



AGENDA

Technical Steering Committee

2021 Committee Members

*Rudy Emami, Chair
Shaun Pelletier, Vice Chair
Marwan Youssef, District 1
Raja Sethuraman, District 2
Jamie Lai, District 3
Luis Estevez, District 4
Tom Wheeler, District 5
Mark Chagnon, At-Large
Nardy Khan, At-Large*

*Orange County Transportation Authority
550 South Main Street
Orange, California
March 10, 2021 1:30 PM*

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 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.

Guidance for Public Access to the Technical Steering Committee (TSC) 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 N2920, and in order to ensure the safety of Orange County Transportation Authority (OCTA) staff and 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 TSC meeting by clicking the below link:

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

Public comments may be submitted for the upcoming TSC meeting by emailing them to 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 TSC Members in a timely manner, please submit your public comments **by 9:30 a.m. Wednesday, March 10, 2021.**

Call to Order

Self-Introductions

1. Approval of Minutes

Approval of the Technical Steering Committee regular meeting minutes of February 10, 2021.

Regular Items

2. 2021 CTFP Call for Projects - O and P 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 \$8.5 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.



AGENDA

Technical Steering Committee

4. **Committee Comments**
5. **Staff Comments**
6. **Items for Future Agendas**
7. **Public Comments**
8. **Adjournment**

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



February 10, 2021 Minutes



MINUTES

Technical Steering Committee

Item# 1

Voting Representatives Present:

Rudy Emami, Chair	City of Anaheim
Shaun Pelletier, Vice-Chair	City of Aliso Viejo
Marwan Youssef, District 1	City of Westminster
Raja Sethuraman, District 2	City of Costa Mesa
Jaime Lai, District 3	City of Yorba Linda
Luis Estevez, District 4	City of Placentia
Mark Chagnon, At-Large	City of Mission Viejo
Nardy Khan, At-Large	County of Orange

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

February 10, 2021 1:30 PM

Voting Representatives Absent:

Tom Wheeler, District 5	City of Lake Forest
-------------------------	---------------------

Guest Present:

Ryan Chapman	City of Brea
--------------	--------------

Staff Present:

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



The meeting was called to order by Mr. Emami at 1:30 p.m. and self-introductions were made.

CONSENT CALENDAR ITEMS

1. Approval of Minutes

Mr. Youssef motioned to approve the TSC's minutes for the June 10, 2020 meeting.

Mr. Sethuraman seconded the motion and the minutes were approved with no further discussion.

REGULAR ITEMS

2. Comprehensive Transportation Funding Programs (CTFP) – 2021 Call for Project Technical Consideration – Joseph 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 TSC to consider in addressing the issue.

He stated that the first would be to maintain CTFP Guidelines current traffic count requirements. This would be the "no change" option. He stated that if the TSC approved this approach, applications 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 local agencies 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.



MINUTES

Technical Steering Committee

Item# 1

Mr. Alcock stated that next option would be to let the COVID-19 impacted local agencies 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 were approved by the TSC (and ultimately the TAC), 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. Youssef asked if the no change option were pursued, how many local agencies would be impacted.

Mr. Alcock replied that one would be impacted.

Ms. Lai then inquired as to the number of Project O applications submitted.

Mr. Alcock replied that a total of 12 applications were submitted.

Mr. Sethuraman inquired if Options 2 or 3 were approved, would they only be applied for this call cycle.

Mr. Alcock replied in the affirmative.

Mr. Sethuraman stated that he would support allowing previous traffic counts to be used for this year only.



MINUTES

Technical Steering Committee

Item# 1

Mr. Emami stated that traditionally counts taken within two years were called current counts. He also noted that Option 2 would be a good option, since if there are traffic count numbers within two years that are pre-COVID, those could be used. He also stated that if traffic counts were over two years old, option three could be explored.

Mr. Sethuraman stated that Option 3 could be difficult for staff to evaluate and noted that he would rather use traffic counts available from previous years without adjustments. He stated that his concern with Option 3 would be the use of different growth rates and not getting apples to apples comparisons.

