



# AGENDA

Technical Advisory Committee

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## **Committee Members**

Shaun Pelletier, Vice Chair	<i>City of Aliso Viejo</i>
Rudy Emami, Chair	<i>City of Anaheim</i>
Tony Olmos	<i>City of Brea</i>
Nabil S. Henein	<i>City of Buena Park</i>
Raja Sethuraman	<i>City of Costa Mesa</i>
Nardy Khan	<i>County of Orange</i>
Doug Dancs	<i>City of Cypress</i>
Matthew Sinacori	<i>City of Dana Point</i>
Hye Jin Lee	<i>City of Fountain Valley</i>
Meg McWade	<i>City of Fullerton</i>
William Murray	<i>City of Garden Grove</i>
Sean Crumby	<i>City of Huntington Beach</i>
Jaimee Bourgeois	<i>City of Irvine</i>
Chris Johansen	<i>City of La Habra</i>
Michael Belknap	<i>City of La Palma</i>
Mark Trestik	<i>City of Laguna Beach</i>
Ken Rosenfield	<i>City of Laguna Hills</i>
Jacki Scott	<i>City of Laguna Niguel</i>
Akram Hindiyeh	<i>City of Laguna Woods</i>
Tom Wheeler	<i>City of Lake Forest</i>
Chris Kelly	<i>City of Los Alamitos</i>
Mark Chagnon	<i>City of Mission Viejo</i>
David Webb	<i>City of Newport Beach</i>
Christopher Cash	<i>City of Orange</i>
Luis Estevez	<i>City of Placentia</i>
Brendan Dugan	<i>City of Rancho Santa Margarita</i>
Tom Bonigut	<i>City of San Clemente</i>
Tom Toman	<i>City of San Juan Capistrano</i>
William Galvez	<i>City of Santa Ana</i>
Iris Lee	<i>City of Seal Beach</i>
Guillermo Perez	<i>City of Stanton</i>
Doug Stack	<i>City of Tustin</i>
Akram Hindiyeh	<i>City of Villa Park</i>
Marwan Youssef	<i>City of Westminster</i>
Jamie Lai	<i>City of Yorba Linda</i>
Tifini Tran	<i>Caltrans</i>

Orange County Transportation Authority  
550 South Main Street  
Orange, California  
**March 24, 2021 1:30pm**

*Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Measure M2 Local Programs section, telephone (714) 560-5372, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.*



# AGENDA

Technical Advisory Committee

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*Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.*

All documents relative to the items referenced in this agenda are available for public inspection at [www.octa.net](http://www.octa.net).

## **Guidance for Public Access to the Technical Advisory Committee (TAC) Meeting**

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) Technical Advisory Committee and staff for the purposes of limiting the risk of COVID19, in person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the TAC meeting by clicking the below link:

<https://www.youtube.com/user/goOCTA>

Public comments may be submitted for the upcoming TAC meeting by emailing them to: [cmorales@octa.net](mailto:cmorales@octa.net)

If you wish to comment on a specific agenda item please identify the item number in your email. General public comments will be addressed during the general public comment item on the agenda and read into the record. In order to ensure that staff has the ability to provide comments to TAC Members in a timely manner, please submit your public comments **by 9:30 a.m. Wednesday, March 24, 2021.**



**Call to Order**

**Self-Introductions**

**1. Approval of Minutes**

Approval of Technical Advisory Committee meeting minutes from February 10, 2021.

**Regular Items**

**2. Comprehensive Transportation Funding Programs – 2021 Call for Projects Programming Recommendations – Joe Alcock**

***Overview***

The Orange County Transportation Authority issued the 2021 annual Measure M2 Comprehensive Transportation Funding Programs - Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2020. This call for projects made available up to \$30 million in M2 competitive grant funding for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for review and approval.

***Recommendations***

- A.** Recommend for Board of Directors approval the award of \$20.2 million in 2021 Regional Capacity (Project O) funds to nine local agency projects.
- B.** Recommend for Board of Directors approval the award of \$8.4 million in 2021 Regional Traffic Signal Synchronization Program (Project P) funds to three local agency projects.

