



# 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>
Wilson Leung	<i>City of Rancho Santa Margarita</i>
David Rebensdorf	<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>
Jonathan Lawhead	<i>Caltrans Ex-Officio</i>

*Orange County Transportation Authority  
550 South Main Street, Room 08 & 09  
Orange, California  
October 25, 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) 560-5372, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.*



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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 Chair 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**

### **1. Approval of Minutes**

Approval of Technical Advisory Committee regular meeting minutes from the June 28, 2023 meeting.

## **Regular Items**

### **2. Comprehensive Transportation Funding Programs Semi-Annual Review – September 2023 – Cynthia Morales**

#### ***Overview***

The Orange County Transportation Authority recently completed the September 2023 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for review and approval.

#### ***Recommendation***

Recommend Board of Directors approval of requested adjustments to proposed Comprehensive Transportation Funding Programs projects.

### **3. 2024 Technical Steering Committee Membership – Charvalen Alacar**

#### ***Overview***

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on local streets and roads related items. The Technical Advisory Committee relies on a Technical Steering Committee made up of nine representatives from local agencies to provide guidance on major technical items. Proposed 2024 Technical Steering Committee membership recommendations are presented for review and approval.

#### ***Recommendation***

Approve proposed 2024 Technical Steering Committee membership recommendations and further recommend Board of Directors approval.



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## **Discussion Items**

### **4. Correspondence**

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

### **5. Committee Comments**

### **6. Staff Comments**

- Local Programs Updates – Charvalen Alacar
- Taxpayer Oversight Committee Compliance Audit Requests – Kurt Brotcke

### **7. Items for Future Agendas**

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

### **9. Public Comments**

### **10. Adjournment**

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



# **June 28, 2023 Minutes**



# MINUTES

*Technical Advisory Committee*

## ***Voting Representatives Present:***

Shaun Pelletier	City of Aliso Viejo
Carlos Castellanos	City of Anaheim
Raja Sethuraman	City of Costa Mesa
Matthew Kunk	City of Dana Point
Temo Galvez	City of Fountain Valley
Stephen Bise	City of Fullerton
Dan Candelaria	City of Garden Grove
Chau Vu	City of Huntington Beach
Jaimee Bourgeois	City of Irvine
Albert Mendoza	City of La Habra
Mark Trestik	City of Laguna Beach
Kathy Nguyen	City of Laguna Niguel
Gerald Tom	City of Laguna Woods
Tom Wheeler	City of Lake Forest
Christopher Cash	City of Orange
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
Kathryne Cho	City of Seal Beach
Han Sol Yoo	City of Stanton
Krys Saldivar	City of Tustin
Jamie Lai	City of Yorba Linda

## ***Voting Representatives Absent:***

Michael Ho	City of Brea
Mina Mikhael	City of Buena Park
Doug Dancs	City of Cypress
Andy Ramirez	City of La Palma
Joe Ames	City of Laguna Hills
Chris Kelley	City of Los Alamitos
Mark Chagnon	City of Mission Viejo
David Webb	City of Newport Beach
Luis Estevez	City of Placentia
Hamid Torkamanha	City of Villa Park
Jake Ngo	City of Westminster
Robert McLean	County of Orange

Orange County Transportation Authority  
550 S. Main Street, Room 09  
Orange, CA

**June 28, 2023 1:30 PM**

## **Guests Present:**

Cesar Ortiz, City of Buena Park  
Nick Mangkalakiri, City of Cypress  
Nichole Squirrell, City of Dana Point  
Co Phung, County of Orange  
Peter Bucknam, Bucknam  
Shaun Russo, Bucknam  
Paul Rodriguez, RCG  
Traci Rodriguez, RCG  
Raf Batista, CP&A  
Mannedel Gomez-Cruz, Caltrans  
Jonathan Lawhead, Caltrans  
Oliver Luu, Caltrans

## **Staff Present**

Kia Mortazavi  
Kurt Brotcke  
Adriann Cardoso  
Charvalen Alacar  
Peter Sotherland  
Alicia Yang  
Amy Tran  
Heidi Busslinger  
Adrian Salazar  
Denise Sifford  
Harry Thomas  
Nylinne Nguyen  
Kristopher Martinez



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

## **Self-Introductions**

## **Consent Calendar**

### **1. Approval of Minutes**

Mr. Wheeler motioned to approve the Minutes of the April 26, 2023 Technical Advisory Committee regular meeting

Mr. Saba seconded the motion.

The Minutes were approved with no further discussion.

## **Regular Items**

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

Mr. Sethuraman provided opening remarks regarding the 2023 Comprehensive Transportation Funding Programs (CTFP) guidelines modifications. He stated that there are limited changes being recommended and that there are several considerations and moving parts that will require more time and research before additional changes to the CTFP guidelines can be suggested by OCTA staff.

Mr. Sethuraman reported that at the Technical Streeting Committee (TSC) meeting, staff reviewed potential changes to the CTFP precept that outlines the 15 percent cap for construction support activities. This was discussed at length before the TSC decided that the change would be studied as part of another review cycle.

Mr. Sethuraman stated that this was a good example of the type of time-intensive and significant guidelines revisions that should be expedited but not rushed.

Mr. Sethuraman stated that there are a number of other items that OCTA staff is working to incorporate into the CTFP guidelines:

- Recommendations from OCTA's internal auditor to include clarifications,
- Input from the City Engineers Association of Orange County (CEAOC) and an independent third-party consultant for CTFP payment process improvements, and
- Consideration of TAC requested items such as more active transportation components in future calls for projects (call), as well as revisions resulting



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from staff review of timely use of funds requirements and other Measure M2 (M2) requirements.

Mr. Sethuraman concluded by stating that minimal changes are included today to maintain the consistency in the timing of the typical call issuance in August; however, staff will be conducting an off-cycle guidelines review in the late fall timeframe which will consider the aforementioned points.

Mr. Salazar stated that OCTA staff made a similar presentation to the TSC on June 14, 2023, and the CTFP guidelines were adjusted as appropriate based on the feedback received.

Mr. Salazar stated that if approved, staff will take the proposed guidelines to the Regional Transportation Planning Committee and then to the Board of Directors (Board) on August 14, 2023 with recommendations for call release.

Mr. Salazar reported that the next call will make \$45 million available for Regional Capacity Program (RCP – Project O) and Regional Traffic Signal Synchronization Program (RTSSP – Project P) projects, similar to the call amount in the previous cycle.

Mr. Salazar provided an overview of upcoming important call dates:

- 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

Mr. Salazar stated that the most significant changes for this round of guidelines revisions pertain primarily to Project P. The goal in these changes is to leverage the signal timing efforts as part of the Countywide Signal Synchronization Baseline Project (Baseline Project) and provide more opportunities for agencies to upgrade signal equipment and devices.

Mr. Salazar stated that with the Baseline Project, projects will still need “before” and “after” studies and also completion of operations and maintenance after the primary implementation (IMP) phase.

Mr. Salazar added that agencies cannot claim the five points for completion of IMP phase within 12 months.

Mr. Salazar addressed the benefits if all agencies on the project corridor are participating in the Baseline Project, which included an option to waive the data





collection, implementation, and timing development project tasks, full points awarded for offset signal participation, and eligibility for offset signal improvements within the existing funding cap. He clarified that no additional budget will be allowed for offset signals.