Mr. Emami asked if OCTA staff could speak to a single growth rate that could be used for Option 3 in order to level the playing field.

Mr. Rodriguez replied that the traditional growth rate used by OCTA has been one percent per year.

Mr. Chagnon asked if the full Project O funding allocation would be fully consumed by the non-impacted applications.

Mr. Alcock stated that less than 11 applications would use up the entire \$22 million available for Project O.

Mr. Chagnon stated that he was leaning toward option one, with the caveat that the impacted local agency can reapply in the next cycle. He also stated that given that we are in the midst of COVID and traffic is down, congestion is not likely an issue in the near-term and therefore there may be less urgency to address the problem through the current call for projects.

Mr. Youssef stated that he would second option one since only one application was impacted. He noted that this is the fairest approach to the other applications which met the CTFP's Guideline's congestion requirements.

Mr. Estevez stated that he agreed with Mr. Youssef and Mr. Chagnon and noted that he would like to see this issue revisited in the near future.

There was no further discussion.

A motion was made by Mr. Chagnon, seconded by Mr. Youssef, and approved by all TSC members present.



MINUTES

Technical Steering Committee

Item# 1

DISCUSSION ITEMS

3. Correspondence

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

4. Committee Comments – No Comments

5. Local Assistance – No update

6. Staff Comments – None

7. Items for Future Agendas – None

8. Public Comments – None

9. Adjournment at 1:47p.m.



AGENDA

Technical Steering Committee

Item# 2

2021 CTFP Call for Projects - O and P Programming Recommendations



March 10, 2021

To: Technical Steering 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 \$8.5 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 how to evaluate Project O applications, which due to the coronavirus (COVID-19) pandemic, experienced low traffic counts on what was a previously known congested facility. The TSC and TAC were presented with three options and were informed that pursuit of any options beside the "status quo" option would deviate from the CTFP Guidelines and would also alter final project scoring recommendations. After some deliberation, both the TSC and TAC selected the "status quo" option, and as such, special consideration was not recommended for the application experiencing this issue.

Based upon this determination, one application was found ineligible to compete in this call cycle, due to its current traffic volumes failing to achieve the CTFP Guidelines specified minimum Level of Service for consideration. 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 as per criteria identified in the CTFP Guidelines, and Attachment B includes programming recommendations for the nine 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 \$8.5 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 shows, 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. The 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	\$8.5	\$28.7

Recommendations presented in this staff report are consistent with the 2021 CTFP Guidelines approved by the Board. As such, staff recommends programming \$28.7 million for 12 projects under the RCP and RTSSP programs.

If approved by the Technical Steering Committee, Technical Advisory Committee, and OCTA Board, these new projects will be incorporated into master funding agreements between OCTA and 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 \$28.7 million in M2 funds. This funding will support the implementation of capacity widening and signal synchronization improvements throughout Orange County. Staff is seeking Technical Steering Committee approval to advance these programming recommendations to the OCTA TAC 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

2021 Regional Capacity (Project O) Submitted Applications							
Agency	Project	Fund	Phase	Match Rate	Match	Total M2 Request	Total Cost
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
TOTALS					\$ 29,272,849	\$ 27,218,339	\$ 56,491,188

2021 Regional Traffic Signal Synchronization Program (Project P) Submitted Applications							
Agency	Project	Fund	Signals	Match Rate	Match	Total M2 Request	Total Cost
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
TOTALS					\$ 3,803,704	\$ 15,214,818	\$ 19,018,522

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	Fund	Phase	M2 Amount - Planning/ENV	M2 Amount - Engineering	M2 Amount - ROW	M2 Amount - Construction*	Total M2 Amount	Match	Totals	Match Rate
Garden Grove	21/22	Euclid-Westminster Intersection Improvement Project	ICE	C	\$ -	\$ -	\$ -	\$ 1,022,531	\$ 1,022,531	\$ 550,594	\$ 1,573,125	35%
Irvine ¹	21/22	Jeffrey Road at Barranca Parkway Intersection Improvements	ICE	ENV/ENG	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 25,000	\$ 100,000	25%
	22/23			ENG	\$ -	\$ 112,500	\$ -	\$ -	\$ 112,500	\$ 37,500	\$ 150,000	25%
Orange, City	21/22	Cannon Street Widening - Santiago Canyon Road to Serrano Avenue	ACE	ENG	\$ -	\$ 618,750	\$ -	\$ -	\$ 618,750	\$ 206,250	\$ 825,000	25%
Orange, County	21/22	Los Patrones Parkway Extension	ACE	ENG	\$ -	\$ 1,875,000	\$ -	\$ -	\$ 1,875,000	\$ 625,000	\$ 2,500,000	25%
Santa Ana	21/22	Bristol Street at Memory Lane Intersection Improvement	ICE	C	\$ -	\$ -	\$ -	\$ 1,012,500	\$ 1,012,500	\$ 337,500	\$ 1,350,000	25%
Santa Ana	21/22	Fairview Street Improvements (9th Street to 16th Street)	ACE	ROW	\$ -	\$ -	\$ 1,937,250	\$ -	\$ 1,937,250	\$ 645,750	\$ 2,583,000	25%
	22/23			C	\$ -	\$ -	\$ -	\$ 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)	ACE	C	\$ -	\$ -	\$ -	\$ 9,076,305	\$ 9,076,305	\$ 3,025,435	\$ 12,101,740	25%
Yorba Linda ¹	21/22	Lakeview Avenue Widening (Bastanchury Road to Oriente Drive)	ACE	C	\$ -	\$ -	\$ -	\$ 479,462	\$ 479,462	\$ 159,831	\$ 639,293	25%
Yorba Linda	21/22	Yorba Linda Boulevard Widening Project 21/22 (Imperial Highway to Lakeview Avenue)	ICE	ENG	\$ -	\$ 229,379	\$ -	\$ -	\$ 229,379	\$ 229,379	\$ 458,758	50%
PROGRAMMING TOTALS					\$ 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	Fund	Phase	M2 Amount - Engineering	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)	ACE	C	\$ -	\$ -	\$ -	\$ 4,350,419	\$ 4,350,419	\$ 2,347,822	\$ 6,698,241	35%
TOTALS					\$ -	\$ -	\$ -	\$ 4,350,419	\$ 4,350,419	\$ 2,347,822	\$ 6,698,241	

¹ These projects are considered conditionally eligible based upon their levels 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
- TSSP - Traffic Signal Synchronization Program
- RTSSP - Regional Traffic Signal Synchronization Program

*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 1	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 ¹	21/22	Alton Parkway RTSSP	67	\$ 2,841,526	\$ 218,880	\$ 3,060,406	\$ 765,101	\$ 3,825,507	20%
TOTALS				\$ 7,953,236	\$ 506,880	\$ 8,460,116	\$ 2,115,029	\$ 10,575,145	

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%
TOTALS				\$ 6,715,391	\$ 332,840	\$ 7,048,231	\$ 1,762,058	\$ 8,810,289	

¹ Programming amount subject to change once duplicate traffic signal is removed.

Acronyms:

TSSP - Traffic Signal Synchronization Program

RTSSP - Regional Traffic Signal Synchronization Program



Correspondence



AGENDA

Technical Steering Committee

Item# 3

Item 3, Attachment A: OCTA Board Items of Interest

- **Monday, February 8, 2021**
 - Item# 12: Capital Programming Update*
 - Item# 14: Measure M2 Environmental Cleanup Program – Project X Tier 1 Grant Program Call for Projects*



AGENDA

Technical Steering Committee

Item# 3

Item 3, Attachment B: Announcements by Email

- OCTA Pavement Distress & Pavement Management Software Trainings, *sent 1/28/21*
- March 2021 Measure M2 Comprehensive Transportation Funding Programs (CTFP) Semi-Annual Review Now Open, *sent 2/1/21*
- February 10, 2021 Technical Steering Committee and Technical Advisory Committee Agendas, *sent 2/4/21*
- 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*