



AGENDA

Technical Advisory Committee

Committee Members

Shaun 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
Nardy Khan	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, <i>Vice Chair</i>	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, <i>Chair</i>	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
Marwan Youssef	City of Westminster
Michael Wolfe	City of Yorba Linda

Orange County Transportation Authority
550 South Main Street, Room 09
Orange, California
October 25, 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

Self-Introductions

Consent Calendar

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 Minutes

Approval of the Technical Advisory Committee regular meeting minutes of June 28, 2017

Regular Items

2. September 2017 Semi-Annual Review – Christina Moore

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 Programs projects and Local Fair Share funds.

3. 2018 Technical Steering Committee Membership – Kurt Brotcke

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on many local streets and roads related items and relies on the Technical Steering Committee to provide guidance on major technical issues. Technical Steering Committee members serve two-year terms, with the exception of one-year terms for the chairman and vice-chairman. This year, five positions are open for consideration. Presented is the 2018 roster for review and approval.

Recommendation

Approve the proposed 2018 Technical Steering Committee membership roster.

Discussion Items

4. Measure M2 Streets and Roads Signs – Tamara Warren

5. Long Range Transportation Plan Updates – Gregory Nord

6. Draft Revisions to the 2017-18 State and Federal Legislative Platforms – Dustin Sifford



7. SB-1 Updates – Louis Zhao

8. Correspondence

OCTA Board Items of Interest

- **Monday, July 10, 2017**

- Item 6: OCTA State and Federal Grant Programs – Update and Recommendations*

- Item 8: Capital Programming Update*

- Item 9: Overview of SB-1 – The Road Repair and Accountability Act of 2017*

- **Monday, August 14, 2017**

- Item 6: Guidance for Administration of the Orange County Master Plan of Arterial Highways Related to Complete Streets*

- Item 7: 2018 State Transportation Improvement Program Overview*

- Item 8: Approval of Use of Federal Funds for Orange County Transportation Authority Projects Related to the Federal Fiscal Year 2017-18 Obligation Authority Plan*

- Item 20: Measure M2 Comprehensive Transportation Funding Programs – 2018 Annual Call for Projects*

- Item 21: Measure M2 Environmental Cleanup Program – 2017 Tier 1 Water Quality Grant Funding Allocations*

- **Monday, August 28, 2017**

- Item 13: Managed Lanes Workshop*

- **Monday, September 11, 2017**

- Item 8: Measure M2 Performance Assessment Report Update*

- Item 9: Measure M2 Quarterly Progress Report for the Period of April 2017 through June 2017*

- Item 10: Cooperative Agreements for Regional Traffic Signal Synchronization Program Projects*

- Item 12: 2018 State Transportation Improvement Program*

- **Monday, September 25, 2017**

- Item 18: Consideration of Measure M Identity Enhancements*

- **Monday, October 9, 2017**

- Item 6: 2018 Long-Range Transportation Plan – Proposed Scenarios*

- Item 7: SB 1 (Chapter 5, Statutes of 2017) Competitive Programs*

Announcements by Email

- Southern California Local Assistance Management Meeting, *sent 6/11/17*
 - SB-1 Local Streets and Roads Funding Program – Draft Reporting Guidelines, *sent 7/3/17*
 - July 2017 Technical Steering and Technical Advisory Committee Meeting Cancellation Notice, *sent 7/3/17*
 - SB-1 Draft Guidelines Webinar Announcement, *sent 7/10/17*
-



- Workshop – Local Streets and Roads Program – July 18, 2017 in Sacramento, *sent 7/13/17*
- SCAG Update: New Funding Opportunity, *sent 7/14/17*
- Survey – MPAH Complete Streets Assessment, *sent 7/19/17*
- Emergency Relief Training, *sent 7/24/17*
- SB-1 Rebuilding CA Website and Logo, *sent 7/26/17*
- Updated Local Streets and Roads Funding Draft Reporting Guidelines, *sent 7/27/17*
- CSAC/League SB-1 LSR Webinar, *sent 7/28/17*
- September 2017 Semi-Annual Review Now Open, *sent 8/1/17*
- August 9, 2017 Technical Steering Committee Meeting Cancellation Notice, *sent 8/1/17*
- Emergency Relief Training, *sent 8/2/17*
- Emergency Relief Training – Location Change, *sent 8/7/17*
- 2017 Local Streets and Roads Funding Annual Reporting Guidelines, *sent 8/8/17*
- Caltrans Division of Local Assistance: A&E 2 Hour Training, *sent 8/9/17*
- 2018 CTFP Call for Projects - NOW OPEN, *sent 8/14/17*
- August 23, 2017 Technical Advisory Committee - Cancellation NOTICE, *sent 8/15/17*
- Request for Letters of Intent for the 2018 Technical Steering Committee Membership, *sent 8/15/17*
- September 2017 Semi-Annual Review Reminder, *sent 8/21/17*
- Caltrans D12 Local Assistance: Upcoming SCLAMM Updates, Flyer, and Agenda, *sent 8/21/17*
- Measure M2 Local Fair Share Program FY 2017-18 through FY 2023-24 Projections, *sent 8/31/17*
- 2018 CTFP Call for Projects – Priority Corridor Information, *sent 8/31/17*
- September 13, 2017 Technical Steering Committee Meeting Cancellation Notice, *sent 9/5/17*
- Caltrans D12 Local Assistance: SCLAMM Flyer, Map, and Agenda Distribution, *sent 9/7/17*
- Final Reminder: September 2017 Semi-Annual Review Deadline Approaching, *sent 9/7/17*
- SB1 LSR Funds: Local Streets and Roads Proposed Project List Template, *sent 9/12/17*
- 2019 Federal Transportation Improvement Program Workshop, *sent 9/13/17*
- SB 1 Sustainable Communities and Adaptation Planning Grant Guides and Call for Applications, *sent 9/18/17*
- September 27, 2017 Technical Advisory Committee Meeting Cancellation Notice, *sent 9/18/17*
- REMINDER: 2018 CTFP Call for Projects - NOW OPEN, *sent 9/20/17*
- SAVE THE DATE: Pavement Distress Training, *sent 9/26/17*
- REMINDER: 2019 Federal Transportation Improvement Program Workshop, *sent 9/27/17*
- October 11, 2017 Technical Steering Committee Meeting Cancellation Notice, *sent 10/3/17*
- Release of Draft 2017 Congestion Management Program Report, *sent 10/10/17*

