental mitigation for projects funded by FAST (details below)
- Storm drains/catch basins/detention basins/bioswales/other pollutant discharge mitigation devices (details below)
- Aesthetic improvements including landscaping within the project ROW (eligible improvements up to 10 percent (10%) of construction costs, provided costs are reasonable for the transportation benefit)
- Rehabilitation and/or resurfacing of existing pavement when necessitated by proposed improvement (such as change in profile and cross section)
- Improvements to private property if part of a ROW settlement agreement
- Utility relocation where the serving utility has prior rights as evidenced by a recorded legal document
- Roadway grading within the ROW shall not exceed a depth for normal roadway excavation (e.g., structural section) or as required by TCEs, and/or ROW agreement related improvements. Additional grading will be considered on a case-by-case basis. Agencies shall provide supporting documentation (e.g., soils reports, ROW agreements) to justify the additional grading.
- Auxiliary lanes if necessitated by interchange improvements
- Soundwalls (in conjunction with roadway improvement mitigation measures)

Environmental mitigation will be allowed only as required for the proposed roadway improvement, and only as contained in the environmental document. Program participation in environmental mitigation shall not exceed 25 percent (25%) of the total eligible project costs.

Longitudinal storm drains are eligible for program participation when the storm drain is an incidental part (cost is less than 25 percent (25%) of the total eligible improvement cost) of an eligible improvement. Program participation shall not exceed 10 percent (10%) of the cost of storm drain longitudinal/parallel and main lines. Storm drain inlets, connectors, laterals and cross culverts shall have full participation in FAST improvement category funding. Storm drains outside standard MPAH ROW widths are not eligible, excluding catch basins within reasonable distance and in general proximity to a project intersection (e.g., within ten feet of the curb return). Catch basins and drainage systems extending into adjacent areas (including public streets) shall not be eligible past the first catch basin.

Soundwalls are eligible only if they are required as part of the environmental mitigation for the proposed project and shall not exceed 25 percent (25%) of the total eligible project cost. Aesthetic enhancements and landscaping in excess of minimum environmental mitigation requirements are eligible at up to 10 percent (10%) of the total eligible construction costs, provided costs are reasonable for the transportation benefit.

The relocation of detention basins/bioswales are potentially eligible dependent on prior rights and will be giving consideration on a case-by-case basis (see utility relocations below).

Roadway grading is eligible for structural sections if within the standard MPAH cross section for the facility (inclusive of any TCEs). Rough grading can be considered eligible, so long as it supports MPAH improvement(s) within the ROW and does not supplant developer (or any other project obligations). Any proposed rough grading outside of the MPAH ROW, will be evaluated by OCTA on a case-by-case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).

## Utility Relocations

The expenses associated with the relocation of utilities are eligible for RCP reimbursement only when:

- The relocation is made necessary due to conflict with proposed improvements.
- The facility to be relocated is within the project right-of-way.
- It has been determined that the local agency is legally liable for either a portion of or all of the relocation costs.

Liability can be determined by property rights, franchise rights/agreements, state and local statutes/ordinances, permits, a finding by the local agency's counsel, or other recorded legal document. Documentation providing proof of the local agency's liability for the costs of utility relocation must be submitted with an initial payment request (see Chapter 9). Utilities funded through enterprise funds shall not be eligible for reimbursement.

If a relocation is eligible to be reimbursed, and to be performed by the utility owner or by the utility owner's contractor, the work should be included in the ROW phase costs and clearly identified in the project application submittal. For eligible relocations to be performed during the construction phase by the local agency's contractor, the work should be included in the plans and specifications similar to other construction activities. Adjustment of existing utilities to grade (e.g., water valves, manhole frames and covers), due to new roadway cross sections are either eligible or not eligible in the construction phase subject to the limitations previously described (e.g., prior rights). New or relocated fire hydrants are ineligible.

In all cases, eligible costs shall only include "in-kind" relocation. No reimbursements will be made for betterments above the cost of "in-kind" relocation. Additionally, costs submitted for program reimbursement must be reduced by any salvage credits received.

## Ineligible Projects

- Seismic retrofit projects (unless combined with eligible capacity enhancements)

- Grading outside of the roadway ROW not related to a TCE or ROW agreement is generally assumed to be ineligible but can be evaluated by OCTA on a case-by-case basis but must be tied to the MPAH improvement(s) and not supplant developer (or any other project obligations).
- Enhanced landscaping, aesthetics and gateway treatments (landscaping that exceeds that necessary for normal erosion control and ornamental hardscape).

## Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on existing usage, level of services benefits, local match funding and overall facility importance. Technical categories and point values are shown on Tables 7-5 and 7-6. Data sources and methodology are described below.

Projected/Current Average Daily Trips (ADT): Current ADT is the preferred method of measuring congestion. However, traffic counts and ramp volumes projected to the year of opening for the project will be allowed as part of the competitive evaluation. These must be submitted along with current 24-hour traffic counts for the proposed segment for comparison purposes. The agency must submit the project's projected ADT, current ADT, the delta, and justification of the increase. Regarding "current" counts, these are defined as those taken for a typical mid-week period within the preceding 12-months. Project applications using projected ADT must use traffic counts taken within the preceding 12 months. Project applications not using projected ADT may use traffic counts taken within the preceding 36 months. Project applications without "current" counts will be deemed incomplete and non-responsive. Average ramp intersection volume for each interchange ramp will be used for the current counts. New facilities will rely on projected ramp volume based upon Caltrans approved projection.

For agencies where event or seasonal traffic presents a significant issue, AADT counts can be used, provided the agency gives sufficient justification for the use of AADT.

Current Project Readiness: This category is additive. Points are earned for each satisfied readiness stage at the time applications are submitted. Local agency should select the most current phase of the project.

- Environmental Approvals – applies where all environmental clearances have been obtained on the project.
- Preliminary design (35 percent (35%) level) – will require certification from the City Engineer and is subject to verification.
- Final Design (PS&E) – applies where the jurisdiction's City Engineer or other authorized person has approved the final design.
- ROW (all offers issued) – applies where offers have been made for every parcel where acquisition is required and/or offers of dedication or orders of immediate

possession have been received by the jurisdiction. Documentation of ROW possession will be required with application submittal.

- ROW (all easements and titles) – applies where no ROW is needed for the project or where all ROW has been acquired/dedicated.

Cost Benefit: Total project cost (including unfunded phases) divided by the existing ADT (or modeled ADT for new segments).

Funding Over-Match: The percentages shown apply to match rates above a jurisdiction's minimum local match requirement. M2 requires a 50 percent (50%) local match for RCP projects. This minimum match can be reduced by up to 25 percentage points if certain eligible components are met. If a jurisdiction's minimum match target is 30 percent (30%) and a local match of 45 percent (45%) is pledged, points are earned for the 15 percent (15%) over-match. The pledged amount is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project.

Coordination with Freeway Project: Interchanges planned to coincide with or accommodate programmed freeway improvements receive points in this category.

Transportation Significance: Roadway classification as shown in the current MPAH.

Operational Attributes (within the roadway): This category is additive. Each category, except Active Transit Routes, must be a new feature added as a part of the proposed project. Only one feature can be selected for any qualifying category. For example, installation of a bike lane that is identified in an adopted ATP plan can be awarded points under "Bike Lanes" or "Active Transportation Focused Plan Elements," but not both.

- Eliminate left turn conflicts: Ramp intersection reconfiguration which does not permit left turns onto ramps.
- Coordinated signal: Ramp intersections within a coordinated corridor where coordination did not previously exist.
- Add turn lanes: Increase in number of turn lanes on arterial.
- Add traffic control: Signalization of ramp intersection.
- Enhanced ramp storage: Extension or widening of existing ramp to improve off-street storage capacity.
- Pedestrian facilities: Add crosswalk and/or sidewalk to ramp or bridge crossing within context of interchange improvements.
- Active Transit Route: facility contains a currently active OCTA transit route
- Safety Improvements: Project features that increase the safety of pedestrians. These elements can include the new installation of: intersection median barriers, curb extensions, pedestrian crossing islands, crosswalk enhancements, safety signage, and the addition, modification, or improvement of existing pedestrian signals. Other elements of safety may be considered on a case-by-case basis.



- Elements of Approved Active Transportation Plan/Active Transportation Focused Sections of other Types of Mobility Plans: Incorporate project features that are approved in an active transportation plan or if very focused, in active transportation focused sections of other types of plans that improve mobility. These elements can include bike infrastructure and pedestrian elements. Other elements of an active transportation plan may be considered on a case-by-case basis. Documentation of approved plan will be required with application submittal and assignment of points for active transportation focused sections of other types of plans will be considered on a case-by-case basis.
- Sustainability Elements: Includes the use of multiple complete street elements, the installation of solar lighting within the roadway cross section, or water conservation elements that reduce water consumption, compared to current usage within project limits; such as the replacement of existing landscaping with hardscape and/or "California Native" drought tolerant type landscaping; the replacement of existing sprinklers with drip irrigation systems; the installation of new "grey" or recycled water systems where such does not currently exist. Other elements of sustainability may be considered on a case-by-case basis. Points are awarded at construction phase only.

**LOS Improvement:** This category is a product of the existing or projected LOS based upon v/c and LOS improvement "with project" for arterial based improvements and ICU for intersection-based improvements. **Projects must meet a minimum existing or projected LOS of "D" (.81 v/c) to qualify for priority consideration for funding.** Existing LOS is determined using current 24-hour traffic counts for arterials and peak hour turning movements at intersections for the proposed segment. However, for projects where traffic volumes follow unconventional patterns (e.g., unidirectional congestion, large disparity between AM and PM peaks, etc.) alternate methodologies for determining LOS can be proposed. If HCM 2010 is proposed for intersections as an alternative methodology, all analysis **must be submitted to OCTA no later than September 14, 2023** and the cost for independent review shall be reimbursed by the applicant. Projects that do not meet the minimum LOS "D" can be submitted but are not guaranteed consideration as part of the competitive process.

If during the competitive process, it is determined that additional programming capacity exists after all eligible projects with LOS "D" have been funded, a consideration of projects with a minimum LOS "C" (.71 v/c) may be undertaken. Such consideration will be at the discretion of OCTA. Projects with a LOS better than "C" (.70 v/c) will not be considered.

**Improvement Characteristics:** Select the attribute that best fits your project definition.

- New facility: New interchange where none exists.
- Partial facility: New interchange which does not provide full access.

- Interchange reconstruction: improvement of existing interchange to provide additional arterial capacity (widening of overcrossing or undercrossing).
- Ramp reconfiguration: Widening of ramp or arterial to improve turning movements or other operational efficiencies.
- Ramp metering: Installation of metering on ramp.

## Application Process

Project grants are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to evaluate the project proposal as outlined below.

### Complete application

- Funding needs by phase and fiscal year
- Local match funding source
- Supporting technical information
- Project development and implementation schedule
- ROW status and a detailed plan for acquisition/disposal of excess right-of-way. The ROW acquisition/disposal plan must be submitted using the "ROW acquisition/disposal plan" form provided by OCTA and available for download at <https://ocfundtracker.octa.net>.
- Any additional information deemed relevant by the applicant
  - Grants subject to a Master Funding Agreement or cooperative agreement if federal funds are awarded

Calls for projects are expected to be issued on an annual basis, or as determined by the OCTA Board of Directors. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

## Minimum Eligibility Requirements

Projects must have an existing or projected LOS "D" (.81 v/c) or worse to qualify for priority consideration for funding in this program. Worst peak hour period is used for this evaluation and eligibility purposes.

## Matching Funds

Local agencies are required to provide local match funding for each phase of the project. As prescribed by the M2 Ordinance, a 50 percent (50%) minimum local match is required. A lower local match may be permitted if certain eligibility criteria are met. The amount pledged during the application process is considered the committed match rate and will be required, at a minimum, from the local agency throughout the life of the project. Actual project contributions by the local agency are dependent on final project costs and

may not be equal to the committed match rate in the event of cost overruns. OCTA will not increase the funding grant to cover cost overruns. Ineligible expenditures do not contribute to the local match rate.

## Reimbursements

This program is administered on a reimbursement basis for capital improvements, planning, design, and ROW acquisition. Reimbursements will be disbursed upon review and approval of an acceptable initial payment submittal, final report and consistency with Master Funding Agreement. The reimbursement process is described in Chapter 9.

## Caltrans Coordination

Caltrans is not eligible to submit applications or receive payment under this program. Only cities or the County of Orange may submit applications and receive funds. This program was designed to benefit local agencies.

Coordination with Caltrans will be essential for most, if not all, of the projects submitted for this program. Local agencies should therefore establish contacts with the Caltrans District 12 Office (Project Development Branch) to ensure that candidate projects have been reviewed and approved by Caltrans. All other affected agencies should be consulted as well.

**Agencies submitting projects for this program must have confirmation from Caltrans that the proposed improvement is consistent with other freeway improvements as evidenced by an agreement or other formal document.**

Applications should be submitted so that interchange projects are done in conjunction with construction of other freeway improvements whenever possible. However, if the interchange project can be done in advance of the freeway project, verification and/or supporting documentation must be submitted showing the interchange improvement has merit for advanced construction and that it will be compatible with the freeway design and operation. Additionally, the interchange improvements should take into account the ultimate freeway improvements if the interchange is to be improved in advance.

## Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible during the planning phase shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty. ROW funding received for property acquisition prior to cancellation shall be repaid upon cancellation even if property has been acquired. Construction funding received prior to cancellation shall be repaid upon cancellation.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

## Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA's Internal Audit department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board (see Chapter 10).

Proceeds from the sale of excess ROW acquired with program funding must be paid back to the project fund as described in Chapter 9 and Master Funding Agreement.

## Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

**Council Approval:** A Council Resolution or minute order authorizing request for funding consideration with a commitment of local match funding must be provided with the project application. **If a draft copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

**Project Documentation:** If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion of planning phases. An electronic copy of the PSR and/or environmental document must be supplied as applicable. The applicant will be asked for additional detailed information only if necessary, to adequately evaluate the project application.

**Project Summary Information:** With each application being recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**

**Table 7-5  
Freeway/Arterial Street Transitions  
Interchange Improvement Selection Criteria**

| <b>Category</b>                   | <b>Points Possible</b> | <b>Percentage</b> |
|-----------------------------------|------------------------|-------------------|
| <b>Facility Usage</b>             |                        | <b>20%</b>        |
| Existing ADT                      | 10                     | 10%               |
| Current Project Readiness         | 10                     | 10%               |
| <b>Economic Effectiveness</b>     |                        | <b>25%</b>        |
| Cost Benefit                      | 10                     | 10%               |
| Matching Funds                    | 10                     | 10%               |
| Coordination with Freeway Project | 5                      | 5%                |
| <b>Facility Importance</b>        |                        | <b>25%</b>        |
| Transportation Significance       | 10                     | 10%               |
| Operational Efficiencies          | 15                     | 15%               |
| <b>Benefit</b>                    |                        | <b>30%</b>        |
| Existing LOS                      | 10                     | 10%               |
| LOS Reduction w/ Project          | 10                     | 10%               |
| Improvement Characteristics       | 10                     | 10%               |
| <b>Total</b>                      | <b>100</b>             | <b>100%</b>       |

## Table 7-6 Interchange Improvement Point Breakdown

### FAST SCORING CRITERIA

#### Point Breakdown for Freeway/Arterial Street Transitions Projects Maximum Points = 100

| Facility Usage <span style="float: right;">Points: 20</span>                         |          |                       |
|--|----------|-----------------------|
| <u>ADT Range*</u>  |          | <u>Points</u>         |
| 55+  | thousand | 10                    |
| 50 – 54  | thousand | 9                     |
| 45 – 49  | thousand | 8                     |
| 40 – 44  | thousand | 6                     |
| 35 – 39  | thousand | 4                     |
| 30 – 34  | thousand | 3                     |
| 25 – 29  | thousand | 2                     |
| 20 – 24  | thousand | 1                     |
| <10 – 19   | thousand | 0                     |
| *Arterial plus daily ramp exit volume  |          |                       |
| <u>Current Project Readiness</u>   |          | <u>Max Points: 10</u> |
| ROW (All Easement and Titles)  |          | 6                     |
| ROW (All Offers Issued)  |          | 4                     |
| Final Design (PS&E)  |          | 4                     |
| PA/ED  |          | 2                     |
| Project Study Report or Equiv.   |          | 1                     |
| Points are additive. ROW is the highest qualifying designation.                      |          |                       |
| Economic Effectiveness <span style="float: right;">Points: 25</span>                 |          |                       |
| <u>Cost Benefit (Total \$/ADT)</u>   |          | <u>Points</u>         |
| <u>Range*</u>  |          |                       |
| < 20   |          | 10                    |
| 20 – 39  |          | 8                     |
| 40 – 79  |          | 6                     |
| 80 – 159   |          | 4                     |
| 160 – 319  |          | 2                     |
| 320 – 640  |          | 1                     |
| >640   |          | 0                     |
| Funding Over-Match (local match/project cost) minus minimum local match requirement. |          |                       |
| <u>Range*</u>  |          | <u>Points</u>         |
| 30+%   |          | 10                    |
| 25 – 29%   |          | 8                     |
| 20 – 24%   |          | 6                     |
| 15 – 19%   |          | 4                     |
| 10 – 14%   |          | 2                     |
| 00 – 09%   |          | 1                     |
| Range refers to % points above agency minimum requirement                            |          |                       |
| <u>Coordination with Freeway Mainline Improvements</u>                               |          | <u>Points</u>         |
| <u>Project Range</u>   |          |                       |
| Yes  |          | 5                     |
| No   |          | 0                     |
| Facility Importance <span style="float: right;">Points: 25</span>                    |          |                       |
| <u>Transportation Significance Range</u>   |          | <u>Points</u>         |
| Principal or CMP Route   |          | 10                    |
| Major  |          | 8                     |
| Primary  |          | 6                     |
| Secondary  |          | 4                     |
| Collector  |          | 2                     |
| <u>Operational Attributes (within the roadway)</u>                                   |          | <u>Max Points: 15</u> |
| Pedestrian Facilities (New)  |          | 4                     |
| Eliminate Left Turn Conflict   |          | 3                     |
| Add Turn Lanes   |          | 3                     |
| Enhanced Ramp Storage  |          | 3                     |
| Coordinated Signal   |          | 2                     |
| Safety Improvements  |          | 3                     |
| Active Transportation Focused  |          |                       |
| Plan Elements  |          | 2                     |
| Sustainability Elements  |          | 2                     |
| Add Traffic Control  |          | 1                     |
| Benefit <span style="float: right;">Points: 30</span>                                |          |                       |
| <u>LOS Improvement</u>   |          | <u>Max Points: 20</u> |
| Calculation: Avg. LOS Imp + Avg. LOS Starting Point                                  |          |                       |
| <u>LOS Reduction w/ Project (existing Volume) Range</u>                              |          | <u>Points</u>         |
| .20+   |          | 10                    |
| .16 – .19  |          | 8                     |
| .10 – .15  |          | 6                     |
| .05 – .09  |          | 4                     |
| <.05   |          | 2                     |
| <u>Existing LOS Range</u>  |          | <u>Points</u>         |
| 1.06+  |          | 10                    |
| 1.01 – 1.05  |          | 8                     |
| 0.96 – 1.00  |          | 6                     |
| 0.91 – 0.95  |          | 4                     |
| 0.86 – 0.90  |          | 2                     |
| 0.81 – 0.85  |          | 1                     |
| <u>Improvement Characteristics</u>   |          | <u>Max Points: 10</u> |
| <u>Improvement Characteristics</u>   |          | <u>Points</u>         |
| New Facility (Full Interchange)  |          | 10                    |
| New Facility (Partial Interchange)   |          | 8                     |
| Interchange Reconstruction   |          | 6                     |
| Ramp Reconfiguration   |          | 4                     |
| Ramp Metering  |          | 2                     |

## Regional Grade Separation Program (RGSP)

### Background

Seven rail crossing projects along the MPAH network were identified by the CTC to receive Trade Corridors Improvement Funds (TCIF). These TCIF allocations required an additional local funding commitment. To meet this need, the Board approved the commitment of \$160 million in RCP (Project O) funds to be allocated from M2. The RGSP captures these prior funding commitments.

Future calls for projects for grade separations are not anticipated.

## Chapter 8 – Regional Traffic Signal Synchronization Program (Project P)

### Overview

The RTSSP (Project P) includes competitive funding for the coordination of traffic signals across jurisdictional boundaries including project based operational and maintenance funding. OCTA will provide funding priority to programs and projects, which are multi-jurisdictional in nature.

The RTSSP is based on the Traffic Signal Synchronization Master Plan (Master Plan). The Board adopted the Master Plan as an element of the MPAH on July 26, 2010. The Master Plan defines the foundation of the RTSSP. The Master Plan consists of the following components:

- Regional signal synchronization network
- Priority corridors for accelerated signal synchronization
- Definition of Traffic Forums
- Model agreements presenting roles and responsibilities for Project P
- Signal synchronization regional assessment every three years
  - NOTE: For Call for Projects 2024, Priority Corridors are an eligible inclusion, but no additional points will be awarded. A Priority Corridor is on the Signal Synchronization Network.

The Master Plan will be reviewed and updated by OCTA. Local agencies are required to adopt and maintain a Local Traffic Signal Synchronization Plan (Local Plan) that is consistent with the Master Plan and shall issue a report on the status and performance of its traffic signal synchronization activities. Details on both the Master Plan and requirements for Local Plan development are available in the [Guidelines for the Preparation of Local Signal Synchronization Plans \(updated April 2023\)](https://www.octa.net/pdf/Guidelines-Preparation-LSSP.pdf?n=2023). These guidelines are available at the following link: <https://www.octa.net/pdf/Guidelines-Preparation-LSSP.pdf?n=2023>.

The remainder of this chapter details the key components of the RTSSP:

- Funding guidelines for the competitive call for projects
- 2024 Call for Projects

Projects compete for funding as part of the RTSSP. Projects submitted by local agencies as part of the call must meet specific criteria. Projects are rated based on scoring criteria and are selected based on their competitive ratings.



## Objectives

- Synchronize traffic signals across jurisdictions.
  - Monitor and regularly improve the synchronization.
  - Synchronize signals on a corridor, intersecting crossing arterial and/or route basis reflecting existing traffic patterns in contiguous zones or road segments that have common operations.

## 2024 Call for Projects

The following information provides an overview of the 2024 RTSSP (Project P) Call for Projects:

1. Projects must result in new, optimized, and field-implemented coordination timing.
2. Project shall be a single contiguous corridor or set of contiguous corridors related to each other. Multiple corridors and related systems of corridors that form a “grid” may be submitted as a single optimized timing project. However, the total number of corridors per project will be limited to three (3), and the total number of signalized intersections between these corridors is limited to fifty (50).
3. Projects selected will be programmed after July 1 of the programmed year (July 1 – June 30).
4. Project delays resulting in a time extension request will fall within the process outlined in the CTFP Guidelines.
5. Projects are funded for a grant period of three (3) years and are divided into two phases:
  - a. Primary Implementation (PI) – includes the required implementation of optimized signal timing as well as any signal improvements proposed as part of a project. A report is required at the conclusion of this phase to document work completed during the PI phase. This PI Report shall be submitted with the final report.
  - b. Ongoing Operations and Maintenance (O&M) – includes the required monitoring and improving optimized signal timing in addition to any optional communications and/or detection support. O&M will begin after the optimized signal timing is implemented and be required for the remainder of the project (typically two (2) Years). An O&M Report is required at the conclusion of this phase to document work completed during the O&M phase and shall be submitted with the final report.
6. Projects shall include a Before and After Study. This study shall collect morning, mid-day, and evening peak periods using travel times, average speeds, green lights to red lights, stops per mile, and the derived corridor synchronization performance index (CSPI) metric. This information shall be collected both before and after signal timing changes have been implemented and approved by all agencies. The study shall compare the information collected both before and after the timing changes.

Comparisons should identify the absolute and percent differences for the entire corridor, by segment, direction, and time period. Segments will be defined by major traffic movements as observed during the project (e.g., commuting segments between freeways, pedestrian-friendly segments in a downtown area, etc.). The Before and After study shall also include field inventory, count data, modeling data, and Greenhouse Gas calculations. The Before and After Study shall be submitted as part of the PI Report.

7. Any corridor or portion of a corridor funded through this call cannot re-apply for funding until the three-year grant period is completed and a final report has been submitted to OCTA.
8. This chapter identifies the selection criteria for projects, eligible activities, minimum project requirements, data compatibility required as part of any funded project, and other key information.

8.9. Participants in the OCTA Countywide Signal Synchronization Baseline Project (Baseline Project) may elect to waive data collection, timing development, and timing implementation tasks in their application. A waiver will only be accepted if all participating agencies execute a cooperative agreement with OCTA by no later than the date the funding recommendations are presented to the TSC, as these tasks will be covered in the Baseline Project. Note that "Before" and "After" studies and tasks in the O&M phase will still be required as part of Project P.

Additional details of the specific program's intent, eligible project expenditures, ineligible project expenditures, and additional information that may be needed when applying for funds are included in this chapter. Each section should be read thoroughly before applying for funding. Applications should be prepared for the program that best fits the proposed project.

For specifics on the funding policies that apply to this call, refer to the Program Precepts in Section IV of these guidelines.

## Applications

In order for OCTA to consider a project for funding, applications will be prepared by the local agency responsible for the project application. OCTA shall require agencies to submit applications for the call for projects by **5:00 p.m. on Thursday, October 26, 2023**. Late and/or incomplete submittals will not be reviewed or considered. The local agency responsible for the project application must submit the application and any supporting documentation via OCFundtracker as outlined below.

A separate application package must be completed for each individual project and uploaded to OCFundtracker. **One (1) unbound printed hardcopy and one electronic copy on a USB, thumb drive, memory stick, or via electronic file upload and/or email** of each complete application shall also be mailed or delivered to:

Orange County Transportation Authority  
550 South Main Street  
P.O. Box 14184  
Orange, California 92863-1584  
Attn: Adrian Salazar  
Email: [asalazar@octa.net](mailto:asalazar@octa.net)

## Application Process

Project grants are determined through a competitive application process administered by OCTA. Agencies seeking funding must complete an online application, a supplemental application in the ~~OCTA's~~ latest format, and provide supporting documentation that will be used to evaluate the project proposal as outlined below. Key information to be provided as part of the application process includes:

- Funding needs by phase and fiscal year
- Percent match rate per phase including funds type, source, and description (minimum 20 percent (20%))
- Lead agency (default – local agency)
- Lead and supporting agencies' contact information
- Supporting technical information
- Project development and implementation schedule
- Environmental clearances and other permits
- Any additional information deemed relevant by the applicant
- Complete photographic field review (including cabinet interiors and communication facilities) for all projects that exceed one million dollars in capital improvements. Original photos shall be uploaded to OCFundtracker or included with electronic copy of application.

A call for projects for the funding cycle will be issued as determined by the Board. Complete project applications must be submitted by the established due dates to be considered eligible for consideration.

An application should be submitted for a single corridor or route corridor project. Multiple corridors that form a "grid" may be submitted as separate or single project(s). However, the total number of corridors per route or grid corridor projects will be limited to three (3) and the total number of intersections between these corridors are limited to fifty (50). A single corridor project not proposed as a connected route or grid project may be submitted and is not subject to the 50-intersection limit. The following instructions should be used in developing project applications.

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. Once applications have been completed in accordance with the Program requirements, the

projects will be scored, ranked, and submitted to the TSC, TAC, and the Board for consideration and funding approval. OCTA reserves the right to evaluate submitted project costs for reasonableness as part of the review and selection process and suggest potential revisions to make the cost more appropriate. Grants will be subject to funding agreements with OCTA.

## Other Application Materials

Supporting documentation is required to fully consider each project application. A Supplemental Application (available on the OCTA website and OCFundtracker) is required to be completed for each project application and included in the electronic submittal. **Any Supplemental Application not submitted in the 2024 format will NOT be considered.** The template is distributed with other application materials at the issuance of the Call for Projects. In addition to the funding plan described above, local agencies will be required to submit additional materials.

Lead Agency: Eligible jurisdictions consistent with Measure M2 ordinance definitions and requirements.

Participating Agencies: All participating agencies must be identified and adopted City Council resolutions or Minute Order actions authorizing the participating agency's support of the project under the lead agency must be included. If the application claims Caltrans as a participant, then it shall contain a letter of support from Caltrans for the specific project and letters of support from all applicable agencies pledging to sign a cooperative agreement with Caltrans at the start of the project. The lead agency shall also pledge this commitment in the cover letter of the application. The required Caltrans fee will be a line item in the improvements list. The applicable agencies will be required to cover the required 20% match for the Caltrans line items. All agencies that have a Caltrans intersection/ramp in their jurisdiction are required to sign a cooperative agreement with Caltrans in order for the entire project to claim Caltrans as a participant.

Council Approval: A Council Resolution or Minute Order action authorizing request for funding consideration with a commitment of project local match funding must be provided with the project application from all participating agencies. **If a draft copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

## Lead Agency

This Program is administered through a single lead agency: See Lead Agency definition above.

Local Agency Lead: Only the lead agency will receive payments in accordance with the CTFP Guidelines regarding payment for costs related to project for optimized signal timing development, capital improvements, planning, and related design. Payments will be disbursed consistent with Chapter 9. The lead agency is responsible for reimbursing other agencies as part of the effort. Additionally, the lead agency is also responsible for ensuring that all agencies participating in the project provide the local match proposed in the project application.

OCTA Lead (NOT AVAILABLE FOR 2024 CALL FOR PROJECTS): OCTA may, at the request of the involved local agencies, act as the lead agency for RTSSP projects. If the involved local agencies would like OCTA to implement a project on the signal synchronization network, the local agency shall work cooperatively with OCTA to develop the scope of work and cost elements of the project. For example, accounting for OCTA's administrative and project management efforts by incorporating an additional 10 percent of the total project cost when calculating the Cost Benefit of the project. The lead local agency shall contact OCTA with **a written request at least four weeks prior to deadline for submittal of the project grant application**. Applications must be prepared by a designated local agency acting in a lead capacity during grant preparation. Applications must include a complete photographic field review (as outlined above) when submitted. The application will be scored using the criteria outlined in the following sections. Based on local agency interest and OCTA resource availability, a limited number of projects can be developed and implemented by OCTA.

If any projects that are designated as OCTA led are awarded funding, OCTA will then be responsible for implementation of the project, including optimized signal timing development, capital improvements, planning, and related design. OCTA will implement the project based on the cost estimates developed in the application. Project elements may be modified based on final costs with the agreement of all participating agencies. OCTA will be responsible for ensuring that all agencies participating in the project provide the local match as identified in the project application (minimum 20 percent (20%)).

## **OCFundtracker Application Components**

Final applications MUST be submitted via OCFundtracker and in hard copy format. Selection criteria must be inputted as part of the OCFundtracker online application and includes the following categories of information:

Transportation Significance, Number of Jurisdictions, Project Scale, Economic Effectiveness Cost-Benefit, Project Characteristics, Number of Local Agencies, Current Project Status, and Funding Match Rate.

## **Application Review and Program Adoption**

OCTA staff will conduct a preliminary review of all applications for completeness and accuracy, may request supplemental information for projects during initial staff evaluations, and prepare a recommended program of projects to the TSC and TAC. In addition, OCTA may hire a consultant(s) to verify information within individual applications including, but not limited to, project scope, cost estimates, vehicle miles traveled, and average daily traffic.

Final programming recommendations will be provided to the TSC and TAC for approval. Recommendations will be presented to the Board, who will approve projects for funding under the CTFP.

Local agencies awarded funding will be notified as to which projects have been funded and from what sources after the Board takes action. A tentative call schedule is detailed below:

Board authorization to issue call: August 14, 2023

Application submittal deadline: October 26, 2023

TSC/TAC Review: February/March 2024

Committee/Board approval: April/May 2024

## Checklist Guide

The "Project P Regional Traffic Signal Synchronization Program Application Checklist" has been provided for the RTSSP (Exhibit 8-1). The checklist identifies the basic documentation required for the program. In addition to items required at the time of project submittal, additional items that are not specified may be requested later. The checklist should be provided as a table of contents for **each** application submitted. For any items that are required for the candidate project or program that are missing or incomplete, an explanation should be included in a cover letter with the application.

## Sample Resolution Form

A resolution or minute action must be approved by the local agency's governing body. A sample resolution is included as Exhibit 8-2. Local agencies, at a minimum, must include items a-h from the sample resolution. The mechanism selected shall serve as a formal request for RTSSP funds and will state that matching funds will be provided by the agency, if necessary. All project requests (i.e., multiple corridors proposed for RTSSP funds) must be included in this action.

## Project Definition

Local agencies are required to submit complete projects that, at minimum, result in field-implemented coordinated timing. Project tasks that are eligible for funding can consist of

design, engineering, construction, and construction management. Partial projects that include design improvements, but do not field implement the improvements are ineligible.

Projects must consist of a corridor along the priority corridor network, signal synchronization network, or the MPAH. Projects previously awarded RTSSP funding must be complete with a Final Report submitted to OCTA. Projects can be the full length of the corridor or a segment that complies with the minimum project requirements identified later in the chapter.

All participating agencies in the application must be participants of the OCTA Baseline Project in order to be eligible to waive the data collection, timing development, and timing implementation tasks of the Project P project.

Applicant agency and owning agency must demonstrate through simulation, or actual vehicle counts showing Origin – Destination that proposed linked corridors do form a route. A “grid” project shall consist of one main corridor that is specifically identified in the application with a maximum of two crossing corridors to make a grid. Grid projects shall also be multijurisdictional with a minimum of two local agencies, excluding Caltrans. For a grid project, applicant agency and owning agency must demonstrate through simulation or actual vehicle counts the following:

- Show that timing changes on the main corridor will greatly impact the crossing corridor(s)
- Crossing corridors shall have closely spaced signals in close proximity to the main corridor with timing changes along these crossings impacting the operation of the main corridor

All corridors in the grid shall individually meet the Minimum Eligibility Requirements and, as part of the project, travel time studies shall also be collected along all corridors making the grid.

Multimodal consideration of bicyclists and pedestrians along or crossing the intersection or roadway may enhance overall circulation. Therefore, active transportation elements may be included as part of the project as outlined in the following section.

## Eligible Activities

The primary purpose of Project P is to provide funding for projects that develop and maintain corridor-based, multi-jurisdictional signal synchronization along corridors throughout Orange County. All projects funded by Project P must be corridor-based and have a signal coordination component that includes the following:

- Developing and implementing new signal synchronization timing parameters based on current travel patterns, and federal and state traffic signal timing mandates and guidance, including but not limited to the Manual on Uniform Traffic Control

Devices (MUTCD). These tasks may be waived if the applicants are participating in the Baseline Project.

- Monitor, maintain (minimum quarterly/maximum monthly) and/or regularly improve the newly implemented signal synchronization timing and parameters for the remainder of the project. As part of the closeout process, an O&M Report is required to document activities of the O&M phase.
- “Before” and “after” studies for the project comparing travel times, average speeds, ratio of green lights passed to red lights stopped (greens per red), average stops per mile, and emissions of greenhouse gases. The results of the “before” and “after” studies shall be included in the PI Report.

In addition to developing optimized signal timing, a project may include other improvements, as long as they contribute to the goal of multi-agency signal synchronization of corridors throughout Orange County. These improvements are restricted to the signal synchronization project limits (main corridor) but may include synchronization with traffic signalized intersections on the MPAH that are within 2,700 feet from either direction of the project corridor. These offset signals; however, will not be counted towards the total number of signals on the project (for implementation of timing plans only). Projects waiving the development of optimized signal timing through the participation of the Baseline Project are eligible to include signal improvements at offset signals, as the Baseline Project will be evaluating timing countywide. No additional funds will be allocated for offset signals. All offset signal improvements must adhere to the CTFP Guidelines for eligibility. All improvements must be designed to enhance the specific project. Expenditures related to the design of systems, permitting, and environmental clearance are eligible for funding.

Caltrans encroachment permits and agency to Caltrans Cooperative Agreement fees are eligible activities. This includes Caltrans labor, such as expenses for reviewing signal timing plans, providing signal timing parameters, and providing existing timing sheets, etc. Applicant must specify how the project intends to handle Caltrans intersections ~~on~~ projects.