**Discussion Items**

**3. Correspondence**

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

**4. Committee Comments**

**5. Local Assistance Update**



# **AGENDA**

*Technical Advisory Committee*

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- 6. Staff Comments**
- 7. Items for Future Agendas**
- 8. Public Comments**
- 9. Adjournment**

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



# **February 10, 2021 Minutes**



# Minutes

Technical Advisory Committee

Item #1

## **Voting Representatives Present:**

Shaun Pelletier, Vice Chair    City of Aliso Viejo  
Rudy Emami, Chair            City of Anaheim  
Nabil S. Henein                City of Buena Park  
Raja Sethuraman              City of Costa Mesa  
Nardy Khan                    County of Orange  
Mathew Sinacori               City of Dana Point  
Hye Jin Lee                    City of Fountain Valley  
Meg McWade                    City of Fullerton  
Jaimee Bourgeois              City of Irvine  
Chris Johansen                City of La Habra  
Mark Trestik                    City of Laguna Beach  
Jacki Scott                     City of Laguna Niguel  
Chris Kelly                     City of Los Alamitos  
Mark Chagnon                 City of Mission Viejo  
Luis Estevez                    City of Placentia  
Brendan Dugan                City of Rancho Santa Margarita  
Tom Bonigut                    City of San Clemente  
Tom Toman                     City of San Juan Capistrano  
William Galvez                City of Santa Ana  
Iris Lee                         City of Seal Beach  
Guillermo Perez                City of Stanton  
Doug Stack                     City of Tustin  
Marwan Youssef                City of Westminster  
Jake Ngo                        City of Westminster  
Jamie Lai                        City of Yorba Linda  
Tifini Tran                      Caltrans

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

**February 10, 2021 2:00 PM**

## **Guest Present:**

Oliver Luu, Caltrans  
Ryan Chapman, City of Brea

## **Staff Present:**

Kia Mortazavi  
Kurt Brotcke  
Adriann Cardoso  
Joe Alcock  
Cynthia Morales  
Paul Rodriguez  
Alicia Yang  
Ben Ku  
Alfonso Hernandez  
Kelsey Imler

## **Voting Representatives Absent:**

Tony Olmos                    City of Brea  
Doug Dancs                    City of Cypress  
William (Bill) Murray        City of Garden Grove  
Sean Crumby                  City of Huntington Beach  
Michael Belknap                City of La Palma  
Ken Rosenfield                City of Laguna Hills  
Akram Hindiyeh                City of Laguna Woods  
Tom Wheeler                  City of Lake Forest  
David Webb                    City of Newport Beach  
Chris Cash                     City of Orange  
Akram Hindiyeh                City of Villa Park



*The meeting was called to order by Chair Emami at 2:00 p.m. and self-introductions were made.*

## **CONSENT CALENDAR**

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

Ms. Lee motioned to approve the TAC's meeting minutes for the October 28, 2020 meeting.

Ms. Bourgeois seconded the motion and the minutes were approved with no further discussion.

## **REGULAR ITEMS**

### **2. Comprehensive Transportation Funding Programs – 2021 Call for Projects Technical Consideration– Joe Alcock**

Mr. Alcock stated that while reviewing 2021 Project O CTFP applications staff had found at least one application which submitted current traffic counts consistent with CTFP Guidelines requirements, that was unable to document sufficient congestion to qualify for Project O funding consideration on what were known congested facilities.

Mr. Alcock stated that in working to understand the issue, it became clear that the trend was the result of traffic counts having been taken during the coronavirus (COVID-19) pandemic, rather than the emergence of long-term congestion reduction on these facilities. Given this conclusion, Mr. Alcock presented three potential options for the TAC to consider in addressing the issue.

He stated that the first option would be to maintain CTFP Guidelines current traffic count requirement. This would be the "no change" option. He stated that if the TAC approved this approach, the application impacted by this issue would be determined to be ineligible to compete for Project O funds, if their current traffic counts did not document a level of service (LOS) of 0.71 or worse. He also stated that the local agency impacted by this issue would be encouraged to reapply in a future call once the pandemic has subsided. Mr. Alcock continued that in staff's opinion, this option appeared to be the fairest approach given that potential other Project O applicants may have not applied during this call cycle, given that they knew the COVID-19 pandemic would have impacted their ability to document congestion with current traffic counts.



Mr. Alcock stated that next option would be to let the COVID-19 impacted local agency use traffic count data outside of the CTFP guidelines current traffic count requirement, through a specified time period, so that older counts could be used so long as they were relatively current.

Mr. Alcock stated that the third option involved allowing local agencies to propose a rationale for providing different traffic count figures, which would take into account current COVID-19 related circumstances.

Mr. Alcock concluded by noting that if either Options 2 or 3 were approved by the TAC and ultimately the OCTA Board of Directors (Board), their implementation would be a deviation from CTFP Guidelines requirements and would also impact final Project O scoring.

He also noted that the flexibility envisioned by either Option 2 or 3, if approved, would only be granted to local agencies that could document that the facilities being applied for had a LOS of .71 or worse pre-COVID and that currently documented low traffic volumes were the result of the COVID-19 pandemic. Mr. Alcock concluded by stating that if these conditions were not satisfied, then the proposed flexibility, if approved, would not be applied to a project's final scoring.

Mr. Alcock concluded by noting that these options had been presented to the to the Technical Steering Committee (TSC) immediately prior to this meeting and the TSC's recommendation was to pursue option one.

Mr. Emami stated that it was important to note that this issue would only impact one of the twelve applications, and based upon current funding available, there was not enough funding to fund all 12 projects.

Ms. Bourgeois stated that the staff report did not go into much detail in terms of what the current traffic count requirement was and asked if Mr. Alcock could give a brief overview of this.

Mr. Alcock stated that the current traffic count requirement requires traffic counts to have been conducted in the previous 36 months prior to the application.

Ms. Bourgeois asked if there is a different criteria in which traffic counts need to be conducted within 12 months. She stated that if it is within 12 months you can report a future level of service, but if it is not within 12 months and its within 36 months, you cannot utilize a future traffic condition.





Mr. Alcock stated that Ms. Bourgeois was correct, and that if an agency is projecting opening year traffic volumes they would use the 12 month approach to develop those projections.

Ms. Bourgeois then asked if the TSC's recommendation would apply to next year's call as well.

Mr. Alcock replied that if a special consideration factor was approved, it would only apply to the current call.

Mr. Youssef made a motion to approve the "no change" option. Mr. Sethuraman seconded the motion and it was approved by all members present with no further discussion.

## Discussion Item

### 3. Measure M2 Maintenance of Effort Requirement – Adriann Cardoso

Ms. Cardoso stated that last year in response to declining general fund revenues (GFRs) resulting from the COVID-19 pandemic, the OCTA Board approved an M2 ordinance amendment pertaining to Maintenance of Effort (MOE) eligibility requirements. She stated that the amendment allowed local agencies for Fiscal Year (FY) 2021 to either certify their budgets and submit expenditure reports demonstrating achievement of the existing MOE benchmark (i.e. the regular process); or they could certify their budget and submit an expenditure report documenting that they had achieved a historic MOE percentage share of general fund revenues, as compared to the local agencies' FY 2018-19 Comprehensive Annual Financial Report (CAFR). Ms. Cardoso noted that 11 local agencies had opted to certify to the historic MOE proportional share option.

Next, Ms. Cardoso stated that the Orange County Transportation Authority (OCTA) had two reasons for bringing this information before the TAC. First, she stated that OCTA wanted to make sure that local agencies who had certified to meeting a historic MOE percentage share are working closely with their respective finance directors to confirm that they are indeed tracking general fund revenues (on street and road expenditures) to ensure that they are able to satisfy MOE requirements by the end of the FY.



Ms. Cardoso then stated the second reason for bringing this item before the TAC was to let them know that the current MOE flexibility is scheduled to expire at the end of FY 2021. However, she stated that OCTA is currently in the process of evaluating whether a single year extension is warranted and noted that she wanted to get the TAC's feedback on whether they were supportive of the extension for an additional FY. She concluded by stating that OCTA would also be asking local agency finance directors for their input on this issue as well.

Mr. Stack stated that he had no objection to extending the MOE flexibility and noted that it would likely be well received by local agencies.

Ms. McWade stated that extension was a good idea, given that local agencies are continuing to feel the economic impacts of the COVID-19 pandemic.

Mr. Sethuraman stated that OCTA should look at all flexibility options that can be afforded to local agencies at this time.

Ms. Lee stated that she concurred that with the sentiments of the other TAC members, noting that this is an unprecedented time and that OCTA should provide as much flexibility as is possible.

There was no further discussion on this item.

#### **4. Correspondence**

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

#### **5. Committee Comments - No comments**

#### **6. Caltrans Local Assistance Update - Oliver Luu**

Mr. Luu stated that California Transportation Commission (CTC) staff recommendations for the Active Transportation Program (ATP) had come out and no projects were recommended in District 12. He then stated that an interim Timely Use of Funds policy was accepted at the December CTC meeting and clarified that contract award deadlines had been extended from 6 months to 12 months after allocation (including projects allocated between October 2019 to June 2020). He also noted that the maximum time extension for project delivery milestones had been extended from 12 months to 20 months.



Next, Mr. Luu stated that for ATP completion reports, projected count numbers would be accepted, but indicated that for final project delivery reports actual count numbers would need to be provided.

Mr. Luu then announced that the deadline to submit allocation and time extension requests for the April 2021 CTC meeting was March 14, 2021, and April 25<sup>th</sup> for the May CTC meeting.

He also mentioned that the new inactive invoice quarter began on January 1, 2021 and stated that the deadline for invoice submittals for the quarter would be February 3, 2021.

Mr. Luu then announced that Highway Safety Improvement Program (HSIP) Cycle 10 applications were currently under review and noted that this review should be completed relatively soon. He also stated that the HSIP Cycle 11 call for applications would be opening in May.

With respect to the Highway Bridge Program (HBP), Mr. Luu mentioned that the program did not currently have sufficient funding for new projects and/or AC conversions. He also stated that many proposed AC conversion projects will likely have to be pushed to future years.

He then concluded by providing an overview of upcoming California Department of Transportation (Caltrans) Local Assistance trainings, reiterating the importance of compliance with all Title VI requirements, and introducing new Caltrans District 12 Local Assistance staff.

## **7. Staff Comments**

Mr. Ku stated that staff was currently working on OCTA's 2021 Federal Transportation Improvement Program (FTIP) submittal and noted that Mr. Alcock had sent out an email to the TAC which included a link to an OCTA website containing information regarding the FTIP process. Mr. Ku also noted that OCTA was in the process of providing virtual one-on-one meetings with local agencies to go over the FTIP and noted that if local agencies were interested in a one-on-one meeting to contract him directly.

Next, Mr. Alcock announced that OCTA's March Semi-Annual Review was currently open and would be closing on March 12, 2021 by 5:00 p.m. He also stated that the 2021 Project X Tier I Environmental Cleanup program call for projects was open and announced that the application deadline was May 6, 2021 at 5:00 p.m.



# Minutes

*Technical Advisory Committee*

*Item #1*

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He then concluded by announcing that he wanted local agencies to be advised that a consultant working on behalf of OCTA would be in the field collecting Congestion Management Program (CMP) traffic counts from CMP facilities in various cities from February 2021 through May 2021.

- 8. Items for Future Agendas – None**
- 9. Public comments – None**
- 10. The meeting was adjourned at 2:40 p.m.**



## **AGENDA**

*Technical Advisory Committee*

*Item #2*

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# **Comprehensive Transportation Funding Programs - Call for Projects Programming Recommendations**



**March 24, 2021**

**To:** Technical Advisory Committee

**From:** Orange County Transportation Authority Staff

**Subject:** Comprehensive Transportation Funding Programs – 2021 Call for Projects Programming Recommendations

### **Overview**

The Orange County Transportation Authority issued the 2021 annual Measure M2 Comprehensive Transportation Funding Programs - Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2020. This call for projects made available up to \$30 million in M2 competitive grant funding for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for review and approval.

### **Recommendations**

- A. Recommend for Board of Directors approval the award of \$20.2 million in 2021 Regional Capacity (Project O) funds to nine local agency projects.
- B. Recommend for Board of Directors approval the award of \$8.4 million in 2021 Regional Traffic Signal Synchronization Program (Project P) funds to three local agency projects.

### **Background**

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

(TAC), which includes representatives of all of Orange County's 35 local agencies and is ultimately approved by the OCTA Board of Directors (Board). The guidelines for the 2021 call were approved by the OCTA Board on August 10, 2020. At that meeting, the Board also authorized issuance of the current call, making available up to \$30 million (\$22 million for the RCP call and \$8 million for the RTSSP call) in M2 competitive funds to support regional roadway capacity and signal synchronization projects throughout Orange County.

***Discussion***

RCP

OCTA received twelve applications requesting a total of \$27.2 million in RCP funds (see Attachment A). The applications were reviewed for eligibility, consistency, adherence to the guidelines, and compliance with M2 program objectives. During the application review process, staff worked with local agencies to address technical issues such as application scoring corrections, scope clarifications, and refinement of final project funding requests.

Staff also sought Technical Steering Committee (TSC) and TAC direction on whether to deviate from the existing CTFP Guidelines to evaluate Project O applications, which due to the coronavirus (COVID-19) pandemic experienced low traffic counts. After some discussion, both the TSC and TAC recommended maintaining the current traffic count requirement consistent with the CTFP Guidelines. Based upon this determination, one application was found to be ineligible to compete in this call cycle, due to its current traffic volumes failing to achieve the CTFP Guidelines specified minimum Level of Service. Accordingly, this applicant is encouraged to reapply for RCP funds in a future call once COVID-19 related traffic impacts have subsided.

Also, during the technical review process, two applications, which were submitted by one applicant were withdrawn. The applicant noted that it was their preference to work with OCTA to refine these applications in order to make them more competitive for future calls for projects.

The remaining nine RCP applications have been scored and ranked per criteria identified in the CTFP Guidelines. Attachment B includes programming recommendations for the nine remaining eligible projects that were submitted in the 2021 RCP Call.

In total \$20.2 million of the \$22 million originally authorized by the Board is recommended for programming to support nine competitive local agency projects. These projects will provide arterial capacity improvement benefits (with engineering, right of way, and/or construction phase allocations) and intersection capacity enhancements (with engineering and construction phase allocations). Implementation of these projects in aggregate, is anticipated to produce notable congestion reducing benefits in the County both within the near and long-term.

**RTSSP**

With respect to the RTSSP program, OCTA received six applications requesting a total of \$15.2 million in funding (see Attachment A). All RTSSP applications were reviewed for eligibility, consistency, adherence to guidelines, and overall program objectives. Staff worked with the local agencies to address technical issues primarily related to construction unit cost refinements as well as project scope clarifications, and Attachment C includes proposed programming recommendations for the RTSSP 2021 call.

In total, this recommendation provides \$8.4 million in RTSSP funding to support three RTSSP projects. This is slightly higher than the Board authorized funding of \$8 million. Together these projects will improve regional throughput on three key arterial roadways in the cities of Irvine, Lake Forest, and Santa Ana, as well as in several immediately adjacent communities.

As Attachment C also shows the three remaining RTSSP applications were also deemed to be eligible to compete for RTSSP funds during the call. However, they are not recommended for programming based on available funding. These applicants are encouraged to reapply in the next call cycle.

Finally, the following table provides an overall summary of the proposed programming recommendations:

2021 CTFP Call Summary (\$ in millions)			
	RCP	RTSSP	Total
Number of Recommended Applications	9	3	12
Amount Recommended for Approval (escalated as appropriate)	\$20.2	\$8.4	\$28.6



Recommendations presented in this staff report are consistent with the 2021 CTFP Guidelines approved by the Board. As such, staff recommends programming \$28.6 million for 12 projects under the RCP and RTSSP programs.

Further, on March 10, these recommendations were presented to the TSC and were unanimously approved. However, it should be noted that the programming recommendation for Project P that the TSC approved has been reduced by approximately \$.022 million due to removal of an intersection which had been double counted due to it being in two of the recommended applications.

#### **Next Steps**

If these funding recommendations are approved by the TAC, they will be subsequently advanced to the OCTA Regional Planning & Highways (RP&H) Committee and Board; and if approved by the Board these new projects will be incorporated into master funding agreements between OCTA and the appropriate local agencies; and as these projects advance staff will continue to monitor their status and project delivery through the semi-annual review process.

#### **Summary**

Proposed RCP and RTSSP programming recommendations have been developed to fund 12 projects totaling \$28.6 million in M2 funds. This funding will support the implementation of capacity widening and signal synchronization improvements throughout Orange County. Staff is seeking Technical Advisory Committee approval to advance these programming recommendations to the OCTA RP&H Committee and Board for further consideration and approval.

#### **Attachments**

- A. 2021 Measure M2 Call for Projects – Applications Received
- B. 2021 Measure M2 Regional Capacity Program Call for Projects – Programming Recommendations
- C. 2021 Measure M2 RTSSP Call for Projects – Programming Recommendations

**2021 Measure M2 Call for Projects - Applications Received**

**ATTACHMENT A**

<b>2021 Regional Capacity (Project O) Submitted Applications</b>								
<b>Agency</b>	<b>Project</b>	<b>Fund</b>	<b>Phase</b>	<b>Match Rate</b>	<b>Match</b>	<b>Total M2 Request</b>	<b>Total Cost</b>	
Anaheim	Lincoln Avenue Street Widening (East Street to Evergreen Street)	ACE	C	25%	\$ 1,754,865	\$ 5,264,595	\$ 7,019,460	
Brea	Kraemer Boulevard/Imperial Highway (SR-90) Intersection Mutli-Modal Improvements	ICE	ENG	26%	\$ 75,000	\$ 215,000	\$ 290,000	
Brea	SR-90 at SR-57 Southbound On-Ramp Project	FAST	ENG	67%	\$ 300,000	\$ 150,000	\$ 450,000	
Garden Grove	Euclid-Westminster Intersection Improvement Project	ICE	C	35%	\$ 550,594	\$ 1,022,531	\$ 1,573,125	
Irvine	Jeffrey Road at Barranca Parkway Intersection Improvements	ICE	ENG	25%	\$ 62,500	\$ 187,500	\$ 250,000	
Orange, City	Cannon Street Widening - Santiago Canyon Road to Serrano Avenue	ACE	ENG	25%	\$ 206,250	\$ 618,750	\$ 825,000	
Orange, County	Los Patrones Parkway Extension	ACE	ENG	25%	\$ 625,000	\$ 1,875,000	\$ 2,500,000	
Santa Ana	Bristol Street and Memory Lane Intersection Improvement	ICE	C	25%	\$ 351,050	\$ 1,052,950	\$ 1,404,000	
Santa Ana	Fairview Street Improvements (19th Street to 16th Street)	ACE	ROW, C	79%	\$ 21,453,750	\$ 5,609,250	\$ 27,063,000	
Santa Ana	Warner Avenue Improvements- (Oak Street to Grand Avenue)	ACE	C	25%	\$ 3,500,500	\$ 10,501,500	\$ 14,002,000	
Yorba Linda	Lakeview Avenue Widening (Bastanchury Road to Oriente Drive)	ACE	C	25%	\$ 163,961	\$ 491,884	\$ 655,845	
Yorba Linda	Yorba Linda Boulevard Widening Project (Imperial Highway and Lakeview Avenue)	ICE	ENG	50%	\$ 229,379	\$ 229,379	\$ 458,758	
<b>TOTALS</b>					<b>\$ 29,272,849</b>	<b>\$ 27,218,339</b>	<b>\$ 56,491,188</b>	

<b>2021 Regional Traffic Signal Synchronization Program (Project P) Submitted Applications</b>								
<b>Agency</b>	<b>Project</b>	<b>Fund</b>	<b>Signals</b>	<b>Match Rate</b>	<b>Match</b>	<b>Total M2 Request</b>	<b>Total Cost</b>	
Irvine	Alton Parkway RTSSP	RTSSP	50	20%	\$ 782,341	\$ 3,129,362	\$ 3,911,703	
Laguna Niguel	Crown Valley Parkway - Pacific Coast Highway RTSSP	RTSSP	45	20%	\$ 657,216	\$ 2,628,866	\$ 3,286,082	
Lake Forest	Portola Parkway/Santa Margarita Parkway TSSP	RTSSP	31	20%	\$ 564,070	\$ 2,256,278	\$ 2,820,348	
Lake Forest	Rockfield Boulevard	RTSSP	12	20%	\$ 178,928	\$ 715,711	\$ 894,639	
Santa Ana	First Street/ Bolsa Avenue Regional Traffic Signal Synchronization	RTSSP	55	20%	\$ 757,920	\$ 3,031,680	\$ 3,789,600	
Yorba Linda	Yorba Linda Boulevard Weir Canyon Road Corridor	RTSSP	47	20%	\$ 863,230	\$ 3,452,920	\$ 4,316,150	
<b>TOTALS</b>					<b>\$ 3,803,704</b>	<b>\$ 15,214,818</b>	<b>\$ 19,018,522</b>	

Acronyms:

- ACE - Arterial Capacity Enhancements
- C - Construction
- ICE - Intersection Capacity Enhancements
- ENG - Engineering
- ROW - Right of Way
- RTSSP - Regional Traffic Signal Synchronization Program
- SR - State Route
- TSSP - Traffic Signal Synchronization Program

**2021 Measure M2 Regional Capacity Program Call for Projects-  
Programming Recommendations**

Agency	Fiscal Year	Project	Score	Fund	Phase	M2 Amount - Planning/ENV	M2 Amount - Engineering	M2 Amount - ROW	M2 Amount - Construction*	Total M2 Amount	Match	Totals	Match Rate
Santa Ana	21/22 22/23	Fairview Street Improvements (9th Street to 16th Street)	70	ACE	ROW C	\$ -	\$ -	\$ 1,937,250	\$ -	\$ 1,937,250	\$ 645,750	\$ 2,583,000	25%
						\$ -	\$ -	\$ -	\$ 3,721,590	\$ 3,721,590	\$ 21,089,012	\$ 24,810,603	85%
Santa Ana	21/22	Warner Avenue Improvements- (Oak Street to Grand Avenue)	64	ACE	C	\$ -	\$ -	\$ -	\$ 9,076,305	\$ 9,076,305	\$ 3,025,435	\$ 12,101,740	25%
Orange, City	21/22	Cannon Street Widening - Santiago Canyon Road to Serrano Avenue	62	ACE	ENG	\$ -	\$ 618,750	\$ -	\$ -	\$ 618,750	\$ 206,250	\$ 825,000	25%
Garden Grove	21/22	Euclid-Westminster Intersection Improvement Project	54	ICE	C	\$ -	\$ -	\$ -	\$ 1,022,531	\$ 1,022,531	\$ 550,594	\$ 1,573,125	35%
Santa Ana	21/22	Bristol Street at Memory Lane Intersection Improvement	49	ICE	C	\$ -	\$ -	\$ -	\$ 1,012,500	\$ 1,012,500	\$ 337,500	\$ 1,350,000	25%
Yorba Linda	21/22	Yorba Linda Boulevard Widening Project (Imperial Highway to Lakeview Avenue)	46	ICE	ENG	\$ -	\$ 229,379	\$ -	\$ -	\$ 229,379	\$ 229,379	\$ 458,758	50%
Orange, County	21/22	Los Patrones Parkway Extension	41	ACE	ENG	\$ -	\$ 1,875,000	\$ -	\$ -	\$ 1,875,000	\$ 625,000	\$ 2,500,000	25%
Yorba Linda <sup>1</sup>	21/22	Lakeview Avenue Widening (Bastanchury Road to Oriente Drive)	38	ACE	C	\$ -	\$ -	\$ -	\$ 479,462	\$ 479,462	\$ 159,831	\$ 639,293	25%
Irvine <sup>1</sup>	21/22 22/23	Jeffrey Road at Barranca Parkway Intersection Improvements	33	ICE	ENV/ENG	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 25,000	\$ 100,000	25%
					ENG	\$ -	\$ 112,500	\$ -	\$ -	\$ 112,500	\$ 37,500	\$ 150,000	25%
<b>PROGRAMMING TOTALS</b>						\$ 75,000	\$ 2,835,629	\$ 1,937,250	\$ 15,312,388	\$ 20,160,267	\$ 26,931,251	\$ 47,091,519	

**UNFUNDED (Ineligible - Does Not Meet Project O Eligibility Requirements Based Upon Current Traffic Counts)**

Agency	Fiscal Year	Project	Score	Fund	Phase	M2 Amount - Planning/ENV	M2 Amount - Engineering	M2 Amount - ROW*	M2 Amount - Construction*	Total M2 Amount	Match	Totals	Match Rate
Anaheim	21/22	Lincoln Avenue Street Widening (East Street to Evergreen Street)	N/A	ACE	C	\$ -	\$ -	\$ -	\$ 4,350,419	\$ 4,350,419	\$ 2,347,822	\$ 6,698,241	35%
<b>UNFUNDED TOTALS</b>						\$ -	\$ -	\$ -	\$ 4,350,419	\$ 4,350,419	\$ 2,347,822	\$ 6,698,241	

<sup>1</sup> These projects are considered conditionally eligible based upon their level of service (LOS) being below LOS D, but above .71. Per the Comprehensive Transportation Funding Programs Guidelines, if it is determined that additional programming capacity exists after all eligible projects with LOS D have been funded, consideration of projects with a minimum LOS .71 may be undertaken.

Acronyms:

ACE - Arterial Capacity Enhancements  
C - Construction  
ICE - Intersection Capacity Enhancements  
ENG - Engineering  
ENV - Environmental  
ROW - Right of Way

\*Includes escalation amounts for applicable construction projects - rate of 3.1% for applicable projects programmed in fiscal year 2022/2023.

2021 Measure M2 RTSSP Call for Projects-Programming Recommendations

Agency	Fiscal Year	Project Title	Score	M2 Amount - Primary Implementation	M2 Amount - Operations & Maintenance	Total M2 Amount	Match	Total	Match Rate
Lake Forest	21/22	Portola Parkway/Santa Margarita Parkway TSSP	75	\$ 2,138,998	\$ 163,200	\$ 2,302,198	\$ 575,550	\$ 2,877,748	20%
Santa Ana	21/22	First Street/ Bolsa Avenue Regional Traffic Signal Synchronization	71	\$ 2,972,712	\$ 124,800	\$ 3,097,512	\$ 774,378	\$ 3,871,890	20%
Irvine	21/22	Alton Parkway RTSSP	67	\$ 2,819,350	\$ 218,880	\$ 3,038,230	\$ 759,557	\$ 3,797,787	20%
<b>TOTALS</b>				\$ 7,931,060	\$ 506,880	\$ 8,437,940	\$ 2,109,485	\$ 10,547,425	w

UNFUNDED (Eligible Projects Exceeding Total Amount Available for Call)

Agency	Fiscal Year	Project Title	Score	M2 Amount - Primary Implementation	M2 Amount - Operations & Maintenance	Total M2 Amount	Match	Total	Match Rate
Laguna Niguel	21/22	Crown Valley Parkway - Pacific Coast Highway RTSSP	65	\$ 2,698,512	\$ 142,760	\$ 2,841,272	\$ 710,318	\$ 3,551,590	20%
Yorba Linda	21/22	Yorba Linda Boulevard Weir Canyon Road Corridor	62	\$ 3,337,000	\$ 161,280	\$ 3,498,280	\$ 874,570	\$ 4,372,850	20%
Lake Forest	21/22	Rockfield Boulevard	26	\$ 679,879	\$ 28,800	\$ 708,679	\$ 177,170	\$ 885,849	20%
<b>TOTALS</b>				\$ 6,715,391	\$ 332,840	\$ 7,048,231	\$ 1,762,058	\$ 8,810,289	

Acronyms:

TSSP - Traffic Signal Synchronization Program

RTSSP - Regional Traffic Signal Synchronization Program



# Correspondence



# AGENDA

*Technical Advisory Committee*

*Item #3*

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## **Item 3, Attachment A: OCTA Board Items of Interest**

- **Monday, March 8, 2021**  
*Item# 11: Measure M2 Quarterly Progress Report for the Period of October 2020 Through December 2020*



# AGENDA

Technical Advisory Committee

Item #3

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## **Item 3, Attachment B: Announcements by Email**

- 2021 CMP Update is Underway, *sent 2/11/21*
- Message Sent on behalf of OCTA's Long-Range Planning & Corridor Studies Section –2021 CMP Update is Underway, *sent 2/11/21*
- February 24, 2021 OCTA Technical Advisory Committee Meeting Cancellation Notice, *sent 2/16/21*
- Measure M2 Comprehensive Transportation Funding Programs (CTFP) Payments Workshop -Tuesday, March 9, 2021 at 2:00 pm, *sent 2/23/21*
- March 10, 2021 Technical Steering Committee Agenda, *sent 3/5/21*
- REMINDER: March 2021 Measure M2 CTFP Semi-Annual Review Closes Friday, March 12, 2021, *sent 3/5/21*