Mr. Salazar reported that OCTA-led projects are not available in this call cycle.

Mr. Salazar stated that staff has clarified project match requirements, such as cash match being required for additional match points and that in-kind services above the minimum 20 percent match requirement do not qualify as additional match.

Mr. Salazar reiterated that to address additional 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.

Mr. Salazar clarified that the off-cycle guidelines review will occur after recommendations are provided by the consultant, which is expected in late fall. The resulting recommendations will be shared with the TSC and TAC for review and approval between late 2023 and early 2024.

Mr. Wheeler motioned to approve the item.

Ms. Bourgeois seconded the motion.

The item was passed with no further discussion.

## **Discussion Items**

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

Ms. Sifford stated that in January 2023, OCTA reached out to city staff to provide project information on priority complete streets projects.

Ms. Sifford added that in previous years OCTA has provided federal funds like the Congestion Mitigation and Air Quality Improvement Program (CMAQ) through the Bicycle Corridor Improvement Program (BCIP), and while it supported bicycle and pedestrian improvements for many years, there was a need for additional projects eligibility beyond what was allowed by the federal CMAQ requirements.



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Ms. Sifford stated that previously OCTA was primarily responsible for approving projects to receive funds through calls for projects like with the BCIP; however, as a result of a recent finding from the Federal Highway Administration (FHWA), SCAG will be the agency with final authority regarding CMAQ and Surface Transportation Block Grant Program (STBG) funded projects.

Ms. Sifford reported that earlier this month SCAG's regional council approved funding guidance for both aforementioned federal funding sources.

Ms. Sifford stated that the upcoming call is subject to the newly approved funding guidelines from SCAG, and OCTA will be responsible for screening projects for eligibility and for developing project prioritization recommendations to SCAG.

Ms. Sifford provided an update on the eligible types of projects and project features. She stated that with the expanded eligibility, the program is intended to support projects that further goals of complete streets 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, and
- Incorporate community input.

Ms. Sifford stated that there will be more examples of eligible projects in the guidelines once they are made available. At a high level, this would include bicycle and pedestrian facilities, traffic calming strategies, and curb space management projects.

Ms. Sifford clarified that this is based on the evaluation of project types that OCTA received as a part of the solicitation in early 2023 for project information.

Ms. Sifford stated that the program will include two application types, one for planned and one for capital projects. 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).



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Ms. Sifford stated that the evaluation and criteria of planned versus capital project applications will be slightly different. Capital project applications will be subject to the minimum funding request amount of \$500,000 and a maximum of \$5 million.

Ms. Sifford added that there is also the provision that each agency can submit up to three project nominations. Additionally, projects are expected to receive a match of 12 percent per the federal match requirement.

Ms. Sifford reported that since OCTA will no longer have final approval on project extensions, OCTA is not allowing projects extensions through this call. SCAG has indicated that they might provide more information down the line on how extensions might be handled but since that information is not available right now, OCTA is encouraging local agencies to follow the schedules that are included as a part of this project nomination process and to assume that extensions will not be permitted.

Ms. Sifford indicated that through this new process, cooperative agreements with OCTA will not be required. Caltrans Local Assistance will be processing project authorizations and invoices the way that they are with other federal programs.

Ms. Sifford presented the eligibility criteria for the program. She explained that SCAG will be scoring projects on this information with the highest level projects being eligible for either CMAQ or STBG funds and that projects must demonstrate alignment with SCAG's Regional Transportation Plan and Connect SoCal Goals and Strategies, as well as the performance measure outcomes

Ms. Sifford stated that for the two evaluation criteria, applicants have the option to provide either qualitative or quantitative responses. She added that projects will have to document any benefits to disadvantaged communities if applicable. They will also be required to include documentation of public participation and community engagement.

Ms. Sifford clarified that if project managers are not already collecting that related documentation, they are encouraged to start earlier than the application development. SCAG has emphasized to OCTA that they will prioritize projects that have demonstrated clear community and stakeholder engagement, especially with designated disadvantaged communities or in partnership with community-based organizations.



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Ms. Sifford stated that for projects that would be eligible for CMAQ, the usual criteria apply, the Air Quality Reduction Calculation and related cost-effectiveness if applicable will be required.

Ms. Sifford stated that the local prioritization criteria will be evaluated and scored by OCTA to develop the project prioritization scores for SCAG.

Ms. Sifford reemphasized that there are different criteria for plan projects versus capital projects.

Ms. Sifford provided an explanation for some of the criteria under plan projects. First for the demonstrated need, this will be a discussion of where the plan is needed, which gaps in existing planning documents are being filled with a proposed plan. With respect to future implementation, this is where nominations should discuss how the proposed plan will lead to the implementation of any projects that were identified within the plan itself.

Ms. Sifford reiterated that there will be more detailed descriptions once the guidelines are finalized and application templates are made available.

Ms. Sifford added that project nominations should include information on are project readiness, the agency's experience and capacity for project delivery, consistency with the Master Plan of Arterial Highways (MPAH) and lastly how the projects plan to address any potential issues.

Ms. Sifford stated that the project timeline is included in the program fact sheet.

Ms. Sifford stated that OCTA will be providing the draft project guidelines to SCAG next week for their concurrence. The final guidelines and start of the call is scheduled to be considered by the OCTA Board at the August 14<sup>th</sup> Board meeting. Around the same time, OCTA will be posting the final guidelines and shared on an OCTA webpage that is still in development at this time.

Ms. Sifford added that following Board approval, OCTA will plan to host application office hours to address any questions regarding the program guidelines.

Ms. Sifford stated that applications are expected to be due on September 15, 2023.



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Ms. Sifford stated that following OCTA's initial project screening, OCTA will be providing project prioritization recommendations to SCAG for additional scoring and for final project selection which is expected to happen in late 2023.

Ms. Sifford stated that as more updates become available from SCAG, those updates will be communicated through the TAC and directly to project applicants.

Mr. Sethuraman asked if these were federal funds per the guidelines.

Ms. Sifford confirmed that they were federal funds.

Mr. Galvez referred to an older project cycle that had SCAG involvement and had to do with the pedestrian and bicycle-oriented type of projects. He stated that in the seven to eight years when there were OCTA-led bikeway corridor studies, there were many agencies with projects that went through the application process. In some agencies the local community is using existing SoCal Edison (Edison) easement roads that are no longer used by Edison as unofficial bikeways. In the older project cycle, projects faced roadblocks as they were unable to get 20-year leases from Edison, with many cities only being able to obtain five-year leases. Mr. Galvez asked if agencies would face similar roadblocks if those types of projects resurface.

Ms. Sifford responded that those requirements would still be in place because federal funds are being used. She stated she would look into it and relay back a definite answer.

Mr. Galvez reiterated that this would be a critical element to implementing projects that are successful and have a lot of merit, and that it would be important for agencies to know ahead of time so as not to run into the same roadblocks.

Ms. Sifford added that all these projects will be subject to federal provisions and that there is consideration in the guidelines for potential project issues that may come up so that will also be in consideration during project selection.

Mr. Galvez asked if there is a timeline by when agencies could receive an answer specifically pertaining to the lease requirements and if that would be an issue with a five-year lease as opposed to a 20-year lease.

Ms. Sifford stated that Caltrans Right of Way would be the best point of contact and that she would reach out to them and relay the information back to the agencies.

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

Mr. Sotherland stated that about one and a half years ago he presented to the TAC on the first half of the OC Loops project and that this is the final presentation to give an overview on the work that has been done. He added that the report on this study has already been provided to city staff for comments.

Mr. Sotherland stated that he was going to give a general overview of what the study looked at and that he would share who OCTA partnered with, the background on how the project was conducted, how OC loops were defined, what the public input process was like, a couple of sample concepts, and what the next steps are.

Mr. Sotherland reported that funding for this project was provided by Caltrans Sustainable Transportation Planning Grants Program. OCTA was the grant recipient and project manager, and worked with project consultant, Mark Thomas, and partnered with representatives from local cities, County of Orange, Rancho Mission Viejo, and the Transportation Corridor Agencies (TCA).

Mr. Sotherland stated that as background, this project leveraged existing planning efforts to help concepts that mirror OC Loops, now called North OC Loops that goes around the northern portion of the county.

Mr. Sotherland emphasized that OCTA was not breaking much new ground in terms of corridors. He stated that this project largely leveraged work in local planning efforts and regional bikeway strategies, as well as incorporated public input and coordination with local agencies to see what their local bikeway plans looked like and their visions for certain areas.

Mr. Sotherland stated that there was also background research conducted on identifying funding needs to help position cities for successful grant applications in the future.

While referencing a map with the newly branded OC Loops bikeways, Mr. Sotherland shared that as it was envisioned in OC Active, the regional active transportation plan, OCTA wanted to expand the concept to the rest of the county, building on the regional bikeway strategy. From this came the three new branded regional bikeways: OC Central Loop, OC South Loop, and OC Connect.

Mr. Sotherland stated that from talking to residents and stakeholders, the goal was not just to create bikeways but to encourage and provide transportation and recreation-oriented bike facilities.



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Mr. Sotherland explained that this was accomplished by catering to the “8 to 80” audience. By focusing on this audience, you capture almost everyone who would be willing to ride a bike.

Mr. Sotherland explained that the mechanism that was used to conceptualize what types of infrastructure are available is the bike utilization graphic, which identifies different types of infrastructure and their return on investment.

Mr. Sotherland reported that Class II bikeways, which are largely painted on the road, are less expensive than other types of infrastructure but only captures the “strong and fearless” type of bicyclists.

Referencing the bike utilization graphic, Mr. Sotherland stated that the infrastructure options further left on the graphic require a greater investment but serve a larger audience.

Mr. Sotherland stated that the Class II bike lane and buffered bike lane consist of paint on the road and riding adjacent to traffic, accommodating only strong and fearless bicyclists.

Mr. Sotherland explained that the Class IV cycle tracks are becoming more common, and still within the roadway section but protected by a vertical element such as delineators. This accommodates bicyclists that are less comfortable riding directly in traffic.

Mr. Sotherland explained that Class I bikeways are separated from the roadway by either a breakdown lane or a Class II bikeway that is also on the road. This option accommodates both recreational bicyclists and those who would like to go faster than pedestrians.

Mr. Sotherland stated that he would go over how OCTA communicated with the public about this project and share the feedback that was received.

Mr. Sotherland explained that they chose to do public outreach in a couple of different ways, by holding events such as virtual workshops in March of 2022 and February 2023, and hosting tables at events that were already taking place throughout the community.

Mr. Sotherland stated that OCTA did two rounds of focus meetings with agency staff.



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Mr. Sotherland provided examples of the type of feedback that was received such as using sticky notes to conduct a poll about what type of bikeways cyclists feel most comfortable riding on, which proved that people felt most comfortable with greater separation between bikeways and traffic.

Mr. Sotherland reported that they also received feedback through Mentimeter during webinars, allowing people to answer poll questions in real time via a smartphone. This helped gauge what type of riders were attending public information sessions and what types of bikeways they felt most comfortable on.

Mr. Sotherland stated that they aimed to understand what was most important to OC Loops.

Mr. Sotherland clarified that the way that they asked questions was not all in the same way. Asking questions related to attractions, amenities, how long projects will take to construct, route direction, separation from traffic.

Mr. Sotherland emphasized that separation from traffic is consistently among the most important criteria selected.

Mr. Sotherland clarified that there were about 50 corridors that were analyzed by OCTA, and that he would be going over a few sample concepts.

Mr. Sotherland added that the final report would be published at a later date and that a draft has been shared with city staff.

Mr. Sotherland stated that in the Lake Forest area just south of Great Park, different options were considered, typical of areas where there is a relatively dense roadway network. Different corridors and bikeway facility types were considered.

Mr. Sotherland stated that they were able to talk through what plans were in place and what bikeway projects were envisioned down the line, to determine what would be the best course of action to take. He clarified that this is not a decision-making document and instead meant to inform future decisions and provide more context to cities for making their own decisions.

Mr. Sotherland stated that from OCTA's perspective as a regional agency, this would help to provide guidance in planning efforts.





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Mr. Sotherland clarified that OCTA's language indicated that projects were proposed not preferred. OCTA does not rank nor prioritize different projects with his document.

Mr. Sotherland reiterated that this is an informative document as opposed to a decision-making document.

Mr. Sotherland stated that the proposed corridors looked to connect to the Aliso Creek Trail with bikeway infrastructure such as a two-way Class IV bikeway, where permitted or an off-street Class I bikeway among other options.

Mr. Sotherland stated that another consideration was bringing in that roadway section that might be available depending on what the bikeway entails. In this case, a lane reduction to achieve a two-way cycle track.

Mr. Sotherland stated that similarly, in the Ladera Ranch area, OCTA had to focus on one corridor to connect to the existing Class I Facility, in this case the San Juan Creek Trail.

Mr. Sotherland added that this corridor was discussed as a high-speed roadway and a long direct connection that would be of value to recreational cyclists. The goal of this project was to have a Class I facility adjacent to the road.

Mr. Sotherland restated that the goal of this project is not only to provide clarity on the regional bikeway strategies but also to provide usefulness for the county's city partners.

Mr. Sotherland reported that they were able to develop some high-level engineering recommendations and confirm the project feasibility with the cities to ensure nothing would be developed directly in conflict with existing local plans, and then providing cost estimates.

Mr. Sotherland added that for some of the corridors they created fact sheets and specified that the fact sheets are geared towards connectivity around the corridors, expected project outcomes and project schedules.

Mr. Sotherland stated that the fact sheets contain information typically asked for in grant applications and provide background so that when applications open, the fact sheet can serve as a "cheat sheet" that can be used by local agencies.

Mr. Sotherland reported that regarding the next steps, they are currently finalizing the feasibility study.



Mr. Sotherland added that in 2024 and beyond OCTA plans to continue to coordinate grant pursuits such as, offering application assistance or providing letters of support, and helping coordinate implementation efforts.

Mr. Sotherland stated that the overall goal is to help set up local agencies for success to help build out the vision reflected in the North OC Loop to the rest of the county.

Mr. Sotherland concluded his presentation by sharing his contact information and asking for any questions.

Ms. Bourgeois commented regarding the portion running along Alton Parkway. She stated that in previous conversations with OCTA there was discussion on whether an alternate route could be accommodated within the Great Park neighborhoods.

Ms. Bourgeois asked if that is still up for discussion or if a preferred route has been determined.

Mr. Sotherland responded that in previous discussions the determination was to supplement the Great Park network going around. There were plans and projects ongoing within the Great Park area separate from OC Loops.

Mr. Sotherland added that the ongoing projects were not a part of this vision, but it does not mean they would not connect to those efforts.

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

Mr. Thomas stated that pavement management plans (PMP) have been required for eligibility for Measure M funds since the passage of Measure M in 1990. He reported that with the passage of M2, criteria were established in the guidelines for the preparation of a PMP. OCTA has provided training opportunities to local agencies on a yearly basis and offered pre-qualification, which is recommended but not required. He reported 93 percent passage in the most recent round.

Mr. Thomas explained that this study was driven by the desire to take a longer look forward and identify whether we were achieving consistency.

Mr. Thomas referenced a statewide study that is done every two years, with the last one being done in 2021, where Orange County was number one in the state according to the Pavement Condition Index (PCI).



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Mr. Thomas reported that the county increased their PCI from 79 to 80, with the statewide PCI being 66. He emphasized that the county cannot rest as roadways can deteriorate very rapidly and require constant attention. Mr. Thomas specified that the deterioration curve is flat at the top with a steep decline and if you deteriorate rapidly, you may never fully recover. He emphasized keeping good streets good and not wasting so many resources on streets that have failed.

Mr. Thomas reported that every agency in the county has a PCI of 60 or better. He added that the county standard is 75, while the state standard is 70 and Orange County is the only county in the state with a PCI above 75.

Mr. Thomas introduced Peter Bucknam, Project Manager from Bucknam Infrastructure Group, Inc.

Mr. Bucknam stated that the presentation would cover the project background and goals, pavement management ten-year study methodology, overall pavement conditions and general findings, financial planning including pavement management budgetary modeling and to conclude, the pavement preservation plan recommendations.

Mr. Bucknam stated that pavement management networks have been proactively managed across the county for 30 years. He added that OCTA and local agencies have assisted in the overall management of the 35 defined PMPs since the passage of Measure M in 1990.

Mr. Bucknam explained that Countywide Pavement Management Plan Guidelines require use of MicroPAVER or Street Saver software compliant with the American Society for Testing Materials (ASTM) standard.

Mr. Bucknam reported that local agencies are required to submit a PMP every two years. 21 PMPs are submitted during even years and 14 PMPs during odd years. He indicated that the deadline to submit a PMP this year is June 30, 2023 and stated that 24 cities are using MicroPAVER and 11 are using Street Saver software.

Mr. Bucknam stated that 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.

Mr. Bucknam stated that the overall goal is to identify and develop strategies for encouraging local agencies to utilize pavement preservation options to maintain arterial and local streets in good condition, defined by a PCI greater than 75.



# MINUTES

## *Technical Advisory Committee*

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Mr. Bucknam stated that this was the first comprehensive 10-year PMP data assessment and budgetary study and asserted that the countywide success of PMPs 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. He specified that a key component of this success is frequent communication from executive managers, engineering and maintenance staff, and PMP consultants.

Mr. Bucknam reported that countywide there are 35 PMP networks consisting of 6,400 miles and 14 billion square feet (SF) of pavement. He specified that there are 1,857 miles and 556 million SF of MPAH roads, and 4,543 miles and 865 million SF of local streets and roads.

Mr. Bucknam stated that through this study OCTA is seeking to ensure that pavement accuracy, PMP strategies and conditional assessments are generating the greatest return on investment (ROI). He explained that this was performed by initially assessing fiscal year (FY) 2021 and FY 2022 final reporting, MicroPAVER and Street Saver databases, network segmentation and PCI inspection methodologies used. He added that they assessed work history records, PMP master plans, ongoing/future projects, calculated and validated FY 2022 PCI values, reviewed compliance with ASTM D6433 inspection methodologies, assessed current June 2022 unit costs and inflation rates for pavement applications, and considered modeling alternative pavement applications.

Mr. Bucknam stated that the methodology included developing long-term ten-year maintenance and rehabilitation schedules and recommendations, including current PCI, maintaining the PCI, and increasing PCI budgetary assessment and modeling. The methodology assessed if agency PMPs were linked to a dedicated PMP geographic information system (GIS) layer which could be used for identifying current issues and areas of improvement regarding PMP data that exist today.

Mr. Bucknam stated that the Orange County pavement conditions remain one of the highest weighted PCIs in California with a value of 79.9. He referenced neighboring county PCIs, stating that San Diego County has a weighted PCI of 70, Los Angeles County has a weighted PCI of 66, Riverside County has a weighted PCI of 68, and San Bernardino County has a weighted PCI of 74.

Mr. Bucknam reported that the 2022 PCI is one point higher than the 2020 PCI recorded by OCTA.



Mr. Bucknam reported that historically, the weighted PCI has remained in the high 70's since 2008 and currently, 29 of the 35 local agency PCIs are greater than 75. He stated that preventative maintenance has been very successful and must be sustained throughout the county.

Mr. Bucknam reported that 28 percent of the models in the county are within the fair category. He stated that the goal is to reach a weighted PCI of 80 and that is sustained by aiming for a range of 80-82. Mr. Bucknam added that you must obtain area measurements for every section, identifying the total square footage and unit costs to have success on the economic side of things.

Mr. Bucknam stated that regarding financial planning, the results are based on the assessment of FY 2021 and FY 2022 PMP studies, databases, available funding levels, Capital Improvement Plan (CIP) planning schedules, work histories, and maintenance zone strategies.

Mr. Bucknam reported that the results are effective in providing what level of funding is needed over the next ten years.

Mr. Bucknam explained that the current funding level would result in a six percent decrease in overall condition, decreasing from 79.9 to 75.4 based on the 35 agencywide projected \$1.83 billion budget. It is worth noting that the county PCI average remains above 75.

Mr. Bucknam stated that the budget to maintain the PCI consistent with the 2022 conditions of a 79.9 PCI would require a 45 percent increase in overall funding, from \$1.83 billion to \$2.66 billion. He added that the budget to improve the PCI by three percent by FY 2032, from 79.9 to 82.4, would require a 69 percent increase in overall funding from \$1.83 billion to \$3.11 billion.

Mr. Bucknam stated that PMP PCI results are cyclical in nature. He clarified that if PMPs are properly funded, obtaining the optimal state of condition has proven to be achievable with this county.

Mr. Bucknam presented recommendations as a part of his conclusion and stated that at a minimum, maintaining a weighted PCI of 80 should be the goal for the next five to ten years, which would require approximately \$823 million over ten years in additional funding. The recommendations include:

- Using all possible funding sources, including M2, Senate Bill 1 (SB1), Gas Tax, General Fund, Community Development Block Grant (CDBG), General/Specific Benefit Assessment.

- A reoccurring assessment of this type every two or three years to generate greater transparency, communication, and long-term planning success.
- Updating OCTA PMP guidelines to require accurate PMP-GIS segmentation
- All defined PMP sections with each database carry/identify the true area for all public sections going forward
- Current manual and automated survey methodologies follow ASTM D6433 standards for sampling size requirements and severities
- Agencies thoroughly assess work history events dating back to 2010 to ensure slurry seal, overlay and reconstruction activities are properly recorded to ensure proper “AC/PCC application” triggers such as slurry seals recommended only after minimum five-year time frame from previous improvement.
- Agencies assess and identify sections that exceed 2,000 (linear feet) LF to consider re-segmentation of those specific routes.
- Agencies assess and identify sections that do not have the proper true area adjustments for city boundary segments.

Mr. Sethuraman thanked Mr. Bucknam for his work and his presentation.

Mr. Thomas stated that the county is in a unique position in the sense that nobody else in the state is in as good a position as Orange County, and it would be a shame to see that deteriorate.

Mr. Thomas stated that having the political support from city councils and voters is the key to having a successful program, and local agencies cannot solely rely on the state or OCTA.

Mr. Wheeler asked Mr. Bucknam to elaborate on the statement of having no true areas identified.

Mr. Bucknam explained that with a lot of databases, minor trails, streets, cull de sacs and bus paths are not accounted for. With more effort and correct square footage, the client’s database can be improved, and cost corrections can be made in the cost estimation process to reflect the most accurate true areas.

Ms. Lai asked if cities can be notified individually of any missing elements or elements that can be improved.

Mr. Brotcke stated that all TAC members would be getting a copy of the report. The report contains one page for each city containing those details, with a

greater emphasis on financial modeling. He encouraged local agencies to reach out to Mr. Thomas and Mr. Bucknam with questions regarding the specifics behind their report's conclusions and recommendations as they may aid with developing a strategy.

Mr. Brotcke explained that the report explains what your baseline budget will get you over ten years with respect to the PCI, what the necessary investment would be to maintain your PCI, and the required budget and actions to raise your PCI.

Mr. Brotcke reiterated that the report is a planning document and not a recommendation from OCTA.

## **6. Correspondence**

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

## **7. Committee Comments – No comments**

## **8. Staff Comments**

Ms. Alacar stated that regarding M2 eligibility, the submittals for the FY 2023-24 eligibility cycle are due Friday, June 30, 2023. She stated that OCTA has received submissions from 21 agencies so far.

Ms. Alacar provided another update regarding eligibility, stating that there are a handful of agencies with maintenance of effort (MOE) benchmark adjustments due to pending final Annual Comprehensive Financial Reports (ACFR). She added that those MOE adjustments would be going to the Board on July 10<sup>th</sup> and that local agencies would be hearing from OCTA when those are approved.

Ms. Alacar reported on the 2023 Environmental Cleanup Program (ECP) Tier I call programming recommendations. She stated that OCTA is currently in the final scoring phase and anticipates bringing the recommendations to the Environmental Cleanup Allocation Committee (ECAC) on July 13, 2023 for their review and approval. Based on their comments, the recommendations would go to the Board in the August and September timeframe.

Ms. Alacar reported that 17 letters of interest were received regarding Project V. OCTA is currently reviewing these letters and staff is planning to share the results with the Board in August.



Ms. Alacar stated that OCTA staff is going to start reviewing the expiring terms on the TSC in preparation for the 2024 TSC membership, and staff will be soliciting letters of interest this summer.

Mr. Sethuraman asked if it would be possible to share the ECP recommendations with the TAC.

Ms. Alacar stated that they would share the results once approved by the ECAC.

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

Mr. Wheeler asked for an update on receiving federal money, specifically Pavement Management Relief Funds (PMRF) through Caltrans.

Ms. Alacar stated that Caltrans would be presenting next and should be able to speak to that.

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

Mr. Luu stated that the deadlines to submit allocations and time extensions to District Local Assistance are August 21, 2023 for the October 2023 California Transportation Commission (CTC) Meeting and October 9, 2023 for the December 2023 CTC Meeting

Mr. Luu stated that the authorization deadlines are important for local agencies who are seeking federal funds for this federal fiscal year. The 2022/2023 federal fiscal year ends soon in September and agencies have until July 14, 2023, to submit E-76s or Requests for Authorization to districts. This deadline ensures the district, Caltrans Headquarters, and the FHWA all have enough time to review.

Mr. Luu reported that the deadline to submit inactive invoices was May 23, 2023, with the new inactive quarter beginning on July 1, 2023. He added that inactivity may prevent E-76s from being processed.

Mr. Luu provided resources to access the official inactive list.

Mr. Luu encouraged local agencies to reach out to their area engineer or planner with questions or issues with submitting invoices.

Mr. Luu reported that the Active Transportation Program (ATP) Cycle 6 metropolitan planning organization (MPO) component will be finalized for the June 2023 CTC Meeting. He added that the timely use of funds calculator is now available online and would be a valuable tool for managing the schedule of





# MINUTES

## *Technical Advisory Committee*

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projects. Mr. Luu directed local agencies to the ATP webpage for more info and guidance.

Mr. Luu stated that for the Clean California Local Grant Program, Cycle 2 applications are currently being evaluated with award notifications expected in September 2023. He stated that local agencies with Cycle 1 projects should submit invoices no more frequently than monthly and no less frequently than quarterly. Mr. Luu stated that for more info and application guidelines to see the Clean California webpage. He added that Clean California follows a strict schedule and follows a faster schedule than a lot of grants that local agencies may be used to.

Mr. Luu stated that regarding the Disadvantaged Business Enterprise and Quality assurance program, DBE exhibits 9-B and 9-C for federal fiscal year 2022-23 are due to the District by July 7, 2023.

Mr. Luu added that the Quality Assurance Program (QAP) forms need to be updated and approved every 5 years, and DBE and QAP forms need to be up to date to process E-76s and receive federal funding. He directed local agencies to their area engineer or planner with questions or issues submitting DBE and QAP forms.

Mr. Luu stated that there is a new way to request extensions for project end dates (PED). The new process is entirely online and replaces the old E-76 system. He explained that it is important to request a PED extension because work done after a PED cannot be reimbursed. Mr. Luu provided resources containing more information and a report listing upcoming PED expirations.

Mr. Luu stated that CRRSAA/PMRF funding for unobligated projects was subject to rescission per the Fiscal Responsibility Act of 2023.

Mr. Luu added that the state and Caltrans Headquarters are currently running a reconciliation effort to determine which projects with federal funds affected by the recession can be exchanged for state funds.

Mr. Luu stated that the training schedule has not been determined.

Mr. Luu reminded everyone that any project using federal funds must adhere to Title VI requirements.



# MINUTES

*Technical Advisory Committee*

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Mr. Luu shared the staff changes that have occurred at Caltrans. He specified that Mr. Lawhead is temporarily the Office Chief for Local Assistance. The position was previously held by Ms. Tifini Tran.

Mr. Luu introduced new staff members, Mr. Manny Gomez-Cruz, Ms. Emily Kaplan, and Mr. Nicholas Le. He added that Caltrans would notify local agencies who will be affected by the staff changes.

**11. Public comments – None**

**12. The meeting was adjourned at 2:50 p.m.**



## **AGENDA**

*Technical Advisory Committee*

*Item #2*

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# **Comprehensive Transportation Funding Programs Semi-Annual Review – September 2023**



**October 25, 2023**

**To:** Technical Advisory Committee

**From:** Orange County Transportation Authority Staff

**Subject:** Comprehensive Transportation Funding Programs Semi-Annual Review – September 2023

### **Overview**

The Orange County Transportation Authority recently completed the September 2023 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for review and approval.

### **Recommendations**

- A. Recommend Board of Directors approval of requested adjustments to proposed Comprehensive Transportation Funding Programs projects.

### **Background**

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism which the Orange County Transportation Authority (OCTA) uses to administer funding for street, road, signal, transit, and water quality projects. The CTFP contains a variety of funding programs and sources, including Measure M2 (M2) revenues, State-Local Partnership Programs and Local Partnership Program funds. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants.

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

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***Discussion***

The September 2023 semi-annual review proposed adjustments include two timely-use of funds extensions, five scope changes, one project transfer, and one other timely use of funds request that falls outside of OCTA's standard practice.

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

- Extensions (procurement delays, supply chain delays),
- Scope changes (enhanced project benefits, modification of equipment being installed, location change of equipment, construction site limitations and ADA requirements), and
- Transfer of funds (project savings)
- Other (COVID-19 impacts, complicated community coordination)

For detailed descriptions of the project adjustment requests listed above, see Attachments A and B. The reasons identified above for the proposed modifications are consistent with expectations for a September semi-annual review cycle, which is more focused on timely-use of funds extensions and scope changes.

The City of La Palma (City) has requested an additional 24-month timely-use of funds extension for the engineering (final design) phase of the La Palma Avenue and Del Amo Boulevard over Coyote Creek Bridge Replacement Project. The City was previously granted a 24-month funds extension as part of the March 2022 semi-annual review; however, this project, which is on the border with Los Angeles County, is extremely complex and involves coordination among multiple local jurisdictions, communities, and Native American Organizations. The City of Cerritos is the lead agency on a multi-year design of the Del Amo Boulevard Bridge Replacement and Traffic Signal Enhancement Project. Through a collaborative effort between the cities of Cerritos, Lakewood, La Palma and Cypress, this project aims to fully replace the Del Amo Boulevard Bridge at Coyote Creek and optimize traffic along Del Amo Boulevard from the easterly City limits at Denni Street to the I-605 freeway. Due to the complex nature of having multiple organizations and jurisdictions involved in project development, the City will not be able to complete the design within the prescribed expenditure deadline. The CTFP guidelines allow for an additional extension beyond 24 months on a case-by-case basis for Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) projects. Given the regional and complex nature of this project, staff

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is recommending Board approval to allow for an additional 24-month funds extension.

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

***Summary***

OCTA recently completed a review of all September 2023 semi-annual review project adjustment requests and staff recommends approval of these project adjustments.

***Attachments***

- A. Comprehensive Transportation Funding Programs, September 2023 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs, September 2023 Semi-Annual Review Adjustment Request Descriptions

**Comprehensive Transportation Funding Programs**  
 September 2023 Semi-Annual Review Adjustment Requests

<b>Timely-Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*</b>									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Time Extension	Proposed Expenditure Deadline
1	Anaheim	19-ANAH-STS-3928 <sup>1</sup>	W	Anaheim Safe Transit Stop Improvements	CON	21/22	\$ 480,000	24 months	5/12/2026
2	OCTA	19-OCTA-TSP-3940 <sup>1,2</sup>	P	Lake Forest Drive Traffic Signal Synchronization Project	IMP	20/21	\$ 1,395,563	24 months	3/9/2026
<b>Comprehensive Transportation Funding Programs Timely-Use of Funds Extensions (2) - Total Phase Grants</b>							<b>\$ 1,875,563</b>		

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

**Reasons for Project Adjustments**

- 1. Procurement delays
- 2. Construction delays (supply chain)

**Acronyms**

- CON - Construction
- FY - Fiscal year
- IMP - Implementation
- OCTA - Orange County Transportation Authority

**Comprehensive Transportation Funding Programs**  
September 2023 Semi-Annual Review Adjustment Requests

Scope Change Requests*								
No	Agency	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Current Grant
1	Anaheim	19-ANAH-STS-3928 <sup>1</sup>	W	Anaheim Safe Transit Stop Improvements	Addition of bus shelter for one location.	CON	21/22	\$ 480,000
2	Irvine	19-IRVN-TSP-3937 <sup>2,3</sup>	P	MacArthur Boulevard Corridor RTSSP	Modification to project equipment.	IMP	19/20	\$ 1,209,160
3	La Habra	22-LHAB-TSP-4023 <sup>2,3</sup>	P	Euclid Street Corridor	Modification to project equipment.	IMP	22/23	\$ 4,702,773
4	Santa Ana	20-SNTA-STS-3978 <sup>2</sup>	W	Santa Ana Transit Stop Improvements - 2020	Reduction of 10 bus shelters from 47 to 37 bus shelters in four locations, reduction of 23 trash receptacles from 69 to 46 trash receptacles, addition of three benches in three locations and upsize of remaining trash receptacles from 22 gallons to 32 gallons.	CON	22/23	\$ 1,030,000
5	Stanton	22-STAN-ECP-4028 <sup>2</sup>	X	Stanton Catch Basin Full Trash Capture System Installations - 2022	Reduction of 11 catch basins from 31 to 20 catch basins from scope of work and the addition of customized devices for five locations.	CON	22/23	\$ 61,890
<b>Scope Changes (5) - Total Phase Grants</b>								<b>\$ 7,483,823</b>

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

**Reasons for Project Adjustments**

- Enhanced project benefits (additional shelter, increase in covered passenger area)
- Construction issue (design modifications, relocation of equipment, equipment changes, site limitations, and ADA requirements)
- Equipment installed as part of another project

**Acronyms**

- ADA - Americans with Disabilities Act
- CON - Construction
- FY - Fiscal year
- IMP - Implementation
- RTSSP - Regional Traffic Signal Synchronization Program



**Comprehensive Transportation Funding Programs**  
 September 2023 Semi-Annual Review Adjustment Requests

Transfer Requests*									
No	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Transfer Amount	Proposed Grant
1	OCTA	18-OCTA-TSP-3897 <sup>1</sup>	P	Garden Grove Boulevard TSSP (Valley View Street - Bristol Street)	IMP	18/19	\$ 757,031	\$ (1,160)	\$ 755,871
					O&M	21/22	\$ 36,720	\$ 1,160	\$ 37,880
<b>Transfer Requests (1) - Total Project Grants</b>							<b>\$ 793,751</b>		<b>\$ 793,751</b>

\*An implementing agency may request to transfer 100 percent of savings between subsequent phases (or years) within a project. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of a semi-annual review process.

**Reasons for Project Adjustment**

1. Project savings

**Acronyms**

FY - Fiscal year  
 IMP - Implementation  
 O&M - Operations and Maintenance  
 OCTA - Orange County Transportation Authority  
 TSSP - Traffic Signal Synchronization Project

**Comprehensive Transportation Funding Programs**  
 September 2023 Semi-Annual Review Adjustment Requests

Other: Timely-Use of Funds Extension Updated Request - Comprehensive Transportation Funding Programs*								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Time Extension	Proposed Expenditure Deadline
La Palma	16-LPMA-ACE-3810 <sup>1</sup>	O	La Palma Avenue / Del Amo Boulevard over Coyote Creek Bridge Replacement Project	ENG	20/21	\$ 600,000	24 months	12/12/2026
						<b>\$ 600,000</b>		

\*Per CTFP Guidelines, additional extensions may be considered on a case by case basis for the Regional Capacity Program (Project O) and the Regional Traffic Signal Synchronization Program (Project P).

**Reasons for Project Adjustment**

1. Coronavirus impacts (community coordination)
2. Stakeholder coordination delays (Tribal coordination)

**Acronyms**

- CTFP - Comprehensive Transportation Funding Programs
- ENG - Engineering
- FY - Fiscal year

**Comprehensive Transportation Funding Programs  
September 2023 Semi-Annual Review Adjustment Request Descriptions****Comprehensive Transportation Funding Programs (CTFP) Timely-Use of Funds Extensions**

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

The City of Anaheim (Anaheim) is requesting a 24-month timely-use of funds extension for the construction (CON) phase of the Anaheim Safe Transit Stops Project (19-ANAH-STS-3928) due to difficulties procuring a vendor.

The Orange County Transportation Authority (OCTA), as administrative lead for the Lake Forest Drive Traffic Signal Synchronization Project (19-OCTA-TSP-3940), is requesting a 24-month timely-use of funds extension for the primary implementation (IMP) phase due to unforeseen delays in equipment procurement and contractor availability to complete the project.

**Scope Changes**

Agencies may request minor scope changes for CTFP projects if they can assure that project benefits as committed to in the initial application can still be delivered. During this semi-annual review cycle, the following scope change requests were submitted.

Anaheim is requesting a scope change for the CON phase of the Anaheim Safe Transit Stop Improvements Project (19-ANAH-STS-3928) to add an additional bus shelter due to bus ridership and frequent number of passengers waiting at OCTA's bus stop #667. This scope change will increase the number of bus shelters from one to two and increase the area covered for passengers.

The City of Irvine is requesting a scope change for the IMP phase of the MacArthur Boulevard Corridor Regional Traffic Signal Synchronization Project (19-IRVN-TSP-3937). The scope change includes the addition of equipment, equipment modification due to being installed as part of another project, and modification to the equipment location.

The City of La Habra, as administrative lead for the Euclid Street Corridor Project (22-LHAB-TSP-4023), is requesting a scope change for the IMP phase. The scope change includes the addition of new equipment, removal of equipment due to overlap, additional equipment upgrades, and modification of quantities of previously authorized grant-funded improvements.

The City of Santa Ana (Santa Ana) is requesting a scope change for the CON phase of the 2020 Santa Ana Transit Stop Improvements Project (20-SNTA-STS-3978). The scope change includes the reduction of bus shelters in four different locations due to ADA requirements and insufficient height clearance, with a total of 10 shelters being removed. As part of the scope change, Santa Ana will also add 3 new benches, reduce the number

**Comprehensive Transportation Funding Programs  
September 2023 Semi-Annual Review Adjustment Request Descriptions**

of trash receptables by 23 and upsize the trash receptacles from 22 gallons to 32 gallons for all locations.

The City of Stanton is requesting a scope change for the CON phase of the 2022 Stanton Catch Basin Full Trash Capture System Installations Project (22-STAN-ECP-4028). The scope change includes the reduction of 11 catch basins due to five being on private property, five manholes being frozen, and higher than expect cost to remove the old device at one location. The scope change also includes the customization of devices being installed due to the existing conditions and constraints for five catch basins.

**Transfers**

The CTFP Guidelines allow local jurisdictions to request to transfer up to 100 percent of savings of funds between subsequent phases or years within a project. Funds can only be transferred to a phase or year that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review process. During this review cycle, the following transfer request was submitted.

OCTA, as administrative lead for the Garden Grove Boulevard Traffic Signal Synchronization Project from Valley View Street to Bristol Street (18-OCTA-TSP-3905), is requesting a transfer. The request is to transfer project savings of \$1,160 from the IMP phase to the operations and maintenance phase.

**Other**

Once obligated, CTFP funds expire 36 months from the contract award date. Local jurisdictions may request an extension(s) of up to 24 months. Additional extensions may be considered on a case-by-case basis for the Regional Capacity Program and the Regional Traffic Signal Synchronization Program.

During this semi-annual review cycle, the City of La Palma (City) is requesting an additional 24-month funds extension for the engineering (design) phase of the La Palma Avenue and Del Amo Boulevard over Coyote Creek Bridge Replacement Project (16-LPMA-ACE-3810). The City has faced extensive delays in the completion of the environmental phase of this project due to coronavirus (COVID-19) impacts and complex community coordination. With the delays in the environmental phase this has caused delays in the start of the design phase. The City is scheduled to complete the environmental phase by December 2023, which will allow the start of the design phase. The City anticipates to complete the design phase by December 2026. Given the unforeseen delays and efforts made by the City to complete this project, staff is recommending a Board approval to allow for an additional 24-month funds extension.



# AGENDA

*Technical Advisory Committee*

*Item #3*

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## **2024 Technical Steering Committee Membership**



**October 25, 2023**

**To:** Technical Advisory Committee  
**From:** Orange County Transportation Authority Staff  
**Subject:** 2024 Technical Steering Committee Membership

**Overview**

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on local streets and roads related items. The Technical Advisory Committee relies on a Technical Steering Committee made up of nine representatives from local agencies to provide guidance on major technical items. Proposed 2024 Technical Steering Committee membership recommendations are presented for review and approval.

**Recommendation**

Approve proposed 2024 Technical Steering Committee membership recommendations and further recommend Board of Directors approval.

**Background**

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) provides input regarding the allocation of Measure M2 competitive grant funds. The TAC also provides technical advice to staff on issues related to streets and roads planning. The TAC is comprised of representatives from all Orange County cities and the County of Orange (County). It also includes non-voting representatives from the California Department of Transportation. The TAC uses a Technical Steering Committee (TSC) to vet, review, and discuss major technical items prior to submittal to the TAC for final review and consideration. The chair and vice chair of the TAC also serve as the chair and vice chair of the TSC.

The TSC consists of a total of nine voting members recommended for approval by the TAC and appointed by the OCTA Board of Directors (Board). There is one position for each of Orange County's five supervisorial districts, two at-large positions, and chair and vice chair positions. The chair and vice chair positions are appointed for one-year terms. All other positions are appointed for two-year terms.

The TSC membership selection process is administered by the President of the City Engineers Association of Orange County (CEAOC) and the TAC/TSC chair (with staff support from OCTA) before recommendations are advanced to the full TAC for consideration. In recommending and selecting TSC members, priority is generally given to maintaining a balance between small and large jurisdictions (small jurisdictions are currently defined as those with populations equal to/or less than 62,536). Balance among north/south jurisdictions is also evaluated.

### ***Discussion***

In September 2023, OCTA solicited letters of interest from local jurisdictions to fill TSC vacancies for the 2024 calendar year. At that time, it was noted that five of the nine regular TSC positions were open for consideration and appointment. These positions included the chair, vice chair, First District, Fourth District, and one at-large position. The current Fifth District representative has also resigned for the remainder of his term to be considered for a TSC leadership position. Letters of interest from six eligible TAC members were received. In accordance with OCTA procedures for administering the TSC, the president of the CEAOC and the chair of the TSC/TAC reviewed all letters of interest and with input from OCTA developed 2024 TSC membership recommendations (see Attachment A).

Consistent with past practice, the vice chair, representing the City of Yorba Linda, is recommended to become the 2024 chair. The representative from the City of Laguna Beach, who currently serves in the Fifth District position, is being recommended for the 2024 vice chair position. The First District position is recommended for appointment by the representative from the City of Seal Beach. The Fourth District position is recommended for appointment by the representative of the City of Anaheim. The Fifth District position is recommended to be filled for appointment by the representative of the City of Costa Mesa to complete the resigning representative's current term. The open at-large position is recommended for appointment by a representative of the County of Orange.

In finalizing these recommendations, the president of the CEAOC and the TSC chair emphasized the need to generally maintain a balance between both small/large and north/south Orange County cities, and their consensus recommendations are now recommended for consideration and approval.

***Summary***

The TSC provides guidance and direction on major technical issues before presentation to the full TAC. Members of the TSC serve two-year terms, with the exception of the chair and vice chair, who serve one-year terms. There are six regular positions recommended for appointment in the next calendar year. In addition, one out-of-cycle position is recommended for appointment due to the existing representative being recommended for another TSC position. Presented for consideration and approval is a recommended list of 2024 TSC appointments.

***Attachment***

- A. Proposed 2024 Technical Steering Committee Membership List



## Proposed 2024 Technical Steering Committee Membership List†

<b>NAME</b>	<b>AGENCY</b>	<b>2023* POPULATION</b>	<b>MEDIAN POPULATION SIZE^</b>	<b>DISTRICT</b>	<b>NORTH/ SOUTH</b>	<b>SEAT EXPIRES</b>
Jamie Lai	Yorba Linda	67,068	Large	Chair	North	December 31, 2024
Mark Trestik	Laguna Beach	22,445	Small	Vice Chair**	South	December 31, 2024
Iris Lee	Seal Beach	24,647	Small	1	North	December 31, 2025
Nabil Saba	Santa Ana	299,630	Large	2	North	December 31, 2024
Tom Wheeler	Lake Forest	87,127	Large	3	South	December 31, 2024
Rudy Emami	Anaheim	328,580	Large	4	North	December 31, 2025
Raja Sethuraman	Costa Mesa	111,183	Large	5	North	December 31, 2024
Jacki Scott	Laguna Niguel	64,702	Large	At-Large	South	December 31, 2024
Robert McLean	County of Orange	3,137,164	N/A	At-Large	North/ South	December 31, 2025

† Shading indicates the positions available for the 2024 Technical Steering Committee.

\* State of California, Department of Finance, *E-1 Cities, Counties and the State Population and Housing Estimates with Annual Percentage Change — January 1, 2022 and 2023*. Sacramento, California, May 2023.

\*\* Current District 5 representative has resigned for the remainder of his term in order to serve in the Vice Chair position. The District 5 position is recommended to be filled with a representative from the City of Costa Mesa to complete the former representative's current term.

^ Small jurisdictions are defined as those with populations equal to/or less than 62,536.



# Correspondence



## Item 4, Attachment A: OCTA Board Items of Interest

- **Monday, June 26, 2023**

*Item #5:* Enhanced Mobility for Seniors and Disabled Program Call for Projects

*Item #13:* Active Transportation Program Biannual Update

*Item #18:* Regional Traffic Signal Synchronization Program Update

*Item #19:* Infrastructure Investment and Jobs Act

- **Monday, July 10, 2023**

*Item #10:* Measure M2 Eligibility Recommendations for Fiscal Year 2021-22 Expenditure Reports and Maintenance of Effort Benchmark Adjustments

*Item #11:* Measure M2 Performance Assessment Report Update

- **Monday, July 24, 2023**

*Item #10:* Acceptance of Grant Awards from California State Transportation Agency, United States Department of Transportation, and the Southern California Association of Governments

- **Monday, August 14, 2023**

*Item #4:* 2023 Orange County Complete Streets Program Call for Projects

*Item #5:* Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

*Item #7:* Federal Transit Administration Program of Projects for Federal Fiscal Year 2022-23

*Item #8:* SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2023-24

*Item #11:* Comprehensive Transportation Funding Programs - Project X Tier 1 2023 Call for Projects Programming Recommendations

*Item #12:* Release 2024 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs

*Item #13:* Measure M2 Community-Based Transit Circulators Program Project V Ridership Report

*Item #14:* Local Jurisdictions' Interest in Project V Call for Projects

- **Monday, September 25, 2023**

*Item #10:* State Route 91 Improvement Project from State Route 55 to Lakeview Avenue SB 1 (Chapter 5, Statutes of 2017) Grant Acceptance

*Item #11:* Grant Acceptance for the Next Safe Travels Education Program



# AGENDA

*Technical Advisory Committee*

*Item #4*

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*Item #12: South Orange County Transportation Projects Update*

*Item #14: Approval to Release Request for Proposals for Countywide Signal Synchronization Baseline*

*Item #26: Measure M2 Quarterly Progress Report for the Period of April 2023 Through June 2023*

- **Monday, October 9, 2023**

*Item #6: 2024 State Transportation Improvement Program*

*Item #10: Measure M2 Next 10 Delivery Plan: Market Conditions Key Indicators Analysis and Forecast*

*Item #11: Request from the Measure M2 Taxpayer Oversight Committee to Obtain Independent Public Accounting Firm Services to Perform Measure M2 Compliance Audits on an Annual Basis Starting with Fiscal Year 2023*



## **Item 4, Attachment B: Announcements by Email**

- June 28, 2023 OCTA Technical Advisory Committee Agenda and Meeting Information, *sent 6/22/2023*
- July 12, 2023 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 7/10/2023*
- Draft OCTA Complete Streets Call for Projects Guidelines (STBG/CMAQ Funded), *sent 7/13/2023*
- July 26, 2023 OCTA Technical Advisory Committee Meeting Cancellation Notice, *sent 7/14/2023*
- Notice of Funding Opportunity: Reconnecting Communities and Neighborhoods (RCN), *sent 8/3/2023*
- September 2023 M2 Comprehensive Transportation Funding Programs (CTFP) Semi-Annual Review is Now Open, *sent 8/7/2023*
- August 23, 2023 OCTA Technical Advisory Committee Meeting Cancellation Notice, *sent 8/15/2023*
- 2024 Call for Projects Now Open: M2 Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP), *sent 8/18/2023*
- REMINDER: Grant Application Workshop Tomorrow, August 23rd at 1:30pm, *sent 8/22/2023*
- REMINDER: September 2023 Measure M2 CTFP Semi-Annual Review Closes Friday, September 15<sup>th</sup>, *sent 9/5/2023*
- September 13, 2023 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 9/7/2023*
- REMINDER: OCTA Traffic Forum - Tuesday, September 26, 2023 (NEXT WEEK), *sent 9/19/2023*
- 2025 Federal Transportation Improvement Program Website Update and Meetings, *sent 9/21/2023*
- September 27, 2023 OCTA Technical Advisory Committee Meeting Cancellation Notice, *sent 9/22/2023*
- Draft 2023 Congestion Management Program (CMP) Report Available for Public Review- Comments due 10/16/23, *sent 9/26/2023*
- October 11, 2023 Project V Stakeholder Meeting, Draft 2024 CTFP Guidelines Discussion, *sent 9/28/2023*
- Project P Applications, *sent 10/4/2023*
- October 11, 2023 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 10/5/2023*
- REMINDER: 2024 M2 CTFP RCP & RTSSP Call, Grant Applications Due October 26th at 5:00pm, *sent 10/9/2023*