9. Committee Comments

10. Local Assistance Update



11. Staff Comments

- **Bus Stop Maintenance** – Andrea West

12. Items for Future Agendas

13. Public Comments

14. Adjournment

The next regularly scheduled meeting of this Committee is Wednesday, November 22, 2017 at 1:30 p.m.



AGENDA

Technical Advisory Committee

Item #1

June 28, 2017 Technical Advisory Committee Minutes



MINUTES

Technical Advisory Committee

Voting Representatives Present:

Shaun Pelletier	City of Aliso Viejo
Rudy Emami	City of Anaheim
Tony Olmos	City of Brea
Raja Sethuraman	City of Costa Mesa
Nardy Khan	County of Orange
Kamran Dadbeh	City of Cypress
Matt Sinacori	City of Dana Point
Temo Galvez	City of Fountain Valley
Don Hoppe	City of Fullerton
Tom Herbel	City of Huntington Beach
Manuel Gomez	City of Irvine
Chis Johansen	City of La Habra
Christina Templeton	City of Laguna Beach
Ken Rosenfield	City of Laguna Hills
Nasser Abbaszadeh	City of Laguna Niguel
Tom Wheeler	City of Lake Forest
Akram Hindiyeh	City of Laguna Woods
Mark Vukojevic	City of Newport Beach
Frank Sun	City of Orange
E. Maximus	City of Rancho Santa Margarita
Tom Frank	City of San Clemente
Steve May	City of San Juan Capistrano
Doug Stack	City of Tustin
Akram Hindiyeh	City of Villa Park
Marwan Youssef	City of Westminster
Rick Yee	City of Yorba Linda

Voting Representatives Absent:

David Jacobs	City of Buena Park
William (Bill) Murray	City of Garden Grove
Michael Belknap	City of La Palma
Dave Hunt	City of Los Alamitos
Mark Chagnon	City of Mission Viejo
Luis Estevez	City of Placentia
William Galvez	City of Santa Ana
Steve Myrter	City of Seal Beach
Stephanie Camorlinga	City of Stanton

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

June 28, 2017 1:30 PM

Guests Present:

Juanita Martinez, NCE
Charlene Pulman, NCE
Kenny Chao, DKS
Sam Morrissey, ITERIS

Staff Present:

Kia Mortazavi
Kurt Brotcke
Sam Kaur
Brianna Martinez
Ron Keith
Jaymal Patel
Dustin Sifford
Andrea West
Carolyn Mamaradlo
Joseph Alcock



Meeting was called to order by Mr. Tom Wheeler at 1:31 p.m.

Self-Introductions

CONSENT CALENDAR

- 1. Minutes for the April 26, 2017 meeting**
- 2. Revised Traffic Calming Policy – Carolyn Mamaradlo/Joseph Alcock**

Mr. Gomez motioned to approve, Mr. May seconded. The motion to approve all Consent Calendar items passed.

REGULAR ITEMS

- 3. 2018 CTFP Guidelines & Call For Projects– Sam Kaur**

Ms. Kaur introduced the CTFP Guidelines and stated that modifications to the guidelines were made and presented for review and approval at this meeting.

Ms. Kaur gave a high-level overview of the Comprehensive Transportation Funding Program Guidelines and reviewed the proposed changes.

Ms. Kaur and Mr. Brotcke answered the questions of the committee members in a short Q&A session.

Mr. Lewis motioned to approve, Mr. Rosenfield seconded. Mr. Yukojevic denied the motion. The motion to approve the proposed changes to the CTFP Guidelines and open the 2018 Call for Projects passed.

DISCUSSION ITEMS

- 4. SB-1 Road Repair & Accountability Act – Louis Zhao**

Mr. Zhao provided an overview of SB-1 as it pertains to the Local Streets and Roads program.

The presentation was followed by a Q&A session in which Mr. Zhao answered the questions of the committee members.

There was no further discussion. The item was received and filed.

- 5. Connected Vehicles and Public Infrastructure – Kurt Brotcke/Sam Morrissey, Iteris**

Mr. Brotcke introduced Sam Morrissey from Iteris.

Sam Morrissey presented a high-level overview on connected vehicles relating to public infrastructure.

The presentation was followed by a Q&A session where Mr. Morrissey answered the questions of the committee members. Mr. Morrissey announced Iteris would return with updates in the Fall.

There was no further discussion. The item was received and filed.



6. Correspondence

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

7. Committee Comments

Committee members discussed SB1 allocations to the Cities and the County of Orange.

8. Local Assistance Update

Ms. Tran from District 12 made an announcement of upcoming events in the area.

9. Staff Comments

10. Items for Future Agendas

Mr. Brotcke organized an Ad Hoc Committee for SB1 County budget formed of County of Orange, Mark Lewis, Don Hoppe, Doug Stack, and himself.

11. Public Comments - None

12. Adjournment at 2:40 p.m.



September 2017 Semi-Annual Review



October 25, 2017

To: Technical Advisory Committee

From: Orange County Transportation Authