



AGENDA

Technical Advisory Committee

Committee Members

Shawn Pelletier	City of Aliso Viejo
Rudy Emami	City of Anaheim
Tony Olmos	City of Brea
David Jacobs	City of Buena Park
Raja Sethuraman	City of Costa Mesa
Khalid Bazmi	County of Orange
Doug Dancs	City of Cypress
Mark Denny	City of Dana Point
Mark Lewis	City of Fountain Valley
Don Hoppe	City of Fullerton
William Murray	City of Garden Grove
Travis Hopkins	City of Huntington Beach
Manuel Gomez	City of Irvine
Chris Johansen	City of La Habra
Michael Belknap	City of La Palma
Christina Templeton	City of Laguna Beach
Ken Rosenfield	City of Laguna Hills
Nasser Abbaszadeh	City of Laguna Niguel
Akram Hindiyeh	City of Laguna Woods
Tom Wheeler	City of Lake Forest
Dave Hunt	City of Los Alamitos
Mark Chagnon	City of Mission Viejo
David Webb	City of Newport Beach
Joe DeFrancesco	City of Orange
Luis Estevez	City of Placentia
E. Maximous	City of Rancho Santa Margarita
Tom Bonigut	City of San Clemente
Steve May	City of San Juan Capistrano
William Galvez	City of Santa Ana
Steve Myrter	City of Seal Beach
Stephanie Camorlinga	City of Stanton
Doug Stack	City of Tustin
Akram Hindiyeh	City of Villa Park
Adolfo Ozaeta	City of Westminster
Michael Wolfe	City of Yorba Linda

Orange County Transportation Authority
550 South Main Street, Room 07
Orange, California
April 26, 2017 1:30 p.m.

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) 560-5673, 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 or through the Measure M2 Local Programs office at the OCTA Headquarters, 600 South Main Street, Orange, California.



Call to Order and Self Introductions

Consent Calendar Items

All items on the Consent Calendar are to be approved in one motion unless a Technical Advisory Committee member requests separate action on a specific item.

- 1. Approval of February 22, 2017 Technical Advisory Committee Minutes – pg..3**

Regular Items

- 2. March 2017 Semi-Annual Review – Christina Moore, pg.9**

Overview

The Orange County Transportation Authority recently completed the 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

Approve adjustments to the Comprehensive Transportation Funding Program project allocations.

Discussion Items

- 3. Active Transportation Updates – Paul Martin**
- 4. Environmental Mitigation Program – Lesley Hill**
- 5. Design Flexibility – CALTRANS**
- 6. Correspondence**

OCTA Board Items of Interest

- Monday, March 13, 2017**

Item 13: Measure M2 Quarterly Progress Report for the Period of October 2016 through December 2016

Item 14: Regional Traffic Signal Synchronization Program Overview

Item 15: Central Harbor Boulevard Transit Corridor Study Update

Item 16: Measure M2 Environmental Cleanup Program – Tier 1 Grant Program Call for Projects

- Monday, April 10, 2017**

Item 6: Fiscal Year 2016-17 Measure M2 Annual Eligibility Review



Item 9: Comprehensive Transportation Funding Programs – 2017 Call for Projects Programming Recommendations

Announcements by Email

- 2017 CTFP Programming Recommendations, *sent 4/10/17*
- April 12, 2017 Technical Steering Committee Meeting, Cancellation Notice, *sent 4/7/17*
- SCLAMM Save the Date, *sent 3/28/17*
- 2017 Local Signal Synchronization Plans, *sent 3/28/17*
- March 22, 2017 Technical Advisory Committee Meeting, Cancellation Notice, *sent 3/15/17*
- SCLAMM Save the Date, *sent 3/9/17*
- FY 2017-18 M2 Eligibility Workshop Announcement, *sent 3/18/17*
- March 8, 2017 Technical Steering Committee Meeting, Cancellation Notice, *sent 3/6/17*

7. Committee Comments

8. Local Assistance Update

9. Staff Comments

10. Items for Future Agendas

11. Public Comments

12. Adjournment

*The next regularly scheduled meeting of this Committee is scheduled for 1:30 p.m.
Wednesday, May 24, 2017.*



Technical Advisory Committee Minutes

February 22, 2017



MINUTES

Technical Advisory Committee

Voting Representatives Present:

Shawn Pelletier	City of Aliso Viejo
Rudy Emami	City of Anaheim
David Jacobs	City of Buena Park
Raja Sethuraman	City of Costa Mesa
Khalid Bazmi	County of Orange
Matt Sinacori	City of Dana Point
Mark Lewis	City of Fountain Valley
Don Hoppe	City of Fullerton
Manuel Gomez	City of Irvine
Chris Johansen	City of La Habra
Michael Belknap	City of La Palma
Christina Templeton	City of Laguna Beach
Ken Rosenfield	City of Laguna Hills
Nasser Abbaszadeh	City of Laguna Niguel
Tom Wheeler	City of Lake Forest
Mark Chagnon	City of Mission Viejo
Joe DeFrancesco	City of Orange
E. Maximous	City of Rancho Santa Margarita
Tom Bonigut	City of San Clemente
Steve May	City of San Juan Capistrano
Taig Higgins	City of Santa Ana
Michael Ho	City of Seal Beach
Krys Saldivar	City of Tustin
Marwan Youssef	City of Westminster

Orange County Transportation Authority
 550 S. Main Street, Room 07
 Orange, CA
February 22, 2017 1:30 PM

Guests Present:

Frank Sun, Orange
 James Tyler, County of Orange
 Jamie Lai, Anaheim
 Raul Lising, Brea
 Steven Soo, County of Orange
 Temo Galvez, Fountain Valley
 Nardy Khan, County of Orange

Staff Present:

Kia Mortazavi
 Kurt Brotcke
 Adriann Cardoso
 Brianna Martinez
 Carolyn Mamaradlo
 Charlie Larwood
 Joseph Alcock
 Paul Martin
 Sam Kaur
 Sam Sharvini

Voting Representatives Absent:

Tony Olmos	City of Brea
Doug Dancs	City of Cypress
Travis Hopkins	City of Huntington Beach
William Murray	City of Garden Grove
Akram Hindiyeh	City of Laguna Woods
Dave Hunt	City of Los Alamitos
David Webb	City of Newport Beach
Luis Estevez	City of Placentia
Stephanie Camorlinga	City of Stanton
Akram Hindiyeh	City of Villa Park
Michael Wolfe	City of Yorba Linda



Meeting was called to order by Mr. Tom Wheeler at 1:43 p.m.

Self-Introductions

CONSENT CALENDAR ITEMS

- 1. The Minutes for the November 9, 2016 meeting were approved.**

DISCUSSION ITEMS

There were no discussion items.

REGULAR ITEMS

- 2. Complete Streets Ad Hoc Committee Review – Joe Alcock/Carolyn Mamaradlo**

Mr. Alcock presented a summary of the three meetings held by the Complete Streets Ad Hoc Committee, along with their findings and recommended adjustments to the Traffic Calming policies within the MPAH Guidelines.

Ms. Mamaradlo reviewed proposed changes to the Traffic Calming policies in the MPAH Guidelines (See Agenda).

Mr. Youssef asked whether the MPAH had been evaluated in its current state to determine if changes to the Guidelines were necessary.

Mr. Alcock stated that a specific evaluation had not taken place, however the creation of the Complete Streets Ad Hoc Committee was prompted by various requests received from cities to clarify the Guidelines.

Mr. Youssef stated that there has been an increase in requests for complete streets and road diets from cities, which could lead to downgrading the classification of the road. Mr. Youssef asked whether OCTA would be on board with such changes and asked OCTA is handling the requests.

Mr. Alcock stated that every request is evaluated, for example if a road hasn't experienced significant growth in usage or traffic, or was built to handle much more capacity than needed, it could be a good candidate for reclassification.

Mr. Wheeler walked through the proposed changes to the MPAH Guidelines (Item #2 of the Agenda).

Mr. Lewis shared his perspective from the Complete Streets Ad Hoc Committee and stated that the discussion was geared around preserving the integrity of the MPAH, balancing capacity, and maintaining regional mobility throughout the County.

Mr. Rosenfield stated that the proposed changes to the MPAH Guidelines captured the concerns regarding traffic calming measures, they also clarify where traffic calming measures are permitted and prohibited.

Mr. Hoppe inquired whether any design standards for speed humps had been included in the proposed revisions to the Guidelines.



Mr. Alcock answered that that level of detail had not been included in the proposed revisions.

Mr. Youssef asked whether the minimum lane widths specification had changed with these proposed revisions.

Ms. Mamaradlo stated that it is a clarification that was lacking in the current rendition of the Guidelines.

Mr. Alcock added that the lane width specification is an old design standard, the primary emphasis is maintaining the number of through lanes.

Mr. Rosenfield stated that the County Standard Plans do include minimum lane widths and should be acknowledged.

Mr. Lewis asked for clarification on requests for traffic calming measures from neighboring jurisdictions. Mr. Lewis wanted to ensure the affected jurisdictions would be notified of potential changes and included in the conversation.

Mr. Alcock confirmed that would be the case.

There was no further discussion. The motion passed.

2017 CTFP Call for Projects Programming Recommendations – Sam Kaur

Ms. Kaur presented the Programming Recommendations for the 2017 Comprehensive Transportation Funding Program (CTFP) Call for Projects, for the Regional Capacity Program and Regional Traffic Signal Synchronization Program.

Mr. Wheeler summarized the conversation held by the Technical Steering Committee regarding the vetting of the proposed projects.

Mr. Gomez inquired regarding two projects (Orange and Santa Ana) and wanted to clarify whether or not they were being recommended for funding as they show a negative balance on the proposed project list.

Ms. Kaur stated that the projects are being recommended for funding, the negative balance of approximately \$243,000 is expected to be made-up in the cash flow and can be adjusted in future call for projects.

There was no further discussion, the motion passed.

3. Correspondence

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

4. Committee Comments – None

5. Local Assistance Update – None

6. Staff Comments

Effective 3/16/17, William (Bill) Cameron retired and Tom Bonigut will represent the City as the Deputy Public Works Director for the City of San Clemente.



7. **Items for Future Agendas – None**
8. **Public Comments - None**
9. **Adjournment at 2:12 p.m.**



March 2017 Semi-Annual Review



April 26, 2017

To: Technical Advisory Committee
From: Orange County Transportation Authority Staff
Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2017

Overview

The Orange County Transportation Authority recently completed the 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

Approve adjustments to the Comprehensive Transportation Funding Program project allocations.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism 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 and State-Local Partnership Program (SLPP) funds. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants. As needed, OCTA staff meets with representatives from local agencies to review the status of projects and proposed changes. This process is commonly referred to as the semi-annual review. The goals of the semi-annual review process are to review project status, determine the continued viability of projects, address local agency concerns, confirm the availability of local match funds, and ensure timely closeout of all projects funded under the CTFP.

Discussion

The March 2017 semi-annual review adjustments are itemized in Attachment A and described in Attachment B. The adjustments include seventeen delays, twenty-seven timely use of funds extension requests for CTFP projects, seven timely use of funds extension requests for local fair share funds, nine scope changes, and two transfers.

OCTA staff has identified several reasons for project delays and other requested changes which include: challenges in acquisition of right-of-way; coordination required with stakeholders and other agencies; installation of utilities including traffic signal cabinet foundations and fiber optic cable; additional time needed to secure matching funds for the projects; and developing cooperative agreements with partner agencies.

Summary

The Orange County Transportation Authority has recently reviewed the status of grant-funded streets and roads projects funded through the Comprehensive Transportation Funding Programs. Staff recommends approval of the project adjustments requested by local agencies including seventeen delays, twenty-seven timely use of funds extension requests for CTFP projects, seven timely use of funds extension requests for local fair share funds, nine scope changes, and two transfers. The next semi-annual review is currently scheduled for September 2017.

Attachments

- A. Comprehensive Transportation Funding Programs – March 2017 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs – March 2017 Semi-Annual Review Adjustment Request Descriptions

Comprehensive Transportation Funding Programs (CTFP)
March 2017 Semi-Annual Review Adjustment Requests

ATTACHMENT A

Delay Requests								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay	Proposed FY
Anaheim	15-ANAH-ICE-3764	O	Ball Road and Anaheim Boulevard Intersection	C	FY 2016-17	\$ 2,886,658	24 Months	FY 2018-19
Costa Mesa	16-CMSA-ACE-3803	O	Newport Boulevard Widening (19th Street to Superior Avenue)	E	FY 2016-17	\$ 281,250	24 Months	FY 2018-19
Costa Mesa	16-CMSA-ACE-3804	O	Wilson Street Widening (College Avenue to Fairview Road)	E	FY 2016-17	\$ 281,250	24 Months	FY 2018-19
Costa Mesa	16-CMSA-TSP-3790	P	Fairview Road Signal Synchronization	I	FY 2016-17	\$ 1,629,870	24 Months	FY 2018-19
Costa Mesa	16-CMSA-TSP-3790	P	Fairview Road Signal Synchronization	O&M	FY 2017-18	\$ 65,280	24 Months	FY 2019-20
County of Orange	16-ORCO-ICE-3805	O	Oso Parkway and Antonio Parkway Intersection Improvements	C	FY 2016-17	\$ 792,669	24 Months	FY 2018-19
Irvine	14-IRVN-ICE-3716	O	Jamboree Road and Barranca Parkway Intersection Improvements	C	FY 2016-17	\$ 381,566	24 Months	FY 2018-19
La Habra	16-LHAB-ICE-3809	O	Whittier Boulevard and Hacienda Road Intersection Improvements	C	FY 2016-17	\$ 1,230,548	24 Months	FY 2018-19
La Palma	16-LPMA-ACE-3810	O	La Palma Avenue and Del Amo Boulevard over Coyote Creek Bridge - PA&ED component	E	FY 2016-17	\$ 375,000	24 Months	FY 2018-19
La Palma	16-LPMA-ACE-3810	O	La Palma Avenue and Del Amo Boulevard over Coyote Creek Bridge - PS&E component	E	FY 2018-19	\$ 600,000	24 Months	FY 2020-21
Lake Forest	16-LFOR-CBT-3830	V	Shuttle Service Between Train Station and Oakley	O&M	FY 2016-17	\$ 43,320	24 Months	FY 2018-19
OCTA	15-OCTA-TSP-3774	P	Alicia Parkway Signal Synchronization	O&M	FY 2016-17	\$ 92,800	24 Months	FY 2018-19
OCTA	15-OCTA-TSP-3783	P	Chapman Avenue Corridor Signal Synchronization	O&M	FY 2016-17	\$ 155,200	24 Months	FY 2018-19
OCTA	15-OCTA-TSP-3786	P	Westminster Avenue and 17th Street Corridor Signal Synchronization	O&M	FY 2016-17	\$ 115,200	24 Months	FY 2018-19
Santa Ana	15-SNTA-ACE-3787	O	Bristol Street Widening (Civic Center Drive to Washington Avenue)	C	FY 2016-17	\$ 2,485,597	24 Months	FY 2018-19
Santa Ana	15-SNTA-ACE-3788	O	Bristol Street Widening (Warner Avenue to Saint Andrew Place)	C	FY 2016-17	\$ 5,629,845	24 Months	FY 2018-19
Santa Ana	16-SNTA-ACE-3814	O	Warner Avenue Improvements & Widening (Main Street to Oak Street)	R	FY 2016-17	\$ 5,200,000	24 Months	FY 2018-19
Delays - Total Phase Allocations (17)						\$ 22,246,053		

FY - Fiscal Year

C - Construction

E- Engineering

I - Primary Implementation

O&M - Operations & Maintenance

R - Right of Way

Project O - Regional Capacity Program

Project P - Regional Traffic Signal Synchronization Program

Project V - Community Based Transit/Circulators

PA&ED - Project Approval and Environmental Document

PS&E - Plans, Specifications, and Estimate

Comprehensive Transportation Funding Programs (CTFP)
March 2017 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - CTFP								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension	Proposed Expenditure Deadline
Anaheim	13-ANAH-ACE-3650	O	Brookhurst Street Widening (Interstate 5 to State Route 91)	R	FY 2013-14	\$ 10,563,632	24 Months	14-May-19
Anaheim	14-ANAH-TSP-3701	P	Anaheim Boulevard Signal Synchronization	I	FY 2014-15	\$ 696,860	24 Months	2-Jun-20
Anaheim	14-ANAH-TSP-3701	P	Anaheim Boulevard Signal Synchronization	O&M	FY 2015-16	\$ 91,080	24 Months	2-Jun-20
Anaheim	14-ANAH-TSP-3705	P	Orangewood Avenue Signal Synchronization (Harbor Boulevard to Batavia Street)	I	FY 2014-15	\$ 615,520	24 Months	16-Jun-20
Anaheim	14-ANAH-TSP-3705	P	Orangewood Avenue Signal Synchronization (Harbor Boulevard to Batavia Street)	O&M	FY 2015-16	\$ 67,808	24 Months	16-Jun-20
Anaheim	15-ANAH-TSP-3765	P	La Palma Avenue Signal Synchronization (Woodland Drive to Chrisden Street)	I	FY 2015-16	\$ 2,313,922	24 Months	17-May-21
Anaheim	15-ANAH-TSP-3765	P	La Palma Avenue Signal Synchronization (Woodland Drive to Chrisden Street)	O&M	FY 2016-17	\$ 204,224	24 Months	17-May-21
County of Orange	14-ORCO-ACE-3727	O	Brea Boulevard and Brea Canyon Road Widening Improvements	E	FY 2014-15	\$ 2,308,500	24 Months	13-Jun-19
County of Orange	14-ORCO-ECP-3739	X	Wagon Wheel Creek Restoration and Stormwater Management	C	FY 2014-15	\$ 1,020,030	24 Months	25-Aug-19
OCTA	13-OCTA-TSP-3663	P	Adams Avenue Signal Synchronization (Lake Street to Fairview Road)	O&M	FY 2014-15	\$ 35,904	24 Months	20-May-19
OCTA	13-OCTA-TSP-3664	P	Antonio Parkway Signal Synchronization (Ortega Highway to Santa Margarita Parkway)	O&M	FY 2014-15	\$ 62,400	24 Months	16-Jun-19
OCTA	13-OCTA-TSP-3665	P	Bake Parkway Signal Synchronization (Irvine Center Drive to Portola Parkway)	I	FY 2013-14	\$ 496,123	24 Months	16-Jun-19
OCTA	13-OCTA-TSP-3665	P	Bake Parkway Signal Synchronization (Irvine Center Drive to Portola Parkway)	O&M	FY 2014-15	\$ 36,480	24 Months	16-Jun-19
OCTA	13-OCTA-TSP-3666	P	Kraemer Boulevard Signal Synchronization	I	FY 2013-14	\$ 2,275,120	24 Months	1-Jun-19
OCTA	13-OCTA-TSP-3666	P	Kraemer Boulevard Signal Synchronization	O&M	FY 2014-15	\$ 158,400	24 Months	1-Jun-19
OCTA	13-OCTA-TSP-3667	P	Newport Avenue and Newport Boulevard Signal Synchronization (North)	I	FY 2013-14	\$ 886,141	24 Months	23-Jun-19
OCTA	13-OCTA-TSP-3667	P	Newport Avenue and Newport Boulevard Signal Synchronization (North)	O&M	FY 2014-15	\$ 59,904	24 Months	23-Jun-19
OCTA	13-OCTA-TSP-3668	P	Newport Boulevard Signal Synchronization (South)	I	FY 2013-14	\$ 1,287,976	24 Months	30-Jun-19
OCTA	13-OCTA-TSP-3668	P	Newport Boulevard Signal Synchronization (South)	O&M	FY 2014-15	\$ 16,620	24 Months	30-Jun-19
OCTA	13-OCTA-TSP-3669	P	Jeronimo Road Signal Synchronization (Lake Forest Drive to Olympiad Road)	O&M	FY 2014-15	\$ 28,800	24 Months	20-May-19
OCTA	13-OCTA-TSP-3671	P	Trabuco Road Signal Synchronization (Paseo Sombra to Marguerite Parkway)	O&M	FY 2014-15	\$ 26,880	24 Months	11-Apr-19
OCTA	13-OCTA-TSP-3670	P	State College Boulevard Signal Synchronization (Via Burton to Garden Grove Boulevard)	I	FY 2013-14	\$ 895,979	24 Months	1-Jun-19
OCTA	13-OCTA-TSP-3670	P	State College Boulevard Signal Synchronization (Via Burton to Garden Grove Boulevard)	O&M	FY 2014-15	\$ 145,600	24 Months	1-Jun-19

Comprehensive Transportation Funding Programs (CTFP)
March 2017 Semi-Annual Review Adjustment Requests

Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension	Proposed Expenditure Deadline
Santa Ana	13-SNTA-ACE-3658	O	Warner Avenue Widening (Main Street to Oak Street)	E	FY 2013-14	\$ 323,775	24 Months	30-Apr-19
Santa Ana	14-SNTA-TSP-3710	P	Harbor Boulevard Corridor Signal Synchronization	I	FY 2014-15	\$ 1,769,520	24 Months	21-Apr-20
Santa Ana	14-SNTA-TSP-3710	P	Harbor Boulevard Corridor Signal Synchronization	O&M	FY 2015-16	\$ 82,560	24 Months	21-Apr-20
Seal Beach	13-SBCH-TSP-3673	P	Seal Beach TMC Relocation and Fiber Optic Bridge Gap	I	FY 2013-14	\$ 500,320	12 Months	14-Apr-18
CTFP Timely-Use of Funds Extensions (27) - Total Phase Allocations						\$ 26,970,078		

FY - Fiscal year

C - Construction

E - Engineering

I - Primary Implementation

O&M - Operations and Maintenance

R - Right of Way

Project O - Regional Capacity Program

Project P - Regional Traffic Signal Synchronization Program

Project X - Environmental Cleanup Program

Comprehensive Transportation Funding Programs (CTFP)
 March 2017 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension RequeSt(s) - LFS							
Agency	Project Number	Project	Project Title	Phase	Current FY	Proposed Allocation Extension	Proposed Time Extension
Aliso Viejo	N/A	Q	Several City Projects	N/A	FY 2013-14	\$ 287,940	24 Months
Aliso Viejo	N/A	Q	Several City Projects	N/A	FY 2014-15	\$ 99,083	24 Months
Santa Ana	N/A	Q	Several City Projects	N/A	FY 2013-14	\$ 710,483	24 Months
Santa Ana	N/A	Q	Several City Projects	N/A	FY 2014-15	\$ 690,832	24 Months
Stanton	N/A	Q	Several City Projects	N/A	FY 2013-14	\$ 137,701	12 Months
Stanton	N/A	Q	Several City Projects	N/A	FY 2014-15	\$ 74,989	12 Months
Yorba Linda	N/A	Q	Several City Projects	N/A	FY 2014-15	\$ 135,735	24 Months
LFS-Timely Use of Funds Extensions - Total Phase Allocations						\$ 2,136,763	

LFS - Local Fair Share

FY - Fiscal year

N/A - Not Applicable

Project Q - Local Fair Share Program

Comprehensive Transportation Funding Programs (CTFP)
March 2017 Semi-Annual Review Adjustment Requests

Scope Change Requests						
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation
County of Orange	16-ORCO-ECP-3850	X	Trash Booms Phase I	C	FY 2016-17	\$ 200,000
Fullerton	11-FULL-TSP-3550	P	Euclid Street Corridor Signal Synchronization	I	FY 2011-12	\$ 841,600
Fullerton	12-FULL-TSP-3608	P	Brea Boulevard Signal Synchronization	I	FY 2012-13	\$ 281,600
Fullerton	12-FULL-TSP-3609	P	Commonwealth Avenue Signal Synchronization	I	FY 2012-13	\$ 528,000
OCTA	13-OCTA-TSP-3671	P	Trabuco Road Signal Synchronization	I	FY 2013-14	\$ 240,091
OCTA	14-OCTA-TSP-3704	P	Bristol Street Signal Synchronization	I	FY 2014-15	\$ 1,805,900
OCTA	15-OCTA-TSP-3786	P	Westminster Avenue and 17th Street Corridor Signal Synchronization	I	FY 2015-16	\$ 2,704,902
Orange	16-ORNG-ECP-3856	X	Orangewood Avenue Bio Clean Unit Installation	C	FY 2016-17	\$ 150,000
Westminster	16-WEST-ECP-3859	X	Catch Basin Screen Installation	C	FY 2016-17	\$ 86,250
Scope Changes (9) - Total Phase Allocations						\$ 6,838,343

FY - Fiscal Year

C - Construction

I - Primary Implementation

Project P - Regional Traffic Signal Synchronization Program

Project X - Environmental Cleanup Program

Comprehensive Transportation Funding Programs (CTFP)
 March 2017 Semi-Annual Review Adjustment Requests

Transfer Requests								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation
Newport Beach	16-NBCH-CBT-3832	V	Balboa Peninsula Trolley	CAP	FY 2016-17	\$ 507,871	\$ (145,311)	\$ 362,560
Newport Beach	16-NBCH-CBT-3832	V	Balboa Peninsula Trolley	OPS	Multiple	\$ 177,583	\$ 145,311	\$ 322,894
Transfer Requests (2) - Total Phase Allocations						\$ 685,454	\$ -	\$ 685,454

FY - Fiscal Year

CAP - Capital

OPS - Operations

Project V - Community Based Transit/Circulators

Comprehensive Transportation Funding Programs
March 2017 Semi-Annual Review Adjustment Request Descriptions

Delays

Local agencies may request a one-time delay of up to 24 months to obligate funds. During this semi-annual review cycle, 17 delays have been submitted.

The City of Anaheim is requesting a 24 month delay for the construction phase of the Ball Road and Anaheim Boulevard Intersection project (15-ANAH-ICE-3764). The City is requesting the delay due to unexpected conditions that occurred during the acquisition of the right-of-way (ROW). The additional time will provide the City with the necessary time to complete the ROW phase. The City anticipates starting construction within 24 months.

The City of Costa Mesa is requesting a 24 month delay on the following four phases due to their current volume of work combined with limited staff resources:

- The engineering phase of the Newport Boulevard Widening project from 19th Street to Superior Avenue (16-CMSA-ACE-3803)
- The engineering phase of the Wilson Street Widening project from College Avenue to Fairview Road (16-CMSA-ACE-3804)
- Both the primary implementation and operations and maintenance phases of the Fairview Road Signal Synchronization project (16-CMSA-TSP-3790)

The County of Orange (County) is requesting a 24 month delay for awarding the construction contract for the Oso Parkway and Antonio Parkway Intersection Improvements project (16-ORCO-ICE-3805). The delay is requested due to anticipated complications from another project in the area, Oso Parkway Bridge Project, which is scheduled to commence in the fall of 2017. If constructed concurrently, this has the potential to cause traffic delays. The additional 24 months will allow for the completion of the Bridge Project prior to the County starting construction on this project.

The City of Irvine is requesting a 24 month delay for the construction phase of the Jamboree Road and Barranca Parkway Intersection Improvements project (14-IRVN-ICE-3716). Unforeseen delays in acquiring ROW have caused the City to be unable to meet the grant funding requirement award deadline. The delay will allow sufficient time for the City to complete ROW and award the construction phase.

The City of La Habra is requesting a 24 month delay of funds for the construction phase of the Whittier Boulevard and Hacienda Road Intersection Improvements project (16-LHAB-ICE-3809). The construction phase is set to start after the completion of the ROW phase which is not scheduled to be completed until December 2017. The additional time will allow the City additional time necessary to complete the ROW phase, finalize the construction bid documents, and award the construction contract.

The City of La Palma is requesting a 24 month delay for the contract award for both the Project Approval & Environmental Document (PA&ED) and Plans, Specifications, and

Comprehensive Transportation Funding Programs

March 2017 Semi-Annual Review Adjustment Request Descriptions

Estimate (PS&E) engineering phases of the La Palma Avenue and Del Amo Boulevard over Coyote Creek Bridge Replacement project (16-LPMA-ACE-3810). This project is a collaborated project with the City of Cerritos. The City of Cerritos previously anticipated receiving funding for their portion of the engineering phase from Los Angeles County's Measure R which did not materialize. The City of Cerritos is actively pursuing alternative funding sources for this project. The City of La Palma's PA&ED delay request will allow the City of Cerritos additional time to secure funding for their portion of the project. The PS&E phase will subsequently be delayed as final PS&E cannot start until PA&ED tasks are complete.

The City of Lake Forest is requesting a delay of 24 months for the operations phase of the Shuttle Service between Train Station and Oakley project (16-LFOR-CBT-3830). The additional time is needed in order to allow Oakley more time to promote the shuttle service and to grow interest and ridership.

The Orange County Transportation Authority (OCTA), as the administrative lead agency for the Cities of Aliso Viejo, Garden Grove, Laguna Hills, Laguna Niguel, Mission Viejo, Orange, Santa Ana, Seal Beach, Tustin, Westminster, and the County of Orange, is requesting a delay of 24 months. The additional time will enable OCTA time to complete the efforts necessary to complete the primary implementation phases. The requested delays are for the operations and maintenance phases of the following three projects:

- Alicia Parkway Signal Synchronization project (15-OCTA-TSP-3774)
- Chapman Avenue Corridor Signal Synchronization project (15-OCTA-TSP-3783)
- Westminster Avenue and 17th Street Corridor Signal Synchronization project (15-OCTA-TSP-3786)

The City of Santa is requesting a 24 month delay on the following three phases:

- The construction phases of Bristol Street Widening project from Civic Center to Washington Avenue (15-SNTA-ACE-3787) and the Bristol Street Widening project from Warner Avenue to Saint Andrew Place (15-SNTA-ACE-3788). City continues to work on ROW phase and will need additional time before construction contract can be awarded.
- The ROW phase for Warner Avenue Widening project from Main Street to Oak Street (16-SNTA-ACE-3814). Additional time is needed in order to secure additional funds. The City will begin the ROW acquisition process in fiscal year 2017-18.

Timely-Use of Funds Extensions

Once obligated, the CTFP funds expire 36 months from the contract award date. Per the CTFP Guidelines, local agencies may request extensions up to 24 months through the

Comprehensive Transportation Funding Programs

March 2017 Semi-Annual Review Adjustment Request Descriptions

semi-annual review. During this semi-annual review cycle, 27 timely-use of funds extension requests were submitted for CTFP projects.

The City of Anaheim is requesting a 24 month timely use of funds extensions for the following seven project phases:

- The ROW phase of the Brookhurst Street Improvement project from Interstate 5 to State Route 91 (13-ANAH-ACE-3650) from May 2017 to May 2019. The project requires a transfer of ROW from the City of Anaheim to the State of California (Caltrans). Caltrans requires the street improvements to be constructed before the transfer of ROW. The project is currently under construction and is anticipated to be completed in November 2017. The additional time would enable the City to complete the construction and subsequently transfer of vesting the ROW to Caltrans.
- Anaheim Boulevard Signal Synchronization project (14-ANAH-TSP-3701) for both the primary implementation and operations and maintenance phase from June 2018 to June 2020. The contractor has been experiencing longer than expected delays for procuring and integrating specialized performance measure equipment.
- Orangewood Avenue Signal Synchronization project (14-ANAH-TSP-3705) for both the primary implementation and operations and maintenance phase from June 2018 to June 2020. The contractor has been experiencing longer than expected delays for installing traffic signal cabinet foundations and integrating wireless communications equipment.
- La Palma Avenue Signal Synchronization project (15-ANAH-TSP-3765) for both the primary implementation and operations and maintenance phase from May 2019 to May 2021. The contractor has been experiencing longer than expected delays for procuring armored fiber optic cable.

The County of Orange (County) is requesting a 24 month timely use of funds extension for the Brea Boulevard and Brea Canyon Road Widening Improvements project (14-ORCO-ACE-3727) from June 2017 to June 2019. The engineering phase commenced shortly after grant award and a preferred alignment has been studied and selected. Preliminary engineering studies and findings identified several environmental and ROW factors that have major impacts to the design, environmental, drainage, ROW, utilities and construction cost aspects of the project. The additional time will enable the County to complete investigations and studies needed to complete the design phase.

Orange County Parks, on behalf of the County of Orange, is requesting a 24 month funds extension for the Wagon Wheel Creek Restoration and Stormwater Management project (14-ORCO-ECP-3739) from August 2017 to August 2019. The project schedule has been lengthened due to delays in the procurement and regulatory permit processes. Several rain delays and forthcoming rain events have also impacted the construction schedule. A

Comprehensive Transportation Funding Programs

March 2017 Semi-Annual Review Adjustment Request Descriptions

time extension is needed to ensure the construction, plant maintenance, and all the construction close-out items are completed before the grant funds expires.

OCTA, as the administrative lead agency for the Cities of Anaheim, Brea, Costa Mesa, County of Orange, Huntington Beach, Lake Forest, Mission Viejo, Newport Beach, Orange, Placentia, Rancho Santa Margarita, Santa Ana, and Tustin, is requesting a 24 month timely use of funds extension for the following projects:

- Adams Avenue Signal Synchronization project (13-OCTA-TSP-3663) and Antonio Parkway Signal Synchronization project (13-OCTA-TSP-3664) for the operations and maintenance phases from May 2017 to May 2019 and June 2017 to June 2019 respectively. Delays were caused due to the coordination with Caltrans in sharing of communications facilities. A separate cooperative agreement between the agencies and Caltrans needs to be executed before work can be started or finished.
- Bake Parkway Signal Synchronization project (13-OCTA-TSP-3665) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Delays were caused due to unforeseen circumstances faced during the construction phase, which delays the schedule for both phases.
- Kraemer Boulevard Signal Synchronization project (13-OCTA-TSP-3666) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Additional time was needed for negotiations with Caltrans for an encroachment permit in order to install required communications equipment that transects their ROW. Other utility and agency issues also contributed to the delay in construction.
- Newport Avenue and Newport Boulevard Signal Synchronization (North) project (13-OCTA-TSP-3667) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Additional time is needed due to delays caused by the necessary coordination with Caltrans to utilize their facilities to bring communication back to the County of Orange's Traffic Management Center (TMC).
- Newport Boulevard Signal Synchronization (South) project (13-OCTA-TSP-3668) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Delays were caused by required coordination with Caltrans to enter into a Cooperative Agreement to install equipment in their ROW.
- Jeronimo Road Signal Synchronization project (13-OCTA-TSP-3669) and Trabuco Road Signal Synchronization project (13-OCTA-TSP-3671) for the operations and maintenance phases from April 2017 to April 2019 and May 2017 to May 2019 respectively. The additional time is needed to execute cooperative agreements with the participating agencies.

Comprehensive Transportation Funding Programs
March 2017 Semi-Annual Review Adjustment Request Descriptions

- State College Boulevard Signal Synchronization project (13-OCTA-TSP-3670) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. The additional time is needed due to delays caused by faulty equipment that had to be repaired.

The City of Santa Ana is requesting a 24 month timely use of funds extension for three phases:

- The engineering phase of the Warner Avenue Widening project from Main Street to Oak Street (13 -SNTA-ACE-3658) from April 2017 to April 2019. The additional time will provide the City the opportunity to modify the final plans addressing the changes during the latest coordination with OCTA.
- The Harbor Boulevard Corridor Signal Synchronization project (14-SNTA-TSP-3710) for both primary implementation and operations and maintenance phases from April 2018 to April 2020. A major construction delay was encountered in Costa Mesa where the contractor discovered a long segment of damaged conduit that was intended to be used for the installation of new fiber optic cable. The contractor has determined that the conduit needs to be repaired or replaced.

The City of Seal Beach is requesting a 12-month timely use of funds extension for the primary implementation phase of TMC Relocation and Fiber Optic Bridge Gap project (13-SBCH-TSP-3673) from April 2017 to April 2018. Additional time is necessary to resolve outstanding issues with the contractor.

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

The City of Aliso Viejo received \$583,666 of LFS funds in Fiscal Year (FY) 2013-14 and \$619,100 in FY 2014-15. The City is requesting a one-time 24 month timely-use of funds extension of \$287,940 of LFS funds remaining from FY 2013-14 and \$99,083 remaining from FY 2014-15. The total funds being considered for extension, \$387,023, were disbursed in four separate installments: \$96,009 disbursed on March 11, 2014 and must be expended by March 11, 2019; \$89,898 disbursed on May 15, 2014 and must be expended by May 15, 2019; \$102,033 disbursed on June 30, 2014 and must be expended by June 30, 2019; and \$99,083 disbursed on September 9, 2014 and must be expended by September 9, 2019. The extension will provide the City the ability to expend the funds on specific projects beyond the initial expenditures deadline.

The City of Santa Ana received \$4,064,201 of LFS funds in FY 2013-14 and \$4,307,484 in FY 2014-15. The City is requesting a one-time 24 month timely-use of funds extension of \$710,483 of LFS funds remaining from FY 2013-14 and \$690,832 from FY 2014-15. The total funds being considered for extension, \$1,401,315, were disbursed in two separate installments: \$710,483 disbursed on June 30, 2014 and must be expended by June 30, 2019; and \$690,832 disbursed on September 9, 2014 and must be expended by September 9, 2019. The extension will provide the city the ability to complete project phases and pay invoices beyond the initial expenditure deadlines.

Comprehensive Transportation Funding Programs

March 2017 Semi-Annual Review Adjustment Request Descriptions

The City of Stanton received \$463,286 of LFS funds in FY 2013-14 and \$466,536 in FY 2014-15. The City is requesting a one-time 24 month timely-use of funds extension of \$134,597 of LFS funds plus \$3,104 of interest earned on LFS funds remaining from FY 2013-14 and \$74,989 from FY 2014-15. The funds were disbursed in four separate installments: \$53,608 of the unspent balance disbursed on May 15, 2014 and must be expended by May 15, 2019; \$80,989 disbursed on June 30, 2014 and the LFS funds plus the \$3,104 interest earned must be expended by June 30, 2019; \$74,989 disbursed on September 9, 2014 and must be expended by September 9, 2019. The extension will provide the city the ability to expend the funds on specific projects beyond the initial expenditures deadline.

The City of Yorba Linda received \$933,270 of LFS funds in FY 2014-15 and is requesting a one-time 24 month timely-use of funds extension of \$135,735. The funds were disbursed in one installment: \$135,735 of the unspent balance disbursed on September 9, 2014 and must be expended by September 9, 2019. The extension will provide the city the ability to expend the funds on specific projects beyond the initial expenditures deadline.

Scope Change

The County of Orange is requesting a scope adjustment to amend the quantities and locations for the Trash Booms Phase I project (16-ORCO-ECP-3850). The County originally proposed six new locations and five re-install locations for Trash. However, three of these proposed new locations are situated in earthen unimproved trapezoidal flood control channels that may undergo major improvements within the next two to five years. Therefore, the installation in these locations will be deferred. Additionally three re-install locations have been identified for a total of eight booms to be reinstalled and three new locations.

The City of Fullerton, acting as administrative lead agency for Caltrans and the Cities of La Habra, Anaheim, Garden Grove, Santa Ana and Fountain Valley, is requesting a scope change for the primary implementation phase of the Euclid Street Corridor Signal Synchronization project (11-FULL-TSP-3550). The scope changes include three main categories. First, reconfiguration of the proposed communications network to utilize existing hardwire interconnect or unappropriated fiber-optic cables along the project corridor to supplement the proposed fiber-optic cable installation. Prior to being connected, fiber identification and integrity testing procedures were conducted on the repurposed cables. No additional funding is requested since the cost to conduct the fiber integrity testing and re-pull the existing cables is offset by the savings in the fiber cable acquisition cost. Additionally, utilization of controller equipment/software upgrades in lieu of complete equipment change outs for relatively newer traffic signal controllers throughout the project corridor. Lastly, an additional wireless radio installation in the City of Fullerton. During the design phase, it was identified that an additional radio would enhance the stability of the communication path to the Fullerton TMC.

Comprehensive Transportation Funding Programs

March 2017 Semi-Annual Review Adjustment Request Descriptions

The City of Fullerton, acting as administrative lead agency for Caltrans and the Cities of Brea, and Buena Park, is requesting a scope change for the primary implementation phases of the Brea Boulevard Corridor Signal Synchronization (12-FULL-TSP-3608) and Commonwealth Avenue Corridor Signal Synchronization (12-FULL-TSP-3609) projects. The scope change covers the installation of a closed circuit television camera at Brea Boulevard and Harbor Boulevard in the City of Fullerton and at Commonwealth Avenue and Dale Street in the City of Buena Park. The installation will benefit the overall intent of the project as it will provide incident detection and verification at this busy intersection.

OCTA, as the Administrative Lead Agency for the Cities of Lake Forest and Mission Viejo requests a change in scope of work on the Trabuco Road Signal Synchronization project (13-OCTA-TSP-3671). This request is the result of cost savings from intersection improvements. The original application included the installation of a Type 3 service cabinet and pedestrian signals at 8 locations. However, the Type 3 Service cabinet at Trabuco Road and Los Alisos Boulevard will be provided as part of another project. Also during field investigation, it was discovered that pedestrian signals were already installed as part of another project. Consequently, both the Type 3 cabinet and pedestrian signals are not needed on this project. OCTA is requesting to use these cost savings towards additional unforeseen Southern California Edison (SCE) fees. Additionally, SCE is requiring the depth of these new conduits to be a minimum of 5 feet below grade. This requires extensive additional labor and materials cost for deep trenching and required safety shoring which was unanticipated during the application.

OCTA, as Administrative Lead Agency for the Cities of Costa Mesa, Newport Beach, and Santa Ana, is requesting a change in scope of work on the Bristol Street Signal Synchronization project (14-OCTA-TSP-3704). New design requirements placed on the project by SCE required modification to original plans which resulted in additional conduit and cabling installed, as well as additional labor charges incurred. Also, during the construction design phase, newer controllers from Econolite needed to be factored into the project.

OCTA, as the Administrative Lead Agency for the Cities of Santa Ana, Garden Grove, Seal Beach, Tustin, Westminster, and the County of Orange is requesting a scope change for the Westminster Avenue and 17th Street Corridor Signal Synchronization project (15-OCTA-TSP-3786). This request is the result of a recent commitment from Caltrans to participate in the project. Adding Caltrans to the project will facilitate continuous flow along the length of the corridor instead of having to stop at every freeway interchange. In addition, the City of Tustin is requesting to add conduit. The original application requested the installation of single mode fiber optic cable in existing conduit. However, during field review, it was discovered that the conduit does not exist, so new conduit and pull boxes must be installed along with the new cable.

The City of Orange is requesting a scope change for the Orangewood Avenue Bio Clean Unit Installation project (16-ORNG-ECP-3856). The City is requesting this modification in order to keep the project within the available budget. Bids were opened on 11/26/17 with the low bid being \$313,400 which is significantly higher than the budgeted amount. The

Comprehensive Transportation Funding Programs
March 2017 Semi-Annual Review Adjustment Request Descriptions

main reason for the project being over budget was the need to design a bypass with two large manholes since the BioClean unit could not be installed in line with the large 78" storm drain. This created a financial hardship for the City resulted in a rejection on all bids. Subsequent to rejecting the bids, a 48" storm drain was located on Glassell St just north of the Collins Channel. This channel receives storm water from a predominantly industrial area and is an excellent candidate for the BioClean unit installation.

The City of Westminster is requesting a scope adjustment for the Catch Basin Screen Installation project (16-WEST-ECP-3859). Proposed catch basin screen installation locations approved in the application package, serves a residential neighborhood that had sustained severe flooding during the storm event of January/February 2017. Due to concerns for the safety of this neighborhood, City is requesting the removal of screen installation from these catch basins.

Transfers

The City of Newport Beach is requesting to transfer future cost savings for the Balboa Peninsula Trolley project (16-NBCH-CBT-3832). The City requests lowering the capital allocation of \$507,871 to \$362,560 and distributing those funds across the seven years and requests transferring the capital savings (\$145,311) to the operations allocation and distribute across seven years.



Active Transportation Program Updates

Handout to be provided



Environmental Mitigation Program



Environmental Mitigation Program
 Technical Advisory Committee
 April 26, 2017





Measure M2 (M2) Environmental Mitigation Program Overview

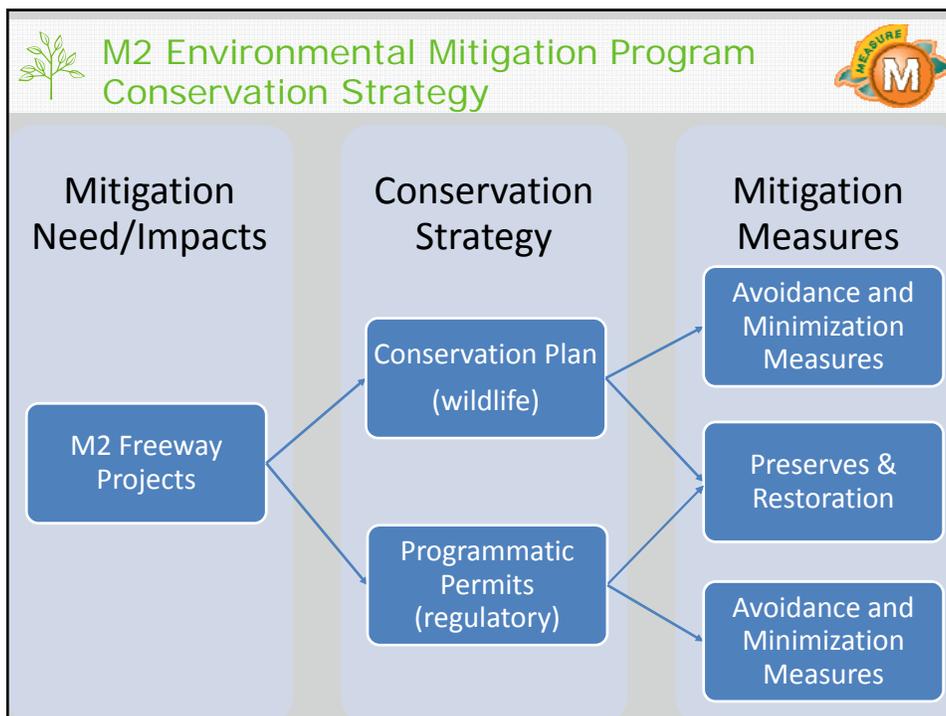


- M2-approved - November 2006
- Innovative Freeway Environmental Mitigation Program
 - Off-sets impacts to animal and plant species for 13 M2 freeway projects
 - Through the purchase of open space lands and habitat restoration
- Approximately 5% of the M2 freeway program revenue



 **Environmental Mitigation Program Components** 

- Streamlined permitting through partnerships with:
 - California Department of Transportation
 - state and federal wildlife agencies
 - state and federal regulatory agencies
- Completed Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan)
- Environmental Document
- Programmatic Clean Water Act Permits



Covered Species



BIRDS				
COMMON NAME	Cactus wren	Coastal California gnatcatcher	Least Bell's vireo	Southwestern willow flycatcher
REPTILES				
COMMON NAME	Coast horned lizard	Orange-throated whiptail	Western pond turtle	
PLANTS				
COMMON NAME	Intermediate matiposa lily	Many-stemmed dudleya	Southern tarplant	
MAMMALS				
COMMON NAME	Bobcat	Mountain lion		
FISH				
COMMON NAME	Arroyo chub			

Preserves



MacPherson

Aliso Canyon





 Preserves 

Saddle Creek South **Ferber Ranch**



 Preserves Wildlife – Mountain Lion 



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2017 Docent Led Hikes



Upcoming Docent Led Hikes

Saturday, June 24

O'Neill Oaks Preserve – Trabuco Canyon

Saturday, Aug. 19

Ferber Ranch – Trabuco Canyon

Saturday, Oct. 14

O'Neill Oaks Preserve – Trabuco Canyon

Saturday, Nov. 11

Ferber Ranch Preserve – Trabuco Canyon

Contact: Marissa Espino

OCTA Community Relations Officer

(714) 560-5607/mespino@octa.net



CALTRANS Design Flexibility

Design Flexibility

- ❖ Kate White, CalSTA
- ❖ Scott Sauer, Caltrans Transportation Planning
- ❖ Janice Benton, Caltrans Design
- ❖ Deborah Cumba, Caltrans Legal



OCTA TAC
Orange, California
April 26, 2017



1

Policy Backdrop for Design Flexibility

- ❖ Gov. Jerry Brown Elected in 2010
- ❖ 2011– 1st year of new administration:
 - Broad assessment of Executive Branch
- ❖ Governor's Reorganization Plan No. 2 of 2012
 - Improve management and coordination of Executive Branch

Effective July 1, 2013 ▶ California State Transportation Agency (CalSTA)

2

State Smart Transportation Initiative – Caltrans Assessment



- Management
- Operations
- Communication
- Performance
- Accountability

3

Caltrans New Mission

Prior:

- “Caltrans improves **mobility** across California.”

September 2014:

- “Provide a **safe, sustainable, integrated and efficient** transportation system to enhance California's economy and **livability.**”

4

New Strategic Management Plan



Goals:

1. Safety and Health
2. Stewardship and Efficiency
3. Sustainability, Livability and Economy
4. System Performance
5. Organizational Excellence

5

Caltrans Improvement Project Action Plan

❖ Program Review:

- Increased delegation authority
- Increased design efficiencies

❖ SSTI:

- Update design manuals and guidance to implement strategic plan
- Give designers option of using NACTO guidance
- Rethink its approach to facilities in metro areas
- Build more flexibility into its processes
- Revisit legal guidance on the risk of innovative design and practices

6

NACTO Endorsement



Urban
NACTO Street
Design
Guide



7

Complete Transportation Framework

Scott Sauer
Chief, Office of Multimodal System Planning
Division of Transportation Planning

8

Challenges

❖ Existing silos

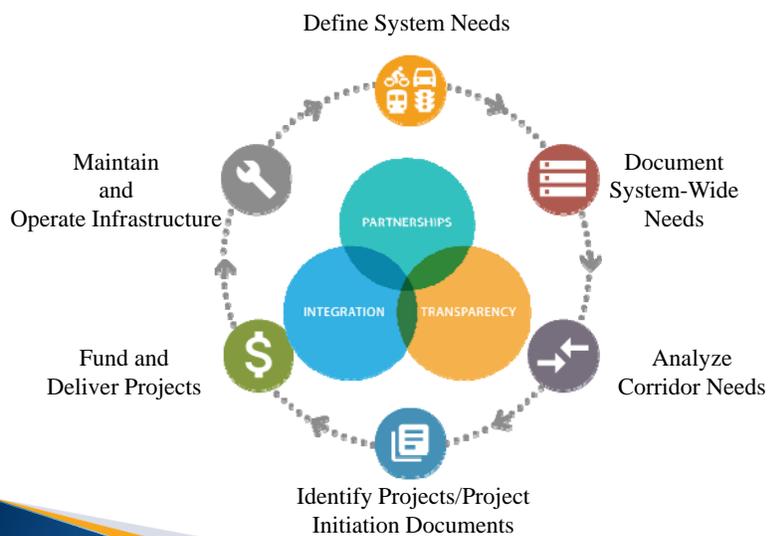
- Lack of program communication and coordination
- Lack of data & data sharing across divisions and programs
- Single asset projects
 - Multiple construction impacts to SHS users
 - Higher support costs and significant change orders in COS
 - Impacts to other assets

❖ Transportation Planning

- Lack of internal & external coordination and collaboration
- Lack of influence in programming decision making
- Lack of accurate and timely data
- Lack of multimodal analysis & needs

9

Complete Transportation Framework



10



Defining System Needs

Local/Regional	Asset Management	Multi-Modal Transportation	Environmental
<ul style="list-style-type: none">• General/Specific Plans• Main Street/Community Plans• Bike/Ped Plans• Transit Plans• Regional Transportation Plans	<ul style="list-style-type: none">• Collision Reduction• Mandates (e.g. ADA)• Mobility (e.g. ITS)• Bridge• Roadway• Roadside• Zero Emission Charging	<ul style="list-style-type: none">• Active Transportation• Freight Planning• Transit Connectivity• Resiliency and Climate Change• Transportation Operations	<ul style="list-style-type: none">• Wildlife Connectivity• Fish Passage• Resiliency and Climate Change

11



Document System Wide Needs

- ❖ Centralized Data Base
 - Develop centralized geospatially enabled database that includes Caltrans, local, and regional needs; asset conditions; and system conditions.

12



Analyze Corridor Needs

- ❖ Multi-disciplinary approach
- ❖ Corridor Analysis
 - Move beyond the TCR and leverage latest GIS technology
 - Define goals, objectives and performance measures for all routes/corridors (with initial focus on priority routes)
- ❖ Asset Specific Analysis
 - Physical Asset Needs
 - System Deficiencies

13



Identify Projects

- ❖ Identify Projects
 - Multi-disciplinary process that defines the complete project—what is in scope and what is not in scope and why.
 - Multi-objective project selection and prioritization
 - Applying performance criteria
 - Develop integrated and multi-objective PIDs

14



Fund and Deliver Projects



❖ Programming

- Projects adopted by the California Transportation Commission
- Confirm Deliverability
- Project Level Accountability
 - Performance measures and outputs
 - Scope, cost, and schedule

❖ Project Delivery

- Project Approval and Environmental Document
- Plans, Specifications, and Estimates
- Acquire Right-of-Way and Obtain Approval Permits
- Construct Project
- Project Closeout

15



Maintain and Operate Infrastructure

❖ Maintenance and Operations

❖ Monitor Performance

- Performance Measures
- Multidisciplinary Effort to Monitor Corridors
- Commitment Record

16

Priority Initiatives

- ❖ System Planning Revision
- ❖ Project Nomination Process
- ❖ Centralized Database

17

Complete Streets Integration



18

Complete Streets Integration

Complete Streets Elements Toolbox

- Tools to assist with integrating Complete Streets Elements in Caltrans projects
- For Complete Streets Elements in SHOPP PIDs and SHOPP Tool:
 - Planning Concepts
 - Definitions
 - General Design Guidance
 - District and Local Examples
 - Quantification instructions for Complete Streets Inventory



21

Complete Streets Integration

- 2018 SHOPP PIDs **are expected** to incorporate Complete Streets and Climate Change elements
- 2020 SHOPP PIDs **must** include Complete Streets and Climate Change elements or document why they are not included

SR-16, Capay



All SHOPP PIDs are evaluated for:

- ✓ Complete Streets Elements in appropriate Context
- ✓ Correct quantification in SHOPP Tool

22

State Bicycle + Pedestrian Plan

Toward an Active California

Chapter 5 – Implementation Actions



» 5 Implementation

M2: Multimodal Access
Integrate bicycle and pedestrian needs in transit, freight transportation systems and

Action

- M2.1 Incorporate first mile/last mile planning for bicycle/pedestrian access needs for all intercity/high speed rail and transit systems.
- M2.2 Identify bicycle parking needs at transit, rail and park and ride services and define appropriate bicycle accommodation policies
- M2.3 Explore development of a state-wide bike share system that reaches the maximum number of Californians
- M2.4 Provide seamless integration of bike share and public transit fare systems on a regional or statewide scale

Application of Design Decisions

Janice Benton
Deputy Division Chief
Division of Design

What is Design Flexibility?

- It's a process based on common sense
- It applies reasonable engineering judgment
- It incorporates context sensitive solutions, Complete Streets, and other flexible design concepts developed from design innovations to provide solutions to transportation needs.
- It's not a new way of doing things

25

Why Flexibility in Design is Needed

- ❖ No two situations are alike
- ❖ One size does not fit all
- ❖ Transportation world is evolving:
 - Rarely do we build on new alignments
 - Squeezing more into existing corridors
 - No longer are we vehicle centric >>> *Multimodal, Sustainable, Integrated*
- ❖ Encourage innovative designs

26

Changing Culture: From “Design Exceptions” to “Design Decisions”

- What is the **purpose/need** for the project?
- What is the **context** of the project? Place/facility type/function
- What is the **future** for this route?
- What are the **stakeholder issues/concerns**?
- Are there any **identified (data driven) safety issues**?
- What is the **value added** for the added cost?
- What are the **risks** and how do we mitigate them?
- Does it put us in a **better situation** than we are today?

❖ **DOCUMENTATION IS OUR FRIEND!**

27

Desired Outcomes

- **Maintain the safety, integrity and sustainability of our facilities**
- **Ensure standards, guidance and training are truly flexible and applicable to varying conditions**
- **Local partners and stakeholders are in concert with Department goals and strategies**
- **Maximize the value of our investments**
- **Eliminating the culture of fear surrounding flexible design**
- **Maintain design immunity**

28

Case Studies

District 12 – Jamboree & I-405

Before



After



District 11 – SR 56 Blank-out No-Turn-on-Red Sign



A cyclist from a bikeway, approaching an intersection with a local road and freeway ramps presses the crossing button and rides through on the lit pedestrian signal. Simultaneously, a no-right-turn-on-red arrow alerts drivers to wait for a green light.

31

District 11 – SR 56 Blank-out No-Turn-on-Red Sign



Close up of no-right-turn-on-red signal alerting the driver to wait for a green light.

32

District 7 – SR 19 Temple City

Before



After



33

District 2 – Downtown Redding Rightsizing

Before



After



34

District 5 – SR 227, San Luis Obispo Roadway Reconfiguration

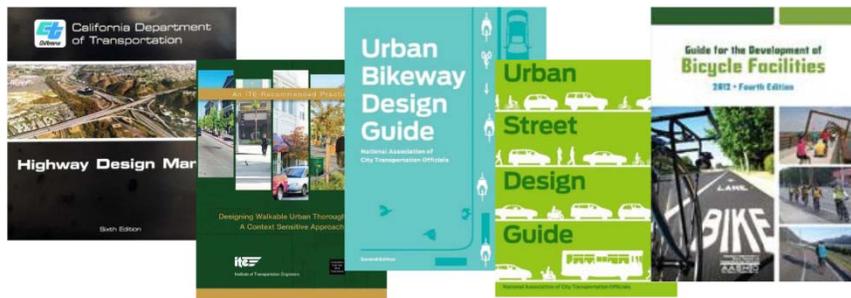
Before



After



Bike & Pedestrian Design Guidance



Legal

Deborah Cumba
Deputy Attorney
San Diego Legal Division

37



Caltrans' Use of Flexible Design Criteria and Tort Liability



❖ This presentation is not intended to provide legal advice. The presentation is only a demonstration of Caltrans' current approach. Factual differences in the approval process, the use of previously approved standards, and other factors will lead to differing outcomes and solutions. Thus, the information conveyed in the presentation cannot be applied to any particular matter. Attendees should seek the advice of their attorneys for any specific questions they may have.

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DESIGN IMMUNITY

- ❖ Government Code section 830.6 elements
 - The design feature must have caused the injury alleged
 - The design was approved prior to construction by someone with the authority to do so and the feature was built in accordance with the design
 - The design was reasonable

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Caltrans' Approach to Liability Concerns Raised by Flexible Design

- ❖ There should be no concerns provided:
 - Design decision is logical and well thought out
 - Reasonable engineering judgment was applied
 - The design decision was fully documented

40

Caltrans' View of Liability for "Variations" from Existing Design Standards

- ❖ Should not lead to increased liability provided the engineer in charge:
 - Uses reasonable engineering judgment creating "variation"
 - Documents decision for the "variation" by, e.g.:
 - Showing "variation" previously used in similar, well-defined situations (e.g., cycle tracks, 11-foot lanes, roundabouts)
 - Analyzing why use of "variation" suitable in particular instance
 - Supporting decision by reference to other guidance (e.g., NACTO, Green Book, etc.)

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Reasonable Engineering Judgment and Liability

- ❖ Guidelines affecting use of engineering judgment can affect liability
 - Where conditions are inherently variable, designs based on engineering judgment should **not** increase liability
- ❖ What is reasonable under the circumstances?

Document! – Document! – Document!

42

Safety and Other Design Considerations

- ❖ Where design flexibility varies from accepted standards or guidelines, exposure to liability may be reduced if:
 - the engineer who designs/approves the project proactively documents their engineering design decision
 - mitigates by other special design features (e.g., reduced speed limits, warning signs, traffic calming measures, etc.)

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Caltrans' Challenges

- ❖ Getting the appropriate documentation supporting design decisions, particularly for innovative designs:
 - Design-Build
 - Local Entity Designs on state highway system
 - Consultant Design Engineers

44

"We need to stop building transportation through communities and begin building communities through transportation."

– SSTI advisors



<http://toolkit.valleyblueprint.org/tool/complete-streets>