## Ineligible Expenditures

- Isolated traffic signal improvements
- Traffic hardware (pole, mast arms, lights, electrical, signs, etc.)
- Regular signal operation and maintenance (such as replacement of light bulbs or communication repairs)
- Field display equipment (Traffic signal heads other than pedestrian countdown, or special bicycle, or Transit Vehicle signal heads)
- Feasibility studies
- Relocation of utilities except for electrical service requirements



- Right-of-way
- Rewiring of complete intersection because of age or isolated mitigation

## Funding Estimates

The streets and roads component of M2 is to receive 32 percent (32%) of net revenues, 4 percent (4%) of which are allocated for the RTSSP. The RTSSP will make an estimated \$270 million (2009 dollars) available over the course of the 30-year M2 Program. Programming estimates are developed in conjunction with a call for projects cycle corresponding to concurrent funding agreements with all local agencies.

The RTSSP targets over 2,000 intersections across Orange County for coordinated operations. Because of the limited amount of funds available for the RTSSP, project cap of \$75,000 per signal or \$250,000 per project corridor mile included as part of each project (whichever is higher) has been established for this call for projects. Note that **any** offset signals will not be counted towards the total number of signals on the project **for purposes of calculating the project cap**.

## Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on furthering the overall goal of multi-jurisdictional, corridor-based signal synchronization.

Transportation Significance: Points are awarded for projects that include offset signals along the project corridor, route, or grid. These offset signals do not count towards the project cap; however, are in relatively close proximity to affect the operation of the corridor(s). The applicant shall identify the number of offset signals on the corridor and the percentage of those offset signals that will be included in the project.

Vehicle miles traveled (VMT) is calculated as the centerline length of segment(s) on the corridor, route, or grid proposed for synchronization multiplied by the existing average daily traffic (ADT) for the proposed segment(s) length. For instance, for a three-mile segment with one-mile interval ADT data at of 200 vehicles, 300 vehicles, and 400 vehicles, the VMT would be calculated as:

$$200 \text{ vehicles} * 1 \text{ mile} + 300 \text{ vehicles} * 1 \text{ mile} + 400 \text{ vehicles} * 1 \text{ mile} = 900 \text{ vehicle miles.}$$

VMT should be calculated by the smallest segmentation on which the city typically collects ADT data. ADT must be based upon actual count information taken within 36 months preceding the application date and include 24-hour, midweek, bi-directional counts for each segment. All supporting data shall be organized in order in which they appear for the calculation of the VMT. Data from the OCTA Traffic Flow Map may not be used. Furthermore, outdated and/or non-compliant counts may result in project ineligibility (maximum: 25 points).

**Cost-Benefit Economic Effectiveness:** Total project cost divided by Existing VMT. If the applicant is electing OCTA to be the lead agency, the total project cost in this calculation must also include an additional 10 percent (10%) of the total project for OCTA administrative and project management efforts. This additional ten percent (10%) is used to determine the project effectiveness only and is not counted towards the overall project budget cap (maximum: 10 points).

**Project Characteristics:** Points are awarded based on the project’s average improvement score. Eligible improvements for each intersection are assigned an improvement score based on factors, such as priority for overall signal operations and existing conditions. Intersection improvement scores are then averaged together, and the average project score is used in the point breakdown table in the Project Characteristics. For instance, a maximum score of 50 is awarded to projects that are timing only without any capital improvements or average scores accumulate if a signal synchronization project is combined with eligible improvements. The following improvements and requirements only apply to signalized intersections that are part of the application, ~~excluding offset signals~~.

| Eligible Improvements                             | Score Based on Status |                |
|---|-----------------------|----------------|
|   | Online                | Offline        |
| Signal Timing (No Capital)                        |                       |                |
| Timing Only                                       | 50                    | 30             |
| Timing + Traffic Responsive (license only)        | 50                    | 15             |
| Timing + Peer-to-Peer (configuration only)        | 50                    | 40             |
| Timing + Traffic Adaptive (license only)          | 40                    | 1              |
| Signal Communication                              | No Time Source        | Time Source    |
| Above ground (e.g., wireless, cellular, etc.)     | 50                    | 30             |
| Fiber Optic underground                           | 25                    | 15             |
| All other (e.g., copper, aerial fiber, GPS, etc.) | 5                     | 1              |
| Field Elements                                    | None/5+ Years         | Within 5 years |
| ATC signal controller                             | 50                    | 10             |
| Signal cabinet on existing foundation             | 30                    | 10             |
| Signal cabinet on new foundation                  | 15                    | 5              |
| BBS/USP (attached)                                | 20                    | 10             |
| BBS/UPS on existing foundation                    | 10                    | 5              |
| BBS/UPS on new foundation                         | 5                     | 1              |
| CCTV  | 30                    | 10             |

| Eligible Improvements                           |                       | Score Based on Status   |  |
|---|-----------------------|-------------------------|--|
| Vehicle detection (ATSPM inputs + counts)       | 50                    | 30                      |  |
| Vehicle detection (ATSPM inputs)                | 40                    | 20                      |  |
| Vehicle detection + bicycle detection           | 30                    | 15                      |  |
| Vehicle detection                               | 30                    | 15                      |  |
| Bicycle detection                               | 30                    | 15                      |  |
| Pedestrian detection (audible)                  | 50                    | 30                      |  |
| Pedestrian detection                            | 30                    | 15                      |  |
| Active transportation/pedestrian safety         | 50                    | 30                      |  |
| Transit Signal Priority                         | 30                    | 10                      |  |
| EVP (hybrid or GPS)                             | 40                    | 10                      |  |
| EVP (infrared)                                  | 30                    | 10                      |  |
| Speed feedback signs (existing post)            | 40                    | 10                      |  |
| Speed feedback signs (new post)                 | 20                    | 10                      |  |
| Corridor Performance Monitoring                 | 40                    | 10                      |  |
| <b>Minor Signal Operational Improvements</b>    | <b>None/5+ Years</b>  | <b>Within 5 years</b>   |  |
| Channelization                                  | 40                    | 20                      |  |
| Signal phasing improvement                      | 50                    | 25                      |  |
| <b>TMC/TOC</b>                                  | <b>None/10+ Years</b> | <b>Within 10 years</b>  |  |
| Central System (server, licenses, workstations) | 40                    | 20                      |  |
| Display (video wall, VMS, etc.)                 | 30                    | 10                      |  |
| UPS   | 20                    | 5                       |  |
| <b>Caltrans</b>                                 | <b>Participation</b>  | <b>No Participation</b> |  |
| Cooperative Agreement                           | 50                    | 25                      |  |

Signal Timing (No Capital). Improvements in this category can only be selected if the entire project is a timing only project without any field improvements. Scores for this improvement category can be claimed for any one of the following depending on the status of the signal, whether is it online (connected to a central system and active) or offline (either connected and not active or not connected to a central system):

- Traffic Responsive only if all signals, in at least one agency on the project, are included in the system.
- Peer-to-Peer program on traffic control devices that have existing connectivity.
- Adaptive traffic signal systems only if all signals, in at least one agency on the project, are included in the system.

Signal Communication. Scores for this improvement category varies depending on the type of improvement coupled with the existing status of the signal, whether there is an

existing reliable time source (e.g., GPS, master controller, direct connection to central system, etc.) that will keep the signal in synchronization along the corridor:

- Above ground communication installations, such as wireless radios and cellular devices, that are quick to build is the preferred medium to ensure all signals are online and operating. This should not include any construction between signalized intersections.
- New or upgraded fiber optic communication systems
  - New contemporary communication system improvements (e.g., Ethernet) including all conduits, pull boxes, fiber optic and/or copper cabling (not to exceed 120 strands), network switches and distribution systems. These systems should be sufficiently sized for the needs/capacity of the Intelligent Transportation System (ITS) network. Excess capacity is deemed non-participating and also, cannot be used as part of the required project match.
  - Software and hardware for system traffic control.
  - Control and monitoring interconnect conduit (including upgrades or replacement of existing systems).
  - Communication closure systems of conduit, cable, and associated equipment that are outside of project limits but complete a designated communications link to an existing network for the Advanced Transportation Management System (ATMS) for an agency or agencies. Only communication links that are installed from a central location and/or communications hub to the project corridor that does not currently have a fiber connection to a central location are eligible.
- All other communication mediums, such as GPS clocks, copper twisted pair or aerial interconnect between signalized intersections, are eligible to ensure signals are online and in operation but are not encouraged.

Field Elements. This improvement category is focused on the field equipment/devices that will ensure the signals are enhanced to support advanced signal operations. Scores for this improvement category will vary depending on the existing lifespan of equipment/devices being upgraded. It is the applicant agency's responsibility to ensure the appropriate score is assigned, and OCTA may request for supporting documentation.

- Traffic signal controller replacement of antiquated units with Advanced Transportation controller (ATC) units. ATC shall comply with latest industry standards.
- Controller cabinet (assemblies) replacements that can be shown to enhance signal synchronization.
- Traffic signal Battery Backup System (BBS) or Uninterruptible Power Supply (UPS) that includes cabinet, batteries, and necessary configurations.

- Closed Circuit Television (CCTV). Intelligent cameras that include analytics, such as automated continuous counts are the preferred solution. If implemented, these cameras may require a data sharing agreement with OCTA in the future.
- Vehicle Detection System (VDS)
  - The ideal implementation for signal operations is a detection system that will increase the number of inputs, including separate bicycle and pedestrian detection inputs, into the signal controller for the purpose of signal performance measures, such as Automated Traffic Signal Performance Measures (ATSPM). Additionally, inputs that are specifically set ~~for~~to capture turning movement counts at the intersection.
  - Inductive loops, video detection, radar, sonar, thermal, hybrids thereof, and other types of vehicle detection systems that can distinguish bicycles. This includes implementing a separate bicycle minimum and/or clearance parameter in the traffic signal controller.
- Installation of new and/or improved traffic control devices to improve the accessibility, mobility, and safety of the facility for pedestrians and bicyclists. Americans with Disabilities Act (ADA) compliant pedestrian signals include, but not limited to, tactile and audible buttons in countdown signal heads.
- Active Transportation/Pedestrian Safety related elements
  - High-Intensity Activated crosswalk signaling systems (HAWK) Pedestrian detection modules Bicycle detection modules.
  - Rectangular Rapid Flashing Beacon Systems (RRFB) including striping, legends, and signage.
- Transit Signal Priority (TSP) intersection control equipment only.
- Emergency Vehicle Preempt (EVP) intersection control equipment only.
- Corridor Performance Monitoring implementations, such as Bluetooth and/or connected vehicle roadside units for signals on the project. If implemented, these items will require a data sharing agreement with OCTA.

Minor Signal Operational Improvements. Scores for this improvement category will vary depending on the existing lifespan. It is the applicant agency's responsibility to ensure the appropriate score is assigned, and OCTA may request for supporting documentation.

- Channelization (signing, striping, raised pavement markers, in lane flashing guidance or warning marking systems, and legends) improvements required for traffic signal phasing.
- Traffic signal phasing improvements that will improve traffic flow and system performance including protected permissive left turn phasing and shared pedestrian phasing, excluding display equipment and other ineligible activities as mentioned in these guidelines.

Traffic Management Center (TMC)/Traffic Operations Center (TOC). Scores for this improvement category will vary depending on the existing lifespan of equipment or software being upgraded. It is the applicant agency's responsibility to ensure the appropriate score is assigned, and OCTA may request for supporting documentation.

- Central system
  - New TMCs or TOCs, such as a new Advanced Traffic Management System (ATMS). Any project funded under this category should plan for center-to-center communication (C2C) with nearby agencies and/or OCTA.
  - Upgrades to existing TMCs or TOCs. Any project funded under this category should plan for C2C with nearby agencies and/or OCTA.
  - Motorist information systems (up to 10 percent (10%) of total project costs for PI phase only).
  - Automated Traffic Signal Performance Measures (ATSPM) system can only be implemented if all signals, in at least one agency on the project, are included in the system, which will also be used during the O&M phase of the project. If implemented, these items will require a data sharing agreement with OCTA.
- Video display equipment, including wall monitors, screens, mounting cabinets, and optical engines (up to 10 percent (10%) of total construction costs for PI phase only).
- Uninterruptible Power Supply (UPS) for ATMS shall solely provide electrical power for ATMS Server(s), one dedicated workstation (console terminal) and related communications devices. UPS for ATMS is not intended to provide power to entire TMC and approval of request for UPS is at the sole discretion of OCTA.

Caltrans. Scores for this category will depend on the commitment of a cooperative agreement with Caltrans that results in active Caltrans participation and inclusion of Caltrans as a partnering agency. The associated timing fee is an eligible expense. Note that if a cooperative agreement with Caltrans will not be executed, the participating agencies will still be responsible for modeling any Caltrans signalized intersections within the project limits. ~~All agencies with Caltrans intersections in their jurisdiction shall sign a cooperative agreement with Caltrans to claim Caltrans as a full participant.~~

Each project intersection that has proposed improvements will receive an average score per the specific improvements noted above and the project's score will be an average of all intersection averages (maximum: 20 points).

Project Scale: Points are earned for including more intersections along the signal synchronization network. For a grid, the number of signals and percent of signals being retimed will only be calculated for the corridor that is designated as the Main Corridor (maximum: 20 points).

Note: Due to the length of Pacific Coast Highway (PCH) and the fact that broad portions of it are a Caltrans' owned facility, for CTFP project scoring purposes only, the "Percent of Main Corridor Being Retimed" scoring criteria (identified in Table 8-1) can be divided into the four following segments.

1. San Gabriel River (Los Angeles County Line) to North of Goldenwest Street
2. Goldenwest Street to School/State Park
3. South of School State Park to Doheny Park Road
4. South of Doheny Park Road to County Line

If an application is proposed to span two or more segments of PCH the "Percent of Main Corridor Being Retimed" calculation will be based upon the number of signals in the project application divided by total number of signals in the applicable segments.

Number of ~~Local Agencies~~ Jurisdictions: Points are earned for including multiple local agencies as part of the project (maximum: 10 points).

Current Project Status: Points are earned based on the current status of the project development. Points for re-timing of a corridor can be claimed only if at least 75 percent (75%) of the previous project (RTSSP or Measure M Signal Improvement Program) is part of the new application OR at least 75 percent (75%) of the corridor (on MPAH) has never been funded. Points can also be claimed for applicants who provide evidence that they can complete primary implementation within 12 months. Agencies that receive points for this category **cannot request delays or time extensions throughout the life of the project**. Note: Applications that designate OCTA as the lead agency or are participating in the Baseline Project are not eligible to claim implementation within 12 months (maximum: 10 points).

Funding Rate Match: The percentages shown in Table 8-1 apply to overall match rates. M2 requires a 20 percent (20%) local match for RTSSP projects. Project match rates above 20 percent (20%) are limited to dollar match only (maximum: 5 points).

## Table 8-1 Point Breakdown

### RTSSP SCORING CRITERIA Point Breakdown for Regional Traffic Signal Synchronization Program Projects Maximum Points = 100

| <p><b>Transportation Significance</b> <b>Points: 25</b></p> <table border="1"> <thead> <tr> <th>Inclusion of offset signals within 2700'</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>90% or above</td> <td>10</td> </tr> <tr> <td>50 - 89%</td> <td>5</td> </tr> <tr> <td>&lt; 50%</td> <td>0</td> </tr> </tbody> </table> <p><b>OR</b></p> <p><u>Participation in the Baseline Project</u> <b>10</b></p> <p><b>AND</b></p> <table border="1"> <thead> <tr> <th>Vehicle Miles Traveled (VMT) Range</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>250+ thousand</td> <td>15</td> </tr> <tr> <td>200 - 249 thousand</td> <td>10</td> </tr> <tr> <td>150 - 199 thousand</td> <td>6</td> </tr> <tr> <td>100 - 149 thousand</td> <td>3</td> </tr> <tr> <td>0 - 99 thousand</td> <td>1</td> </tr> </tbody> </table> <p>Calculation: ADT x segment length<br/>(Applies only to coordinated segments of project)</p> | Inclusion of offset signals within 2700'  | Points          | 90% or above | 10   | 50 - 89% | 5        | < 50%   | 0        | Vehicle Miles Traveled (VMT) Range | Points   | 250+ thousand | 15       | 200 - 249 thousand | 10    | 150 - 199 thousand   | 6              | 100 - 149 thousand | 3                                 | 0 - 99 thousand | 1                                  | <p><b>Project Scale</b> <b>Points: 20</b></p> <table border="1"> <thead> <tr> <th>Number of Signals on Main Corridor Coordinated by Project Range</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>50+</td> <td>10</td> </tr> <tr> <td>40 - 49</td> <td>8</td> </tr> <tr> <td>30 - 39</td> <td>6</td> </tr> <tr> <td>20 - 29</td> <td>4</td> </tr> <tr> <td>10 - 19</td> <td>2</td> </tr> <tr> <td>&lt; 10</td> <td>0</td> </tr> </tbody> </table> <p><b>AND</b></p> <table border="1"> <thead> <tr> <th>Percent of Main Corridor Signals Being Retimed Range</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>90% or above</td> <td>10</td> </tr> <tr> <td>80 - 89%</td> <td>8</td> </tr> <tr> <td>70 - 79%</td> <td>6</td> </tr> <tr> <td>60 - 69%</td> <td>4</td> </tr> <tr> <td>50 - 59%</td> <td>2</td> </tr> <tr> <td>&lt; 50%</td> <td>0</td> </tr> </tbody> </table> <p>Calculation: Number of signals in project divided by total signals in full corridor length.</p> | Number of Signals on Main Corridor Coordinated by Project Range | Points   | 50+  | 10     | 40 - 49   | 8  | 30 - 39 | 6 | 20 - 29 | 4 | 10 - 19 | 2 | < 10 | 0 | Percent of Main Corridor Signals Being Retimed Range | Points | 90% or above | 10 | 80 - 89% | 8 | 70 - 79% | 6 | 60 - 69% | 4 | 50 - 59% | 2 | < 50% | 0 |
|--|---|-----------------|--------------|------|----------|----------|---------|----------|------------------------------------|----------|---------------|----------|--------------------|-------|--|----------------|--------------------|-----------------------------------|-----------------|------------------------------------|---|---|--|--|--------|-----------|----|---------|---|---------|---|---------|---|------|---|--|--------|--------------|----|----------|---|----------|---|----------|---|----------|---|-------|---|
| Inclusion of offset signals within 2700'   | Points  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 90% or above   | 10  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 50 - 89%   | 5   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| < 50%  | 0   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Vehicle Miles Traveled (VMT) Range   | Points  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 250+ thousand  | 15  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 200 - 249 thousand   | 10  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 150 - 199 thousand   | 6   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 100 - 149 thousand   | 3   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 0 - 99 thousand  | 1   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Number of Signals on Main Corridor Coordinated by Project Range  | Points  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 50+  | 10  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 40 - 49  | 8   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 30 - 39  | 6   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 20 - 29  | 4   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 10 - 19  | 2   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| < 10   | 0   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Percent of Main Corridor Signals Being Retimed Range   | Points  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 90% or above   | 10  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 80 - 89%   | 8   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 70 - 79%   | 6   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 60 - 69%   | 4   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 50 - 59%   | 2   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| < 50%  | 0   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| <p><b>Economic Effectiveness</b> <b>Points: 10</b></p> <table border="1"> <thead> <tr> <th>Cost Benefit (Total \$/VMT) Range</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>&lt; 3</td> <td>10</td> </tr> <tr> <td>3 - 5</td> <td>9</td> </tr> <tr> <td>6 - 8</td> <td>8</td> </tr> <tr> <td>9 - 11</td> <td>7</td> </tr> <tr> <td>12 - 14</td> <td>6</td> </tr> <tr> <td>15 - 17</td> <td>5</td> </tr> <tr> <td>18 - 20</td> <td>4</td> </tr> <tr> <td>21 - 23</td> <td>3</td> </tr> <tr> <td>24 - 26</td> <td>2</td> </tr> <tr> <td>27+</td> <td>1</td> </tr> </tbody> </table>  | Cost Benefit (Total \$/VMT) Range   | Points          | < 3          | 10   | 3 - 5    | 9        | 6 - 8   | 8        | 9 - 11                             | 7        | 12 - 14       | 6        | 15 - 17            | 5     | 18 - 20  | 4              | 21 - 23            | 3                                 | 24 - 26         | 2                                  | 27+   | 1   | <p><b>Number of Jurisdictions</b> <b>Points: 10</b></p> <table border="1"> <thead> <tr> <th>Total Number of Involved Jurisdictions Range</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>5 or more</td> <td>10</td> </tr> <tr> <td>4</td> <td>8</td> </tr> <tr> <td>3</td> <td>6</td> </tr> <tr> <td>2</td> <td>4</td> </tr> <tr> <td>1</td> <td>0</td> </tr> </tbody> </table> | Total Number of Involved Jurisdictions Range | Points | 5 or more | 10 | 4       | 8 | 3       | 6 | 2       | 4 | 1    | 0 |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Cost Benefit (Total \$/VMT) Range  | Points  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| < 3  | 10  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 3 - 5  | 9   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 6 - 8  | 8   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 9 - 11   | 7   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 12 - 14  | 6   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 15 - 17  | 5   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 18 - 20  | 4   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 21 - 23  | 3   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 24 - 26  | 2   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 27+  | 1   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Total Number of Involved Jurisdictions Range   | Points  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 5 or more  | 10  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 4  | 8   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 3  | 6   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 2  | 4   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 1  | 0   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| <p><b>Project Characteristics</b> <b>Max Points: 20</b></p> <table border="1"> <thead> <tr> <th>Project Average Improvement Score Range</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>45 - 50</td> <td>20</td> </tr> <tr> <td>35 - 44</td> <td>15</td> </tr> <tr> <td>25 - 34</td> <td>10</td> </tr> <tr> <td>15 - 24</td> <td>5</td> </tr> <tr> <td>5 - 14</td> <td>2</td> </tr> <tr> <td>0 - 4</td> <td>1</td> </tr> </tbody> </table>  | Project Average Improvement Score Range   | Points          | 45 - 50      | 20   | 35 - 44  | 15       | 25 - 34 | 10       | 15 - 24                            | 5        | 5 - 14        | 2        | 0 - 4              | 1     | <p><b>Current Project Status</b> <b>Points: 10</b></p> <table border="1"> <thead> <tr> <th>Project Status</th> <th>Point</th> </tr> </thead> <tbody> <tr> <td>Re-timing 75% of previous project</td> <td>5</td> </tr> <tr> <td>Timing 75% of new eligible project</td> <td>5</td> </tr> <tr> <td>Implementation within 12 months</td> <td>5</td> </tr> </tbody> </table> | Project Status | Point              | Re-timing 75% of previous project | 5               | Timing 75% of new eligible project | 5   | Implementation within 12 months                                 | 5  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Project Average Improvement Score Range  | Points  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 45 - 50  | 20  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 35 - 44  | 15  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 25 - 34  | 10  |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 15 - 24  | 5   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 5 - 14   | 2   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 0 - 4  | 1   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Project Status   | Point   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Re-timing 75% of previous project  | 5   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Timing 75% of new eligible project   | 5   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Implementation within 12 months  | 5   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
|  | <p><b>Funding Match</b> <b>Points: 5</b></p> <table border="1"> <thead> <tr> <th>Overall Match %</th> <th>Point</th> </tr> </thead> <tbody> <tr> <td>50+%</td> <td>5</td> </tr> <tr> <td>40 - 49%</td> <td>4</td> </tr> <tr> <td>35 - 39%</td> <td>3</td> </tr> <tr> <td>30 - 34%</td> <td>2</td> </tr> <tr> <td>25 - 29%</td> <td>1</td> </tr> <tr> <td>&lt; 25%</td> <td>0</td> </tr> </tbody> </table> | Overall Match % | Point        | 50+% | 5        | 40 - 49% | 4       | 35 - 39% | 3                                  | 30 - 34% | 2             | 25 - 29% | 1                  | < 25% | 0  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| Overall Match %  | Point   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 50+%   | 5   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 40 - 49%   | 4   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 35 - 39%   | 3   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 30 - 34%   | 2   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| 25 - 29%   | 1   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |
| < 25%  | 0   |                 |              |      |          |          |         |          |                                    |          |               |          |                    |       |  |                |                    |                                   |                 |                                    |   |   |  |  |        |           |    |         |   |         |   |         |   |      |   |  |        |              |    |          |   |          |   |          |   |          |   |       |   |



## Minimum Eligibility Requirements

All local agencies may participate in the RTSSP. Caltrans facilities are eligible for the RTSSP, but Caltrans cannot act as the lead agency. Local agencies will be required to provide a minimum of 20 percent (20%) matching funds for eligible projects (see definition of matching funds below).

The goal of the RTSSP is to provide regional signal synchronization that crosses jurisdictional, geographical, or physical boundaries. To be eligible for funding through this Program, a project must meet the following requirements:

1. Be on a street segment that is part of the signal synchronization network, or the MPAH. The project must be consistent with Local Signal Synchronization Plans and support the Regional Traffic Signal Synchronization Master Plan goals.
2. Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum of 20 signals.

or

Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum distance of five miles.

or

Include at minimum three local agencies, have documented support from all participating local agencies (cities, County, or Caltrans), and have a minimum intersection density of four intersections per mile with a minimum of eight signals.

or

Include the full length of the signal synchronization network corridor, or MPAH corridor.

## Matching Funds

Local agencies along the corridor are required to provide a minimum local match funding of 20 percent (20%) for each phase of the project. As prescribed by the M2 Ordinance, this includes local sources, M2 Fair Share, and other public or private sources (herein referred to as a “cash match”). Projects can designate local matching funds as cash match, in-kind match provided by local agency staff and equipment, or a combination of both.

“In-kind match” is defined as those actions that local agencies will do in support of the project including staffing commitment and/or new eligible signal system investment related to improved signal synchronization. Examples of staffing commitment include, but are not limited to, implementation of intersection or system timing parameters, review of timing documentation, meeting participation, conducting or assisting in before/after

studies, and other similar efforts that directly enhance the signal synchronization project. ~~Project match beyond 20 percent (20%) is limited to cash match only.~~ Please note, any over-match commitment is subject to the same audit and requirements as in-kind match.

Administrative staff time for documentation of in-kind services is ineligible. Staff time charged to a project is limited to the caps as described in these guidelines. Allowable signal system investment would be improvements that are “eligible activities” per the funding guidelines, which can be shown to improve signal synchronization and would not include any prior investments made by the agency. For OCTA-led projects, match for equipment shall be in cash except when an agency elects to purchase equipment per the application. Project match beyond 20 percent (20%) is limited to cash match only.

In-kind match must be defined for each local agency as part of the supplemental application. In-kind match must be identified as staffing commitment and/or new signal system investment. The supplemental application template will include a section to input in-kind match type as well as additional data related to the match:

- Staffing commitment
  - Staff position
  - Number of hours
  - Hourly (fully burdened) rate
  - Total cost
- New signal system investment (limited to eligible activities)
  - Cost of any signal system investment
  - Benefit to project

For OCTA-led projects, O&M activities will be permitted in-kind match only for local agency oversight functions. Contract activities will require cash match. Local agency contributions identified as cash match in the application cannot be converted into in-kind match.

OCTA staff will review in detail the presented cash and in-kind match by local agency for reasonableness.

Additionally, for projects designating OCTA as lead agency, a consultant traffic engineering firm may be contracted to provide staff and services to implement the project. Therefore, in-kind match designated as staffing commitment under an OCTA-led agency option shall be limited. The following will be used as a guide for staffing commitment, when the local agency develops the application:

- Primary Implementation (PI) (12 months)
  - Project Administration - Each local agency traffic engineer or equivalent participates in approximately 10-15 hours per month of project administration (meetings, review of reports, minutes, and other administration).

- Signal Synchronization Timing - Each local agency traffic engineer or equivalent reviews consultant developed draft and final timing plans for intersections within the local agency, approximately 2-4 hours per local agency intersection.
- Before and After Study - Each local agency traffic engineer or equivalent reviews consultant developed draft and final project Before and After Study, approximately 2-5 hours per local agency.
- Engineering design/review - Each local agency traffic engineer or equivalent reviews consultant developed engineer design within the local agency, approximately 2-4 hours per affected local agency intersection.
- System integration - Each local agency traffic engineer or equivalent provides support for this function (hours vary depending on improvements).
- Construction management - Each local agency traffic engineer or equivalent provides construction management support including inspection (hours vary depending on improvements).
- Ongoing O&M (24 months) - Each local agency traffic engineer or equivalent participates in continued project level meetings of 2-5 hours per local agency per month to review consultant traffic engineering progress. In addition, each local agency traffic engineer or equivalent reviews consultant developed draft and O&M Report.

For projects designating a local agency as lead, the above may be used as a guide with additional local match related to implementation, development, design, monitoring and other costs that the local agency may choose to include as local match. For instance, O&M may be performed by in-house staff and be calculated using a different formula (e.g., 2-5 hours per local agency signal for 24 months).

Participating agencies pledging in-kind services shall be responsible for keeping track of said hours and/or improvements. In-kind services are part of the total project cost. As indicated in the Precepts, "construction engineering, construction management, materials testing, engineering support, and/or project management shall not exceed 15 percent (15%) of the total eligible project cost." For OCTA-led projects, an in-kind services match report will be requested throughout the project to ensure agencies meet their promised in-kind match. All submissions shall include backup documentation, such as accounting/payroll detailed summaries, third-party invoices (consultant, contractor, and equipment) and are subject to audit.

## Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible shall bring that phase to a logical conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

If a lead agency decides to cancel a project before completion of the entire project, for whatever reason, the agency shall notify OCTA as soon as possible. It is the responsibility of the project lead agency to repay OCTA for any funds received.

## Project Extensions

Local agencies are provided 36 months to expend the funds from the date of encumbrance. Agencies can request timely use of funds extensions through the SAR in accordance with the CTFP guidelines. Local agencies should issue a separate NTP when combining contracts for both the PI and O&M phases. NTP requirement should be identified in the initial contract/agreement to avoid obligation of both phases at the same time. If this procedure is followed by the local agency the NTP date will be considered the date of encumbrance for the O&M phase.

## Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board.

## Data Compatibility

All count data, including average daily traffic (ADT) and intersection turning movement (ITM), collected as part of any funded project shall be provided to OCTA Microsoft Excel format. Any data files containing numeric intersection or node identifiers shall use the same node identification (ID) numbers as is stored and maintained by OCTA. OCTA will provide a listing of intersections and corresponding unique node ID numbers upon request. Each count data filename shall describe the year the counts were collected, agency, type of count file, intersection name, and OCTA node ID number. As an example, a turning movement count file recently collected for the intersection of Harbor Boulevard and Wilson Street in the City of Costa Mesa would be given the filename *2020\_CostaMesa\_ITM\_Harbor-Wilson\_4534.xls*.

All traffic signal synchronization data collected and compiled as part of any funded project for both existing (before) and final optimized (after) conditions shall be provided to OCTA in Synchro version 10 or later format. This data shall include validated network layout,

node, link, lane, volume, timing, and phase data for all coordinated times. The nodes for these files shall also correspond to the OCTA node ID numbers.

## **Project Summary Information**

For each application that is recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**

## Exhibit 8-1

### Project P – Regional Traffic Signal Synchronization Program Application Checklist

| Project P Application Checklist   | Page   |
|---|--------|
| <p><b>RTSSP Online Application – submitted through OCFundTracker</b></p> <ul style="list-style-type: none"> <li>a. Transportation Significance</li> <li>b. <del>Benefit Cost Ratio</del> <u>Economic Effectiveness</u></li> <li>c. Project Characteristics</li> <li>d. Project Scale</li> <li>e. Number of Jurisdictions</li> <li>f. Current Project Status</li> <li>g. Funding Over-Match</li> <li>h. Cabinet photos, equipment specifications, as-built drawings, cabinet drawings, etc.</li> </ul>   | Online |
| <p><b>Section 1: Key Technical Information</b></p> <ul style="list-style-type: none"> <li>a. Name of Project Corridor/Grid/Route</li> <li>b. Project Limits</li> <li>c. Project Length</li> <li>d. Number of Signalized Intersections Along Corridor</li> <li>e. Participating Agencies/Traffic Forum Members</li> <li>f. Lead Agency</li> <li>g. Designation of the corridor to synchronize</li> <li>h. Project start and end date</li> <li>i. Previous funding</li> <li>j. Contact Information</li> <li>k. Signalized intersections that are part of the project</li> <li>l. Offset signalized intersections that are part of the project</li> <li>m. Project Map Depicting the Project Limits</li> </ul> |        |
| <p><b>Section 2: Regional Significance</b></p>  |        |
| <p><b>Section 3: Acknowledgement of Required Tasks</b></p>  |        |
| <p><b>Section 4: Funding Needs/Costs for Proposed Project by Task</b></p> <ul style="list-style-type: none"> <li>a. Summary of Project Cost</li> <li>b. Summary of Cost by Agency</li> <li>c. Summary of Intersection Improvement Costs</li> </ul>  |        |
| <p><b>Section 5: Detailed Local Match Commitment</b></p>  |        |
| <p><b>Section 6: Project Schedule for the 3-Year Grant Period by Task</b></p> <ul style="list-style-type: none"> <li>a. Project State and End Dates</li> <li>b. Project Schedule by Task</li> </ul>   |        |
| <p><b>Appendices</b></p> <ul style="list-style-type: none"> <li>a. Calculations and Estimated Points</li> <li>b. Agency Improvement Calculations</li> <li>c. Vehicle Miles Traveled (VMT)</li> <li>d. Agency Resolutions and Letters of Support</li> <li>e. Additional Information (Optional)</li> </ul>  |        |

## Exhibit 8-2

### Sample Resolution for Orange County Regional Traffic Signal Synchronization Program Projects

A resolution of the \_\_\_\_\_ City Council approving the submittal of \_\_\_\_\_ improvement project(s) to the Orange County Transportation Authority for funding under the competitive Measure M2 Regional Traffic Signal Synchronization Program.

THE CITY COUNCIL OF THE CITY OF \_\_\_\_\_ HEREBY RESOLVES, DETERMINES, AND ORDERS AS FOLLOWS THAT:

- a) WHEREAS, the Measure M2 Regional Traffic Signal Synchronization Program targets over 2,000 signalized intersections across Orange County to maintain traffic signal synchronization, improve traffic flow, and reduce congestion across jurisdictions; and
- b) WHEREAS, the City of \_\_\_\_\_ has been declared by the Orange County Transportation Authority to meet the eligibility requirements to receive revenues as part of Measure M2;
  - c) WHEREAS, the CITY must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement.
- d) WHEREAS, the CITY authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors, if necessary.
- e) WHEREAS, the City of \_\_\_\_\_ has currently adopted a Local Signal Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local agencies' efforts to synchronizing traffic signals across local agencies' boundaries; and
  - f) WHEREAS, the City of \_\_\_\_\_ will provide matching funds for each project as required by the Comprehensive Transportation Funding Programs Procedures Manual; and
- g) WHEREAS, the City of \_\_\_\_\_ will not use Renewed Measure M funds to supplant Developer Fees or other commitments; and
- h) WHEREAS, the City of \_\_\_\_\_ desires to implement multi-jurisdictional signal synchronization listed below; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The City Council of the City of \_\_\_\_\_ hereby requests the Orange County Transportation Authority allocate funds in the amounts specified in the City's application to said City from the Regional Traffic Signal Synchronization Program. Said funds, if approved, shall be matched by funds from said City as required and shall be used as supplemental funding to aid the City in signal synchronization along the following street(s):

\*Required language a-h



# **2023 Complete Streets Call Update**



## 2023 Complete Streets Call Update

### Background

- In December 2022, the OCTA Board authorized the use of up to \$55 million for a future Complete Streets call for projects from the following formula fund sources:
  - \$43 million in Surface Transportation Block Grant (STBG) and
  - \$12 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  - Link to Board Approval Item:  
<https://octa.legistar.com/LegislationDetail.aspx?ID=5952808&GUID=E0292D8D-2E4C-4EA7-BB91-ADF7EFB22D07&Options=&Search=>
- Effective June 30, 2023, New projects or new phases to be programmed with STBG/CMAQ are subject to a new Southern California Association of Governments (SCAG) project selection process.
- These guidelines were developed to meet the SCAG guidelines.

### Basic Call Features:

- Program Goal: The OC Complete Streets Program is intended to support local-agency projects in Orange County that further at least one of the following goals of complete streets projects, and have a transportation nexus:
  - Contribute to the creation of a complete transportation network for all modes of travel.
  - Consider benefits to all user types.
  - Improve access for residents and visitors.
  - Create streets safe for travel even by the most vulnerable – children, older adults, and those with disabilities.
  - Support complementary health goals by improving the built environment to encourage walking and biking.
  - Incorporate community input.
- Two Application Types – Planning (Plan) and Capital
  - Capital will include Preliminary Engineering (PE) including both Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E), Right-of -Way (ROW), and Construction (CON)
  - Separate applications are required for plans and for capital projects. Scoring Criteria is different for each project type.
- Agencies can apply for more than one project phase within one application as long as the phases start within the years of programming capacity (FY 2023-24 through FY 2026-27)
- Minimum Award (for Capital Projects only): \$500,000
- Maximum Award: \$5 million

- Maximum number of applications for each local agency: three
- Match Requirement: 12%
- No project extensions
- No cooperative agreement required. Funds flow through Caltrans.

**SCAG Requirements (Eligibility Criteria Scored or Accepted by SCAG):**

***Required for all Projects:***

- Projects must be eligible for STBG and/or CMAQ funds.
- Connect SoCal Goal's and Strategies Alignment (qualitative description) – Connect to a minimum of **TWO** strategies/goals/principles, **THREE** or more strategies are recommended.
  - See Connect SoCal Plan: [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176)
- Demonstrates support for Connect So Cal Performance Measures including Federal Transportation Performance Measure Outcomes (qualitative and/or quantitative options) – Connect to a minimum of 4 of the listed outcomes, 6+ outcomes recommended.
  - *Guidelines Excerpt: Advance Connect SoCal Performance Measures including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in 23 USC Sec. 105(b) and 49 USC Sec. 5301(b)(3).*
  - *Additional potential reference: See the 2020 SoCal Connect Performance Measures listed in a table on pages 7-8 through the following link: [Final Connect SoCal Congestion Management Technical Report Adopted on September 3, 2020](#)*
  - Location Efficiency,
  - Mobility and Accessibility,
  - Safety and Public Health,
  - Environmental Quality,
  - Economic Opportunity,
  - Investment Effectiveness,
  - Transportation System Sustainability, and
  - Environmental Justice
- Documentation of direct and/or indirect positive benefits to Disadvantaged Communities (Priority Equity Communities) if applicable.
- Outreach – included in OCTA's scoring criteria below.

***Requested for all projects. Only required for projects requesting CMAQ funds:***

- Air Quality Reduction Calculation (for CMAQ projects) and related cost-effectiveness if applicable.

### **CTC Prioritization Application Criteria:**

- *For Plan Projects –*
  - Demonstrated Need
  - Public Participation, Community Engagement, Stakeholder Coordination, and Letters of Support
  - Future Implementation
- *For Capital Projects –*
  - Aligning with local planning efforts
  - Safety
  - Access to community destinations and/or improve access to transit and/or schools.
  - Public Participation, Community Engagement, Stakeholder Coordination, and Letters of Support
- Other Qualitative Considerations
  - Project Readiness
  - Agency Technical and Financial Capacity for Project Delivery
  - MPAH consistency and/or resolutions to conflicts

### **Timeline**

- June 2023 – SCAG Check-In
- August 14, 2023 – Board Call Release
- August 21-25, 2023 – Application Office Hours/ Program Info Sessions
- September 15, 2023 - Application Due Date
- September – October – Project Eligibility Reviews and draft recommendations, submit project information to SCAG with programming recommendations.
- November 13, 2023 – Board approval
- November 2023 - Project Prioritization Submittal to SCAG
- TBD (Following SCAG Approval) - FTIP programming



## **AGENDA**

*Technical Advisory Committee*

*Item# 4*

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# **OC Loops: Bicycle Gap Closure Feasibility Study**

# OC LOOPS

## Bicycle Gap Closure Feasibility Study

OCTA Technical Advisory Committee  
June 28, 2023



MARK THOMAS

# Agenda

- Project Partners & Background
- Defining the OC Loops
- Public Input
- Sample Concepts
- Next Steps



# Project Partnerships



Funding Provided by  
Caltrans Sustainable  
Transportation Planning  
Grants Program



Project Managed by  
OCTA



**MARK THOMAS**

Project Consultant Team

Project Development Team through Partnership with Representatives from Local  
Cities, County of Orange, Rancho Mission Viejo, and Transportation Corridor Agencies

# OC Loops Gap Closure Feasibility Study

Caltrans Grant Funded Project to:

- Leverage Prior Planning Efforts
- Incorporate Public Input
- Collaborate with Local Agencies
- Summarize Bike Gap Closure Ideas
- Identify Funding Needed
- Position for Successful Grants

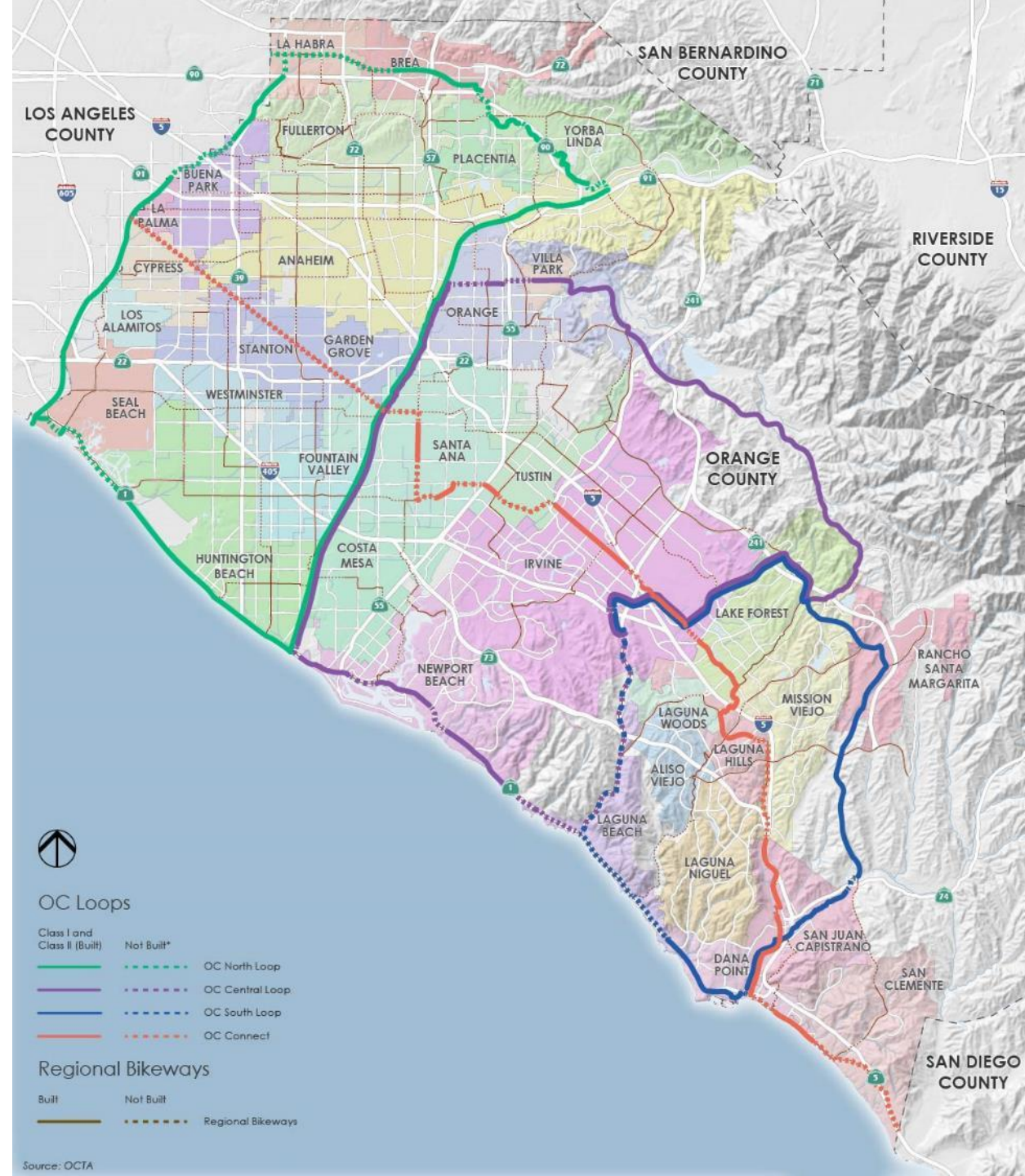




# OC Loops

Regional Planning by OCTA in OC Active Identified 3 New Branded Regional Bikeways

- OC North Loop
- New: OC Central Loop
- New: OC South Loop
- New: OC Connect



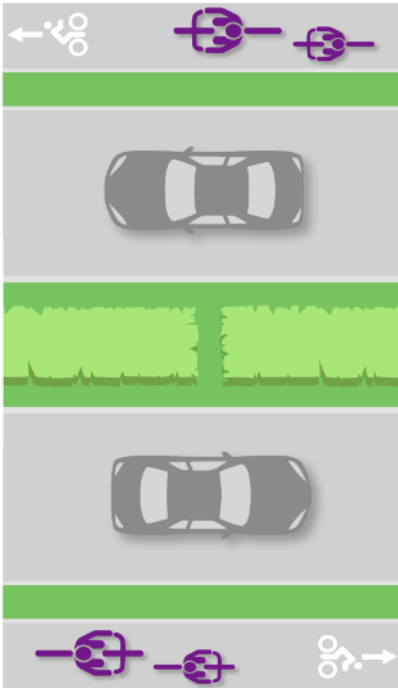
# Bikeway Network & Desired Riders

OC Loops to serve an 8 to 80 (year old) audience

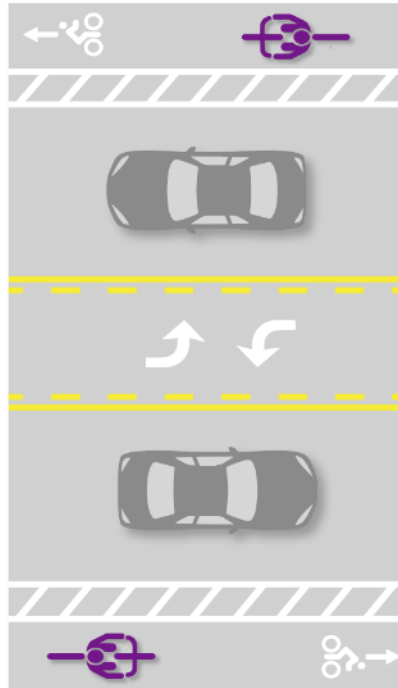


# OC LOOPS

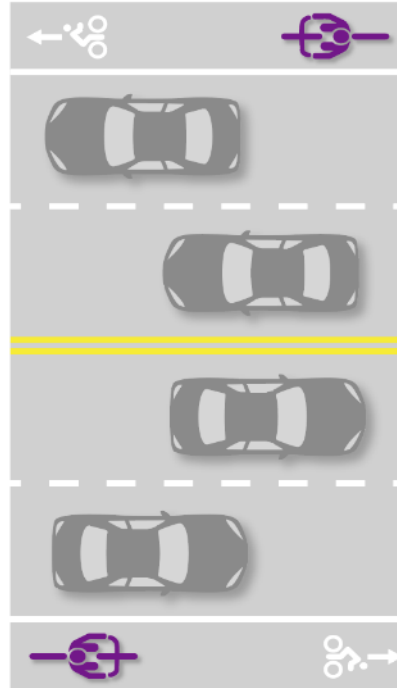
Ages 8 to 80



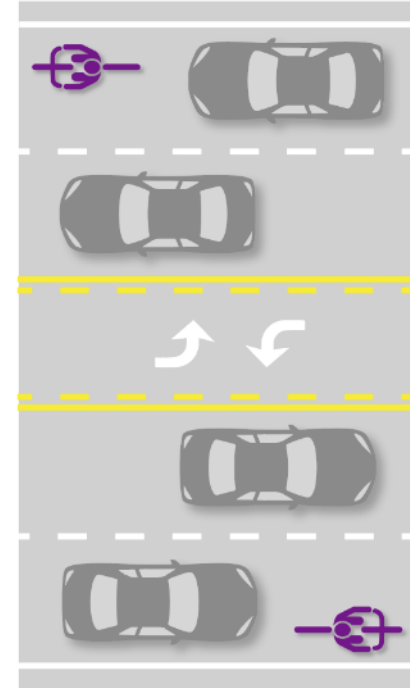
Interested but Concerned



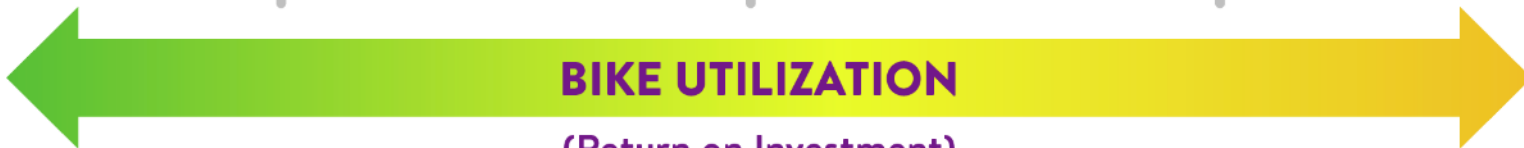
Enthusiased and Confident



Strong and Fearless



MORE



BIKE UTILIZATION

(Return on Investment)

LESS

# Examples of Bikeway Infrastructure

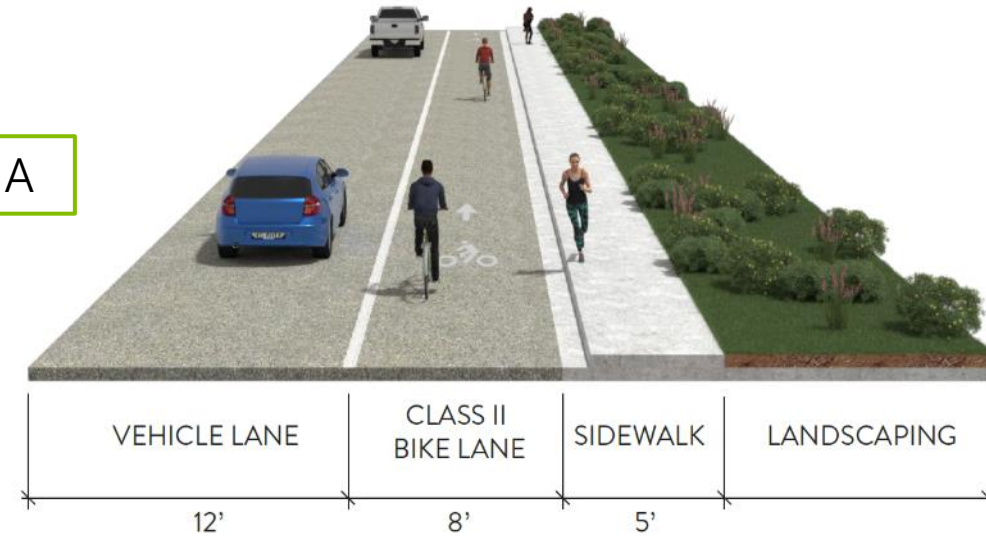
## A. Class II Bike Lane:

- Accommodates “Strong and Fearless” cyclists
- No barrier separation for bicyclists

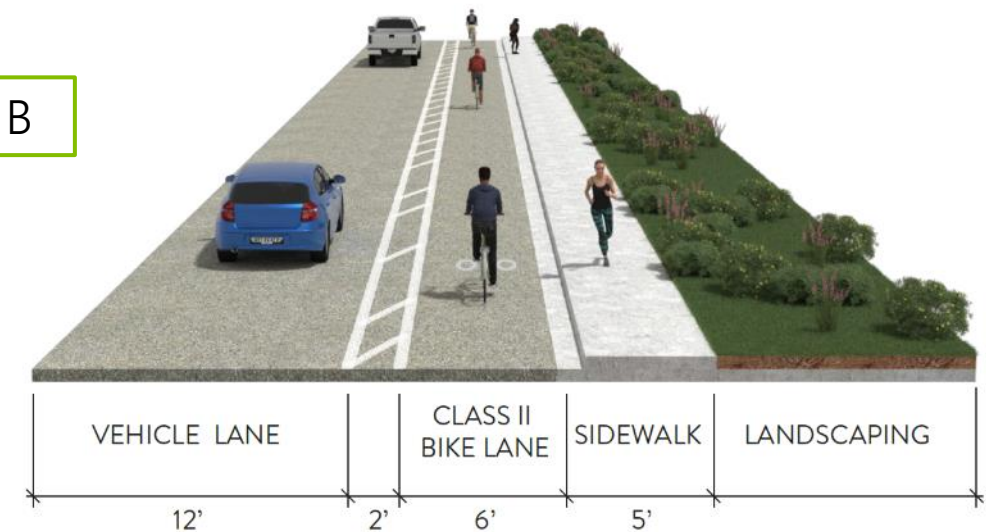
## B. Buffered Bike Lane:

- Accommodates “Strong and Fearless” cyclists
- No barrier separation for bicyclists

Option A



Option B

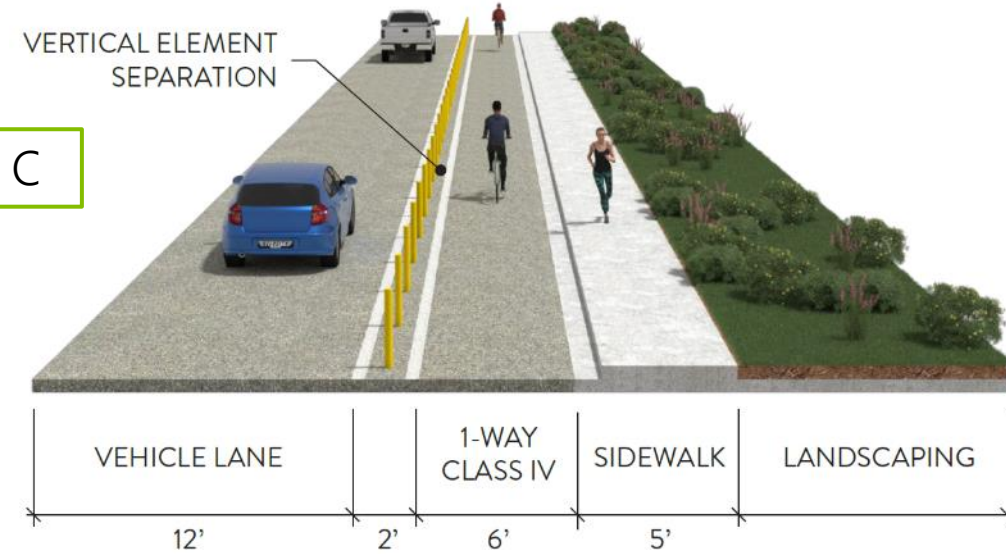


# Examples of Bikeway Infrastructure

## C. Class IV Cycle Track:

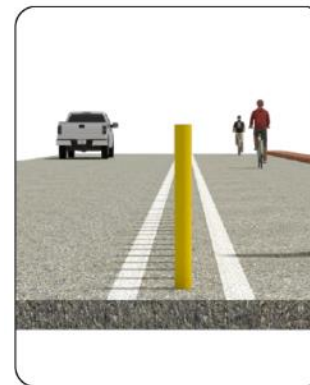
- Accommodates “Interested but Concerned” cyclists
- Vertical element raises visibility of bicycle lane
- Multiple options for separation

Option C



### VERTICAL ELEMENT OPTIONS

DELINEATORS



HARDSCAPE OR  
LANDSCAPE  
MEDIAN



CONCRETE  
BARRIER

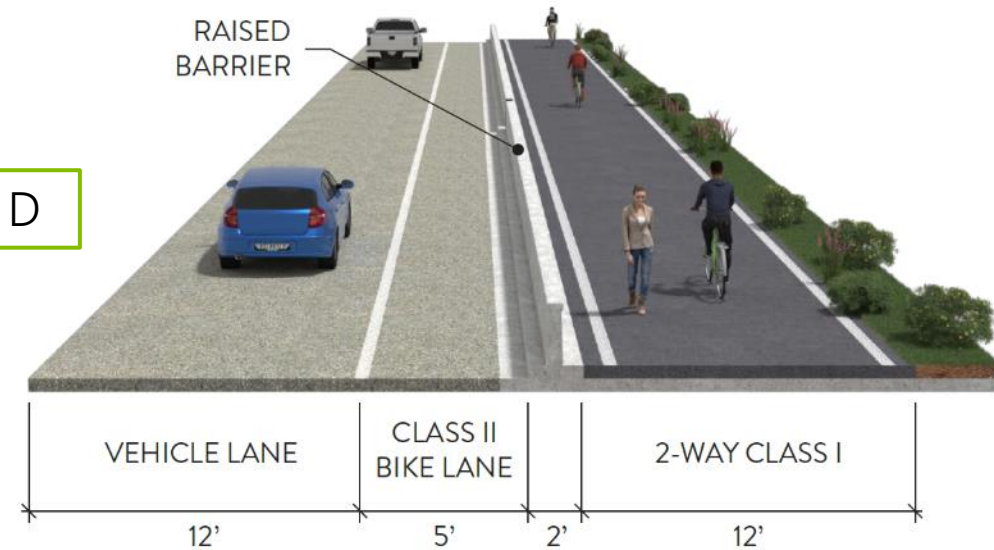


# Examples of Bikeway Infrastructure

## D. Class I Shared Use Path:

- Accommodates “Enthusied and Confident” & “Interested but Concerned” cyclists
- May require Property Acquisition

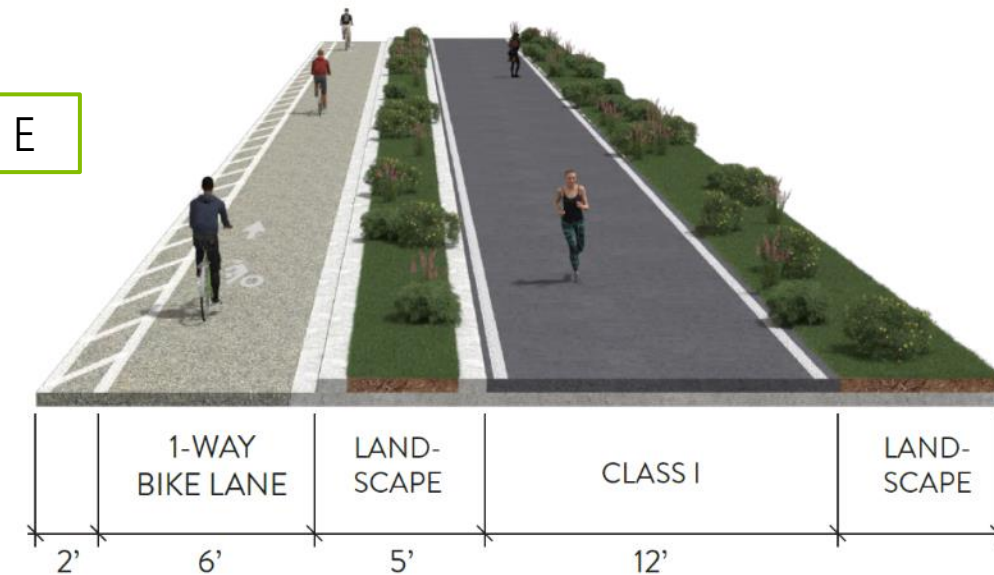
Option D



## E. Lane Reduction + Class I Path

- Accommodates “Enthusied and Confident” & “Interested but Concerned” cyclists
- May affect traffic operations by removing one travel lane

Option E



# Public Input

# Public Engagement Activities

## Outreach Events

- Tabling at 10 events/trails in South County
- Virtual Workshop in March 2022 and February 2023
- Focus Meetings with Agency Staff





# Public Input on Desired Bikeways

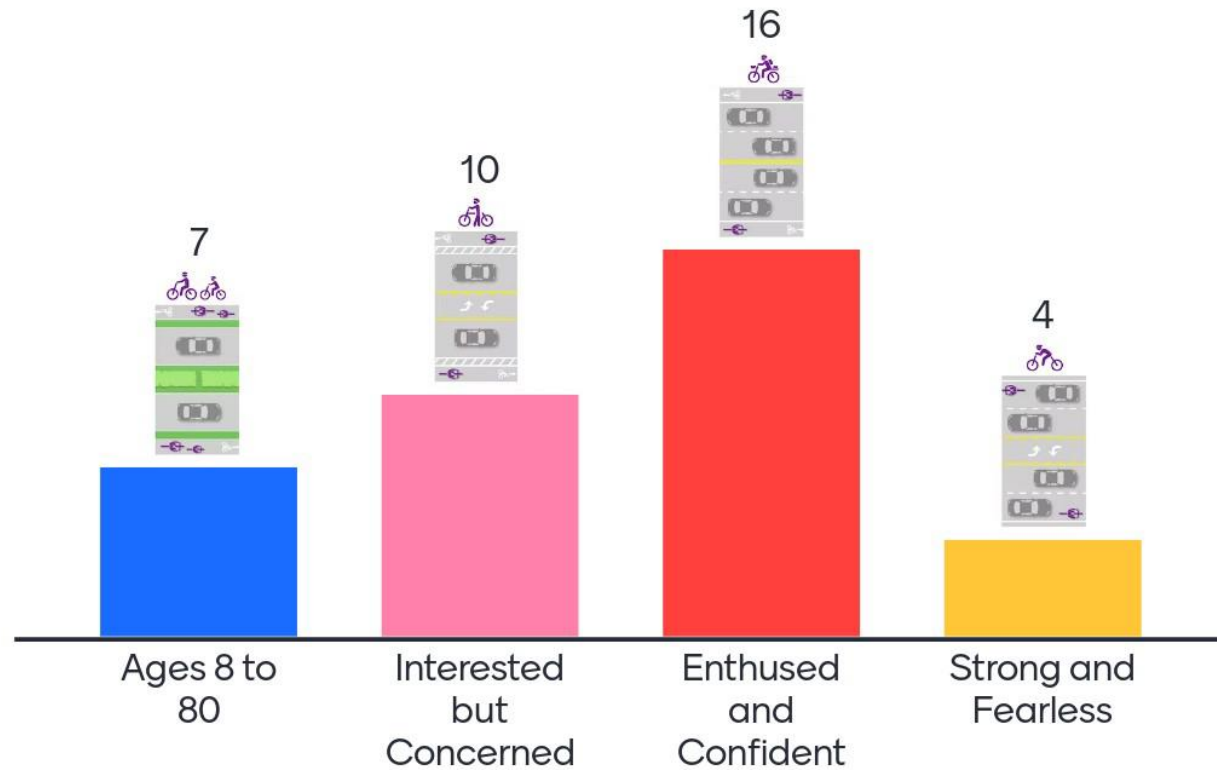
**OC Loops**



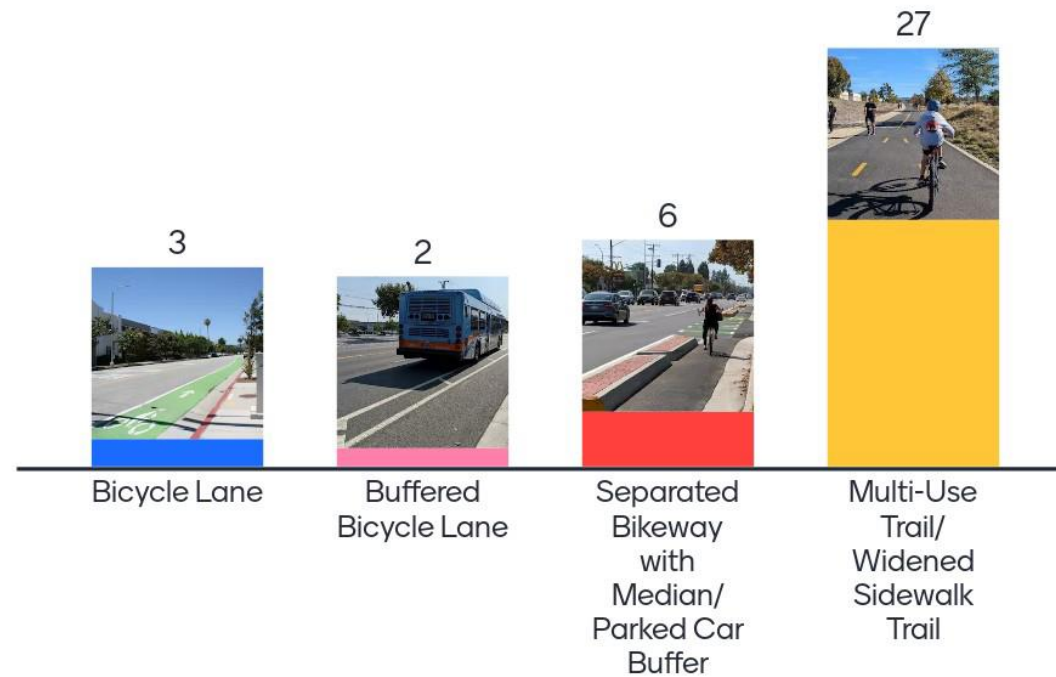
**Which bikeway type do you feel comfortable bicycling on?**  
Place sticker in boxes below

|  <p>Bicycle Lane</p> |  <p>Buffered Bicycle Lane</p> |  <p>Separated Bikeway with Median/Marked Car Buffer</p> |  <p>Multi-Use Trail/Widened Sidewalk Trail</p> |
|---|---|--|---|
| <p>10 stickers: 7 pink, 1 orange, 1 green, 1 red</p>  | <p>5 stickers: 2 red, 2 orange, 1 green</p>   | <p>25 stickers: 10 pink, 10 orange, 5 green, 5 red</p>   | <p>45 stickers: 15 pink, 15 orange, 10 green, 10 red</p>  |

# Which Type of Rider are You?



# Which bikeway type do you feel comfortable on?

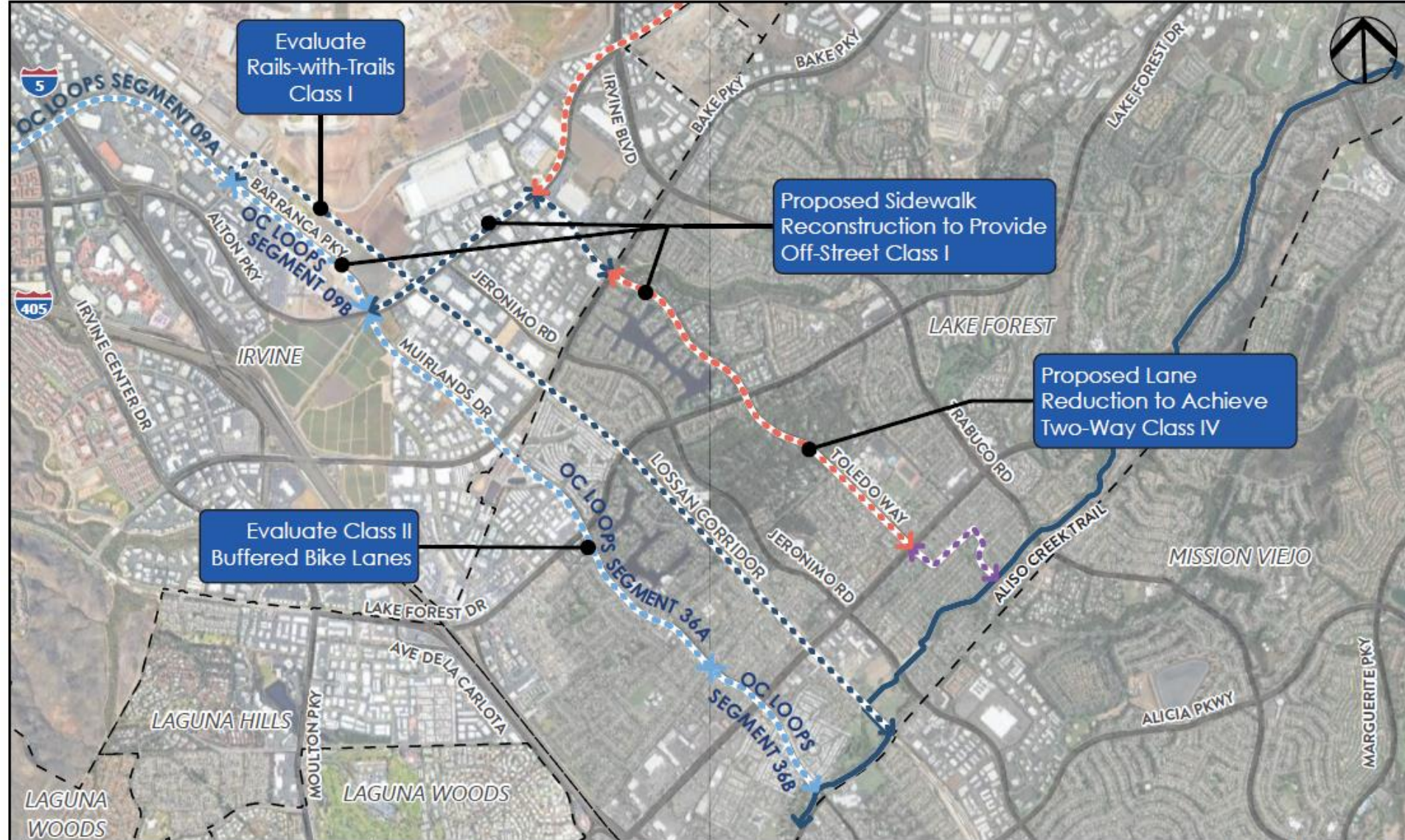


# Which criteria option is most important to you?



# Sample Concepts

## Lake Forest Area



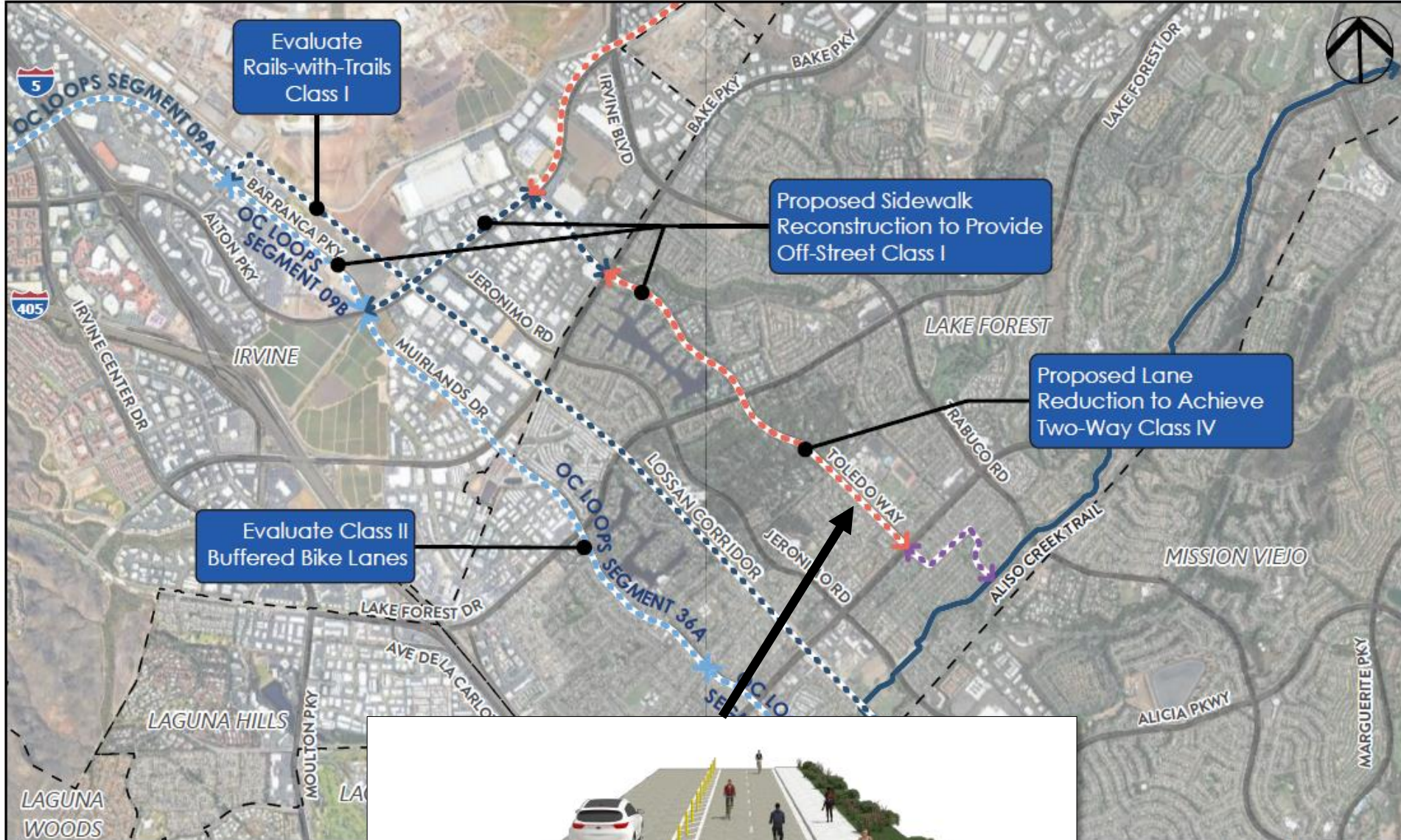
OCTA  
**OC Loops Feasibility Study**  
 OC Loops Segments 09A, 09B, 36A, 36B

**LEGEND**

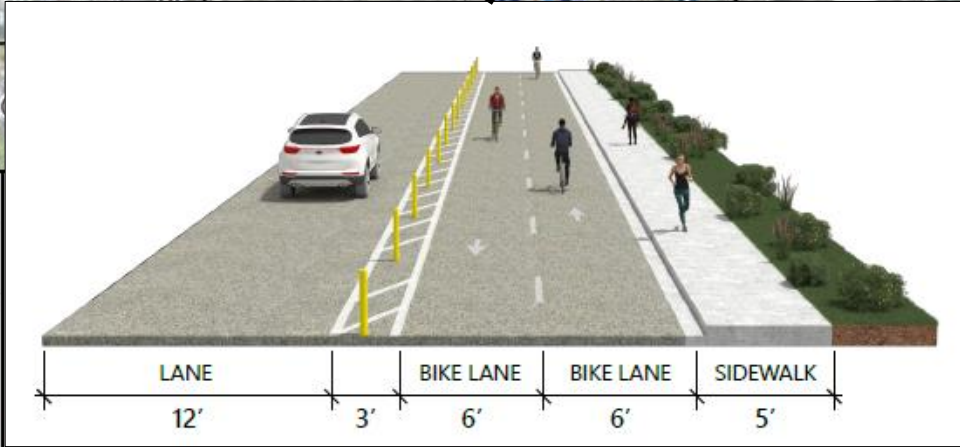
- [ - - ] City Boundary
- ↔ Existing Class I
- ↔ Proposed Class I
- ↔ Proposed Class II
- ↔ Proposed Class III
- ↔ Proposed Class IV

In this area the primary route is proposed along Alton Parkway, Toledo Way to reach the existing Aliso Creek Trail. Alternate routes for consideration utilize Muirlands Drive or the LOSSAN Corridor.

# Lake Forest Area

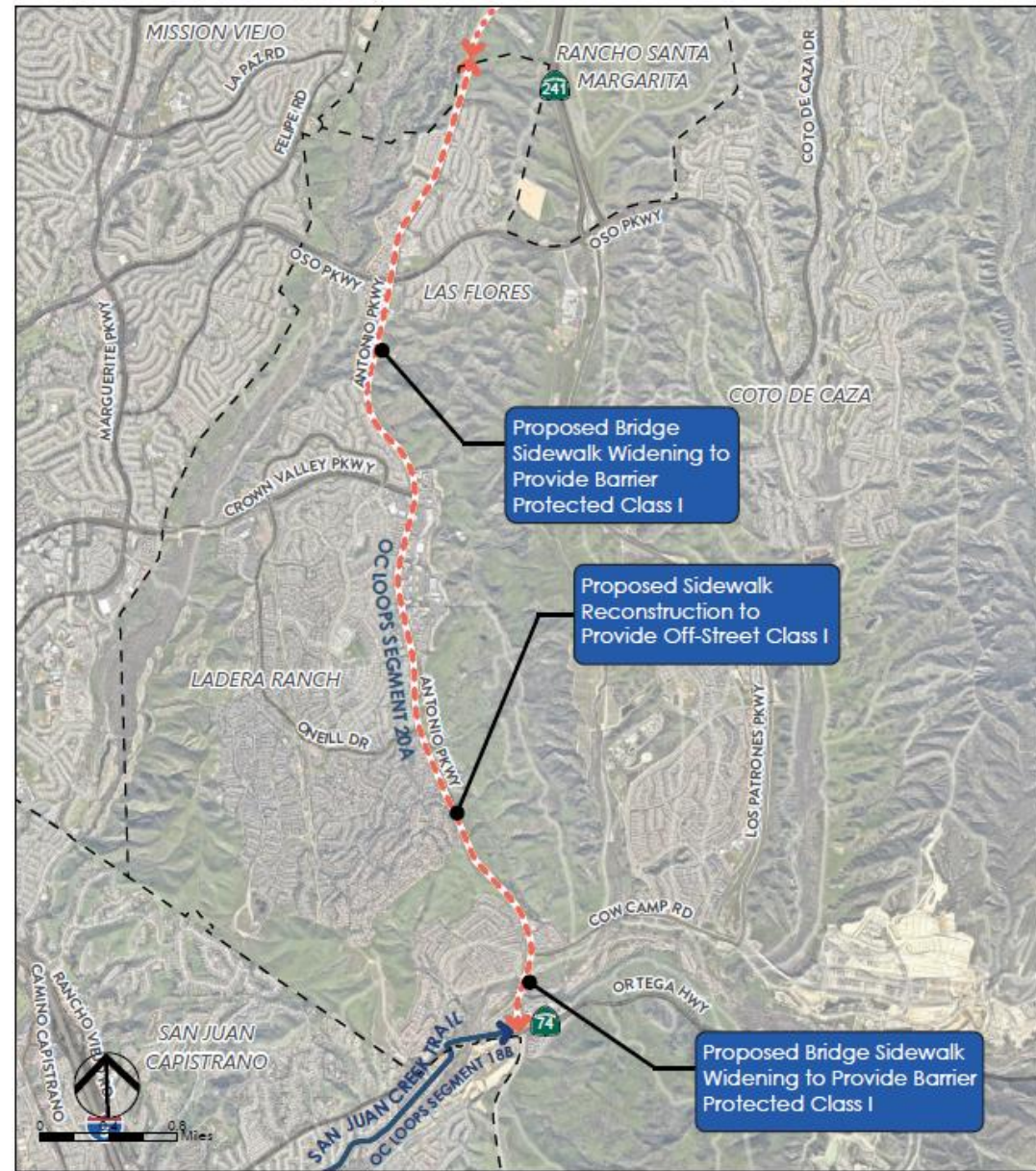


OCTA  
**OC Loops Feasibility Study**  
 OC Loops Segments 09A, 09B, 36A, 36B



Class III  
 Class IV  
 the existing Aliso Creek Trail.

## Ladera Ranch Area



OCTA  
**OC Loops Feasibility Study**  
OC Loops Segment 18B & 20A

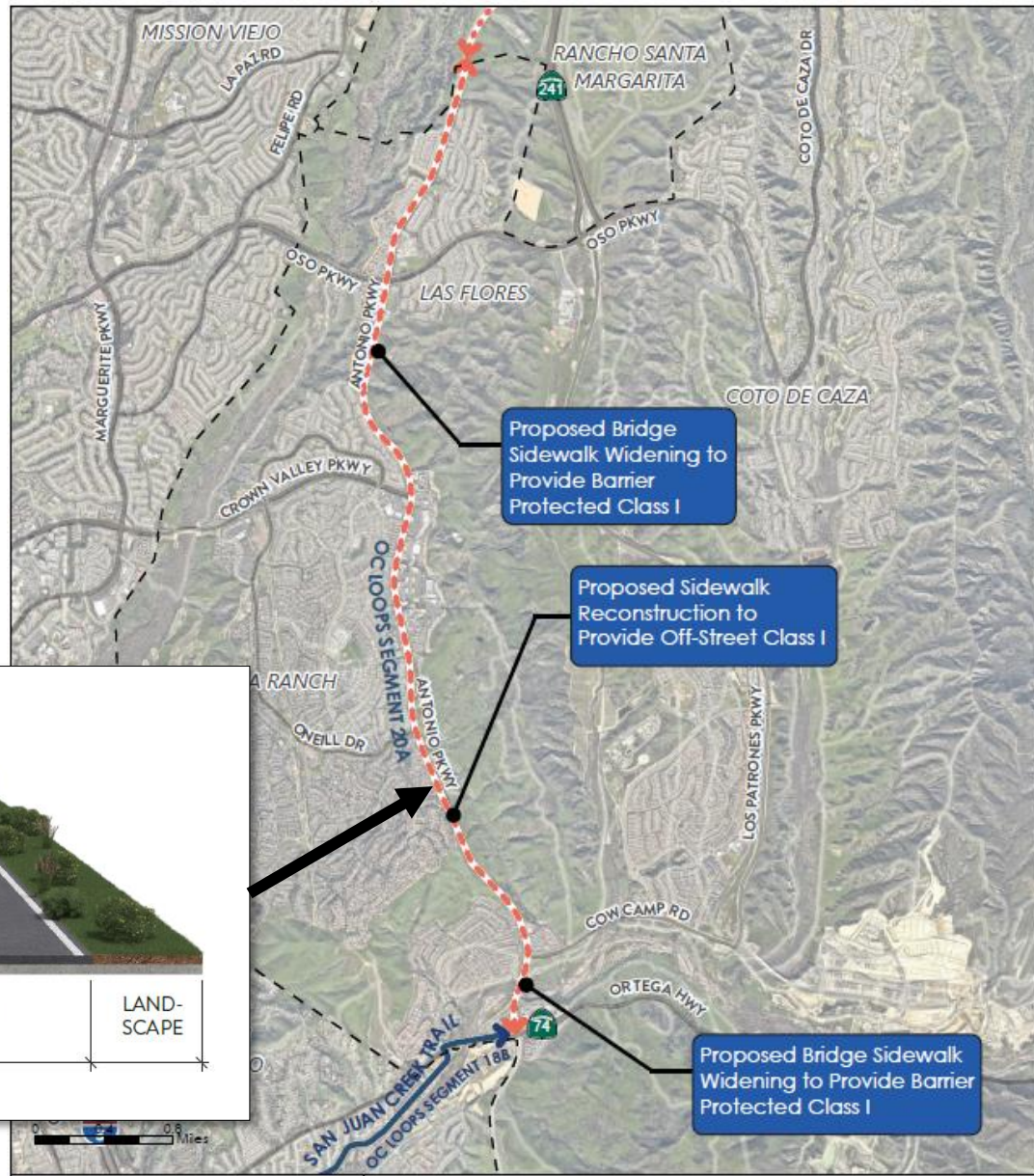
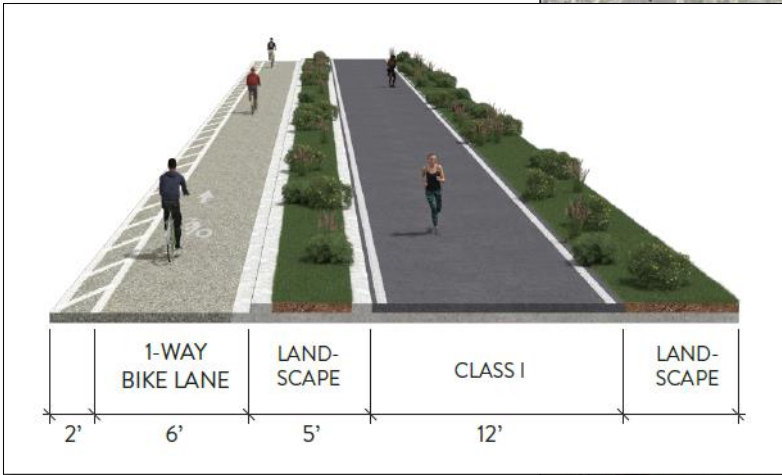
MARK THOMAS OCTA OC LOOPS

**LEGEND**

- City Boundary
- Existing Class I
- Proposed Class IV



## Ladera Ranch Area



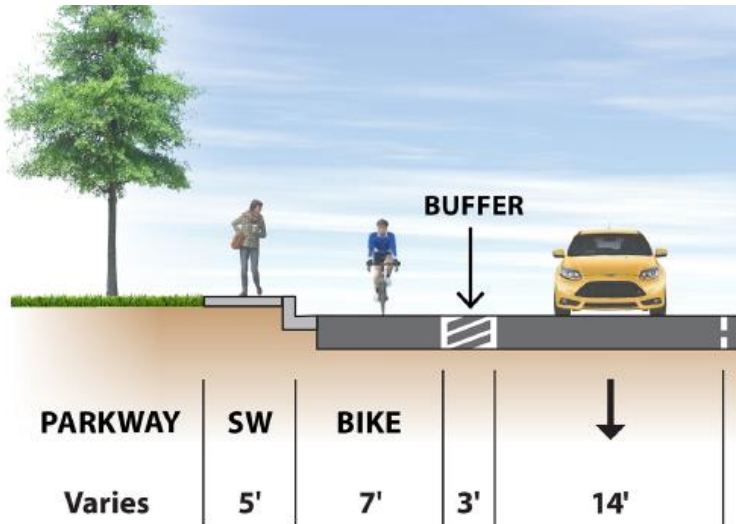
OCTA  
**OC Loops Feasibility Study**  
 OC Loops Segment 188 & 20A

**LEGEND**

- City Boundary
- Existing Class I
- Proposed Class IV

# Position for Success

- Develop Engineering Recommendations
- Confirm Concept Feasibility
- Provide Engineering Cost Estimates
- Create Fact Sheets (see Example)



## OSO CREEK EXTENSION

Implementing Agency: County of Orange



### PROJECT INFORMATION

- Extend existing Class I facility southerly by 0.8 miles including 100-foot long bridge over Oso Creek, closing the gap in bikeways between Oso Creek and Camino Capistrano Bike Lanes
- Located in City of Laguna Niguel along County Managed Oso Creek

#### Public Input From:

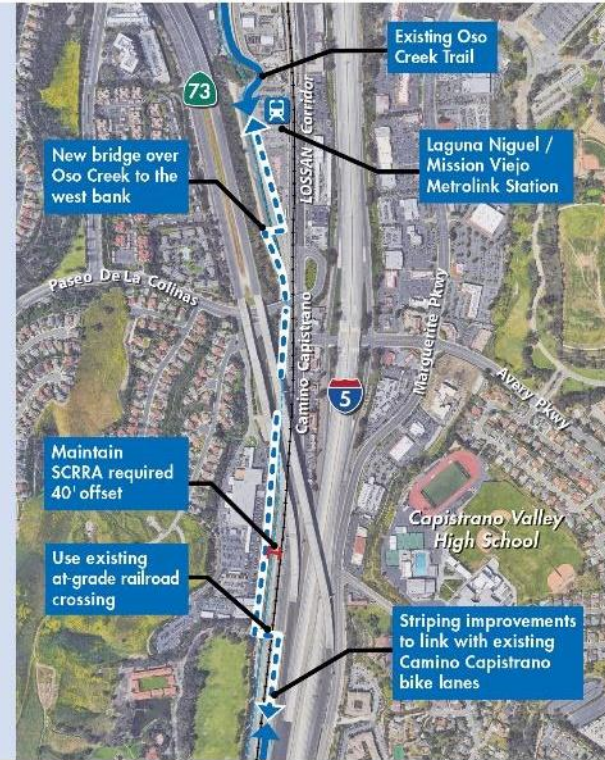
- OC Active, District 5 Regional Study, OC Bike Connectors Feasibility Study, Local General Plan

#### Potential Funding Sources:

- Local BCIP, CTFP
- State ATP, Proposition 68, SCCP

### PROJECT BENEFITS

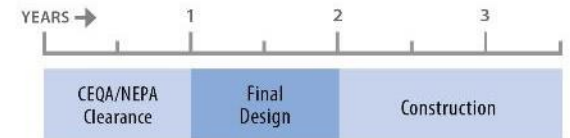
- Off-Street Bicyclist & Pedestrian Facility
- Serves age 8 to 80 audiences
- High comfort level facility
- Gap closure between Camino Capistrano & Oso Creek Trail
- Access to Laguna Niguel/Mission Viejo Train Station
- Addresses 5 bike/ped crashes within 5 years



### COST

|                        |                    |
|------------------------|--------------------|
| Environmental & Design | \$400,000          |
| Right of Way           | \$50,000           |
| Construction & Support | \$2,000,000        |
| <b>TOTAL</b>           | <b>\$2,450,000</b> |

### SCHEDULE

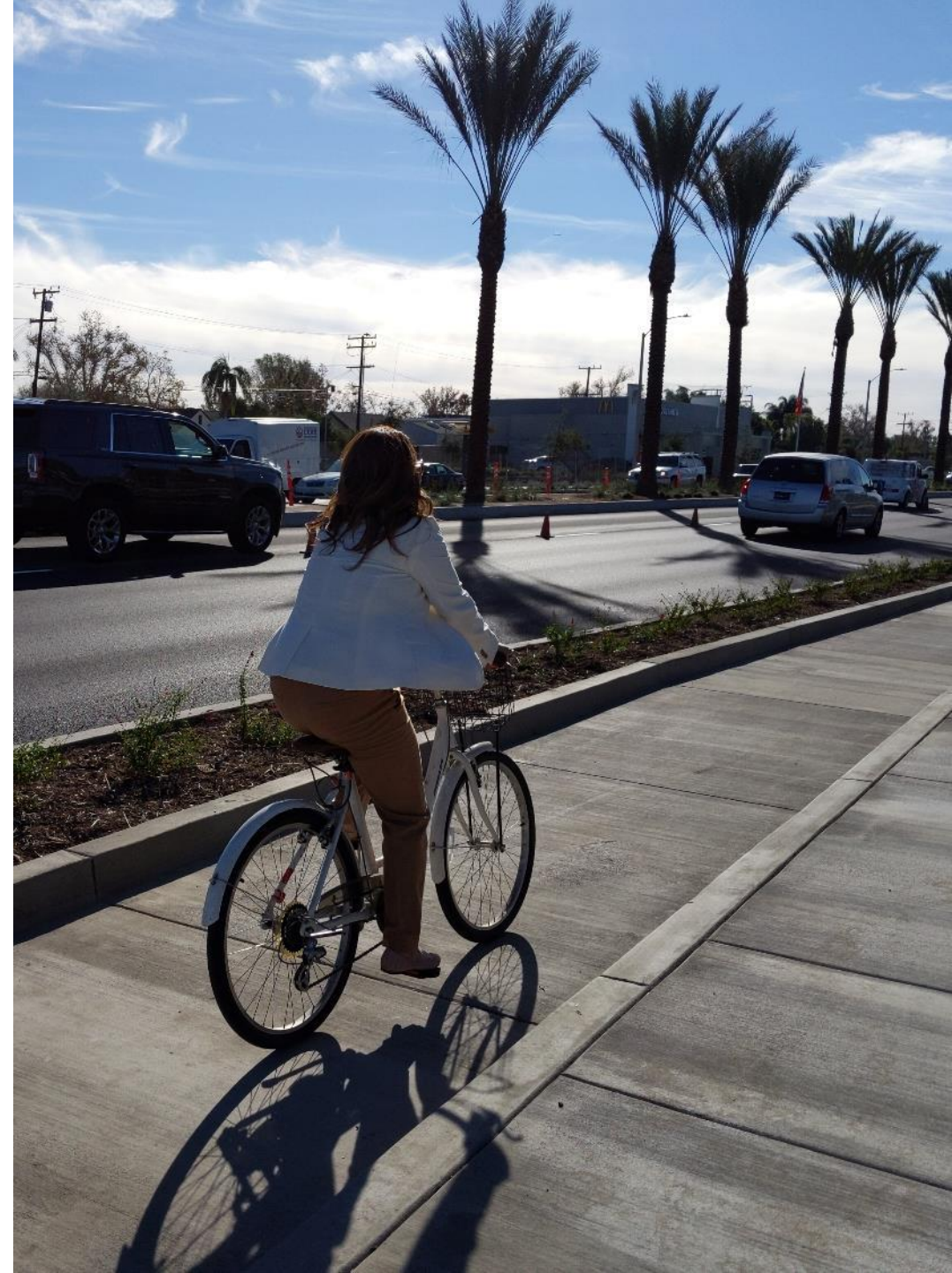


### PROJECT OUTCOMES



# Next Steps

- June 2023
  - Finalize Feasibility Study
- 2024 & Beyond
  - OCTA Coordinate with Agencies on Grant Pursuits
  - Implementation by Local Agencies



# Questions & Answers

For additional questions please contact  
Peter Sotherland at [psotherland@octa.net](mailto:psotherland@octa.net)

or

Paul Martin at [pmartin@markthomas.com](mailto:pmartin@markthomas.com)



For additional information please visit the project website at  
[octa.net/bikegapclosure](http://octa.net/bikegapclosure)



## **AGENDA**

*Technical Advisory Committee*

*Item# 5*

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# **Countywide Pavement Assessment Report**



*Orange County Transportation Authority*

**LOCAL AGENCY PAVEMENT PRESERVATION  
10-YEAR (FY 2022-2032)  
PAVEMENT MANAGEMENT PLAN**

Mr. Harry W. Thomas

Project Manager / Local Programs

June 28, 2023

# Presentation Overview

- Project Background / Goals
- Pavement Management 10-Year Study Methodology
- Overall Pavement Conditions / General Findings
- Financial Planning – Pavement Management Budgetary Modeling
- Pavement Preservation Plan Recommendations / Conclusions



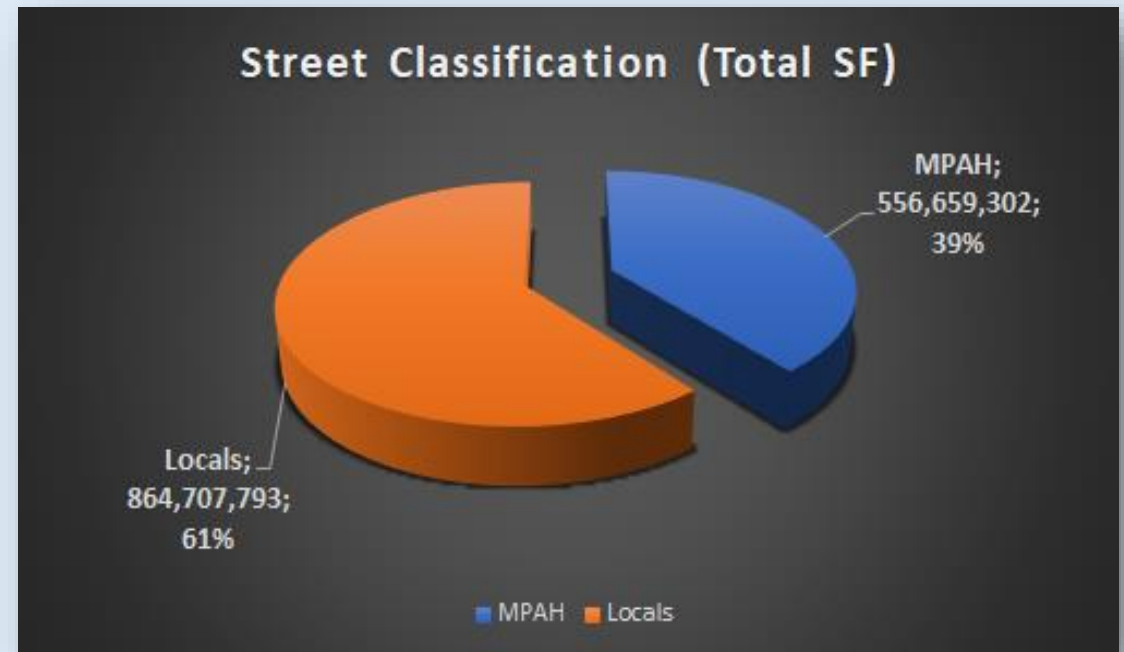
# Project Background / Goals

- Pavement management networks have been proactively managed across the County for 30 years
  - Orange County Transportation Authority (OCTA) and local agencies have assisted in the overall management of the 35 defined PMPs since 1990 (Measure M)
- Countywide Pavement Management Plan Guidelines require use of MicroPAVER/StreetSaver software compliant with the American Society for Testing Materials (ASTM) Standard
  - Required to submit PMP every two years (21 PMPs submitted during even years; 14 PMPs during odd years)
- Countywide conditions have continuously improved over the past 30 years and represent one of the strongest, if not the strongest, County weighted PCIs in California
- **Goal:** Identify & develop strategies for encouraging local agencies to utilize pavement preservation options to maintain arterial and local streets in good condition ( $PCI \geq 75$ )
  - First comprehensive 10-year PMP data assessment and budgetary study



# Project Background / Goals

- The success of PMPs throughout the County can be used as benchmarks for other California cities, counties, and/or regional authorities to mirror and establish proactive biennial assessments complimented with common-sense, long term, proactive PMP management
- A key component of this success is frequent communication from executive managers, engineering/maintenance staff, and PMP consultants
- Countywide, the 35 PMP networks include:
  - 6,400 miles and 1,421,367,095 SF of pavement
    - **MPAH:** 1,857 miles / 556 million SF
    - **Locals:** 4,543 miles / 865 million SF



# Pavement Management 10-Year Study Methodology

Through this study OCTA is seeking to ensure that pavement accuracy, PMP strategies and conditional assessments are generating the greatest ROI. This was performed by:

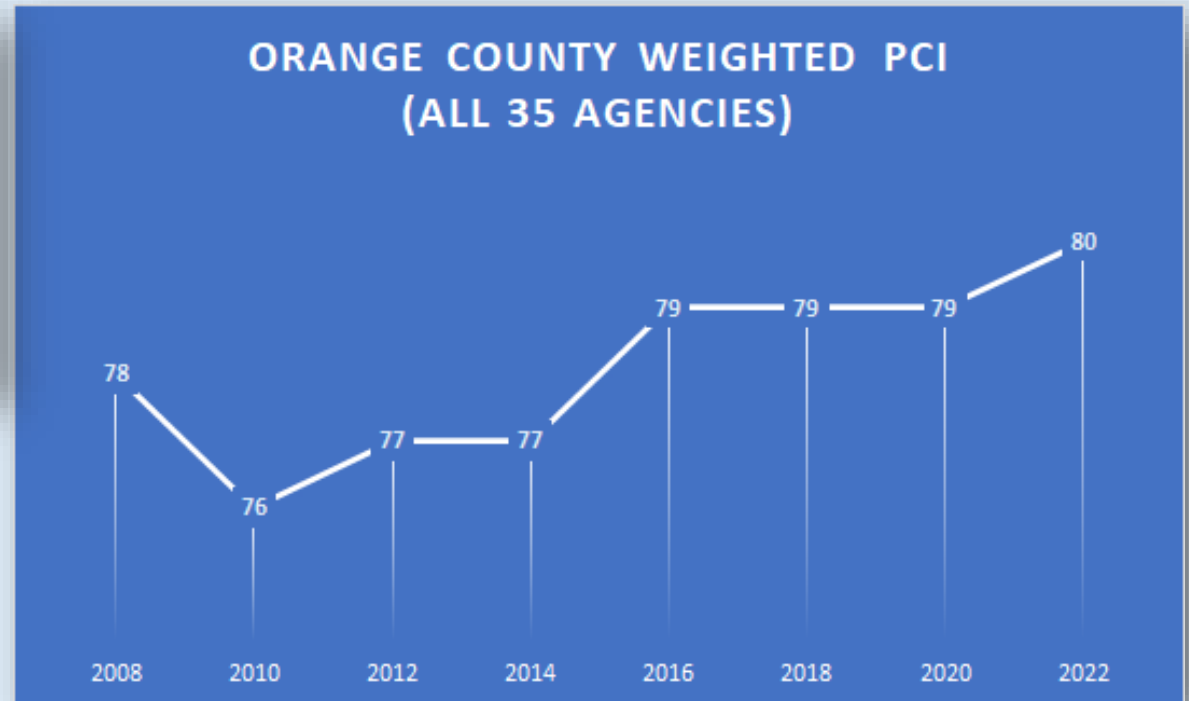
- Initially assessing FY 2021 and FY 2022 final reporting, MicroPAVER/StreetSaver databases, network segmentation and PCI inspection methodologies used
- Assessing work history records; PMP master plans, ongoing/future projects
- Calculating/validating FY 2022 Pavement Condition Index values
- Reviewing compliancy with ASTM D6433 inspection methodologies
- Assessing current June 2022 unit costs / inflation rates for pavement applications; and considering modeling alternative pavement applications
- Developing long-term 10-Yr maintenance and rehabilitation schedules / recommendations;
  - Including Current, Maintain PCI and Increase PCI budgetary assessment and modeling;
- Assessing if agency PMPs were linked to a dedicated PMP-GIS layer
- Identifying current issues and/or areas of improvement regarding PMP data that exists today

# Overall Pavement Conditions / General Findings

Orange County pavement conditions remain one of the highest weighted PCIs in California with a value of **79.9 (Good)**:

- PCI is one (1) point higher than the 2020 PCI recorded by OCTA
- Historically, the weighted PCI has remained in the high 70s since 2008
- Currently, 29 of the 35 local agency PCIs are  $\geq 75$  (83%)

| Condition | PCI Range |
|-----------|-----------|
| Very Good | 86-100    |
| Good      | 75-85     |
| Fair      | 60-74     |
| Poor      | 41-59     |
| Very Poor | 0-40      |



# Financial Planning – Pavement Management Budgetary Modeling

- Results are based on the assessment of FY 2021 & FY 2022 PMP studies, databases, available funding levels, CIP planning schedules, work histories, and maintenance zone strategies

| Budget Scenario                | 10-Yr Projected Budgets<br>(\$B*) 2022-2032 | PCI 2032 | Pavement<br>Quality |
|--------------------------------|---|----------|---------------------|
| Current 2022 PCI               | ~   | 79.9     | Good                |
| Current Funding                | \$1.83                                      | 75.4     | Good                |
| Maintain PCI                   | \$2.66                                      | 79.9     | Good                |
| Improve PCI                    | \$3.11                                      | 82.4     | Good                |
| * values shown in the billions |   |          |                     |

- Results are effective in providing what level of funding is needed over the next ten (10) years
  - Current Funding: results in a **6% decrease in overall condition** (79.9 to 75.4) based on the 35 agencywide projected \$1.83 billion budget (County PCI average remains above 75)
  - Budget to Maintain PCI: consistent PCI with 2022 conditions (79.9) based on a **45% increase in overall funding** (\$1.83 to \$2.66 billion)
  - Budget to Improve PCI: 3% increase in PCI by FY 2032 (79.9 to 82.4) based on a **69% increase in overall funding** (\$1.83 to \$3.11 billion)

# Pavement Preservation Plan Recommendations / Conclusions

PMP PCI results are cyclical in nature; if PMPs are properly funded, obtaining the optimal state of condition has proven to be achievable with this County.

- At a minimum, maintaining a weighted PCI of 80 should be the goal for the next 5 to 10 years
  - *Requires approximately \$823 million (10-Yr total) in additional funding*
- Utilize all possible funding sources
  - *Measure M2, SB1, Gas Tax, General Fund, CDBG, General/Specific Benefit Assessment, etc.*
- Continued annual partnership and frequent communication with OCTA & Cities
  - *Will establish common ground for PMP needs, PCI goals, and expectations*
- Recommend a reoccurring assessment of this type of study every 2 or 3 years
  - *Will generate greater transparency, communication, and long-term planning success*
- Update OCTA PMP Guidelines to require accurate PMP-GIS segmentation; one-to-one match of pavement section attributes (length, width, true area)
- Update OCTA PMP Guidelines to require true area SF calculations for all publicly maintained pavement sections

# Pavement Preservation Plan Recommendations / Conclusions

- **Section true areas/sections with or without area adjustments**
  - Currently, only 28% of ALL pavement sections defined within the 35 local agency databases have true area adjustments
  - 9% of local agencies have no true areas identified within ANY of their pavement segments
  - 21 of the 35 local agency PMP's (60%) have less than 50% of their defined sections notated with true area adjustments
  - **Recommendation: All defined PMP sections with each database carry/identify the true area for all public sections (A.I. GIS technologies) on a go-forward basis**
- **Sample square footage do not follow the ASTM D6433 / OCTA Guidelines for allowable areas**
  - 10% of local agencies have individual samples that do not follow ASTM / OCTA guidelines (some as large as 62,000 SF or greater)
  - Individual sample units must be representative of the entire pavement section;
  - Samples should represent the full width of the given section x 100LF (Unless greater than 35ft wide)
  - **Recommendation: Current manual/automated survey methodologies used follow ASTM D6433 standards for sampling size requirements (+/-2,500 SF, distress types (20 AC / 19 PCC) and severities**
- **Several local agency PMPs have no work history and historical inspection data**
  - This impacts the budgetary models generated and does not properly calculate the amount of deferred maintenance on the network due to the lack of cyclical work history events
  - **Recommendation: All agencies thoroughly assess work history events dating back to 2010 to ensure slurry seal, overlay and reconstruction activities are properly recorded**
    - This will ensure proper “AC/PCC application” triggers (i.e., slurry seals recommended only after minimum five-year time frame from previous improvement)

# Pavement Preservation Plan Recommendations / Conclusions

- **Section quantification, section length/width, sections > 2,000 LF**
  - It is typically recommended that defined PMP sections shall not be longer than 2,000 LF due to the fact that larger sections are then, and typically, deferred due to their larger total true area when associated with minimal PMP budgets
  - Currently, 4% of the 50,400 sections found within all local agency PMPs are >2,000 LF
  - **Recommendation: Agencies assess and identify sections that exceed 2,000 LF to consider re-segmentation of those specific routes**
- **GIS centerline link to the PMP database;**
  - Currently, 24 of the 35 agencies (69%) have a defined/associated GIS-PMP layer that represents the agencies pavement management network
  - **Recommendation: With the new OCTA PMP Guideline GIS layer requirement, agencies link their defined PMP network to a dedicated GIS layer (based on Section ID)**
    - This will enhance how each agency tracks PCI inspections, work histories, section true areas and forecast maintenance reporting
- **City boundary sections**
  - Currently, 23 of the 35 agencies (66%) have sections that parallel or intersect established City boundaries but do not have proper section width, length and/or true areas correctly identified
  - **Recommendation: Agencies assess and identify sections that do not have the proper true area adjustments for city boundary segments**

# Questions?

Orange County Transportation Authority  
Pavement Preservation Plan FY 2022-2032







# Correspondence



# AGENDA

Technical Advisory Committee

Item# 6

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## Item 6, Attachment A: OCTA Board Items of Interest

- **Monday, May 8, 2023**

*Item #11:* Orange County Local Transportation Authority Measure M2 Agreed-Upon Procedures Reports, Year Ended June 30, 2022

*Item #14:* Final Draft Long-Range Transportation Plan

- **Monday, May 22, 2023**

*Item #10:* Coordination of Transit Projects with the City of Irvine

*Item #11:* Measure M2 Eligibility for the City of Cypress

- **Monday, June 12, 2023**

*Item #19:* Measure M2 Quarterly Progress Report for the Period of January 2023 Through March 2023

*Item #20:* Comprehensive Transportation Funding Programs Semi-Annual Review - March 2023



# AGENDA

Technical Advisory Committee

Item# 6

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## **Item 6, Attachment B: Announcements by Email**

- REMINDER: April 26, 2023 OCTA Technical Advisory Committee Meeting Agenda, *sent 4/26/2023*
- May 10, 2023 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 5/2/2023*
- May 24, 2023 OCTA Technical Advisory Committee Meeting Cancellation Notice, *sent 5/16/2023*
- OCTA / Pavement Management Relief Funding (PMRF) Program Rescission Risk, *sent 6/2/2023*
- June 14, 2023 OCTA Technical Steering Committee Agenda and Meeting Information, *sent 6/9/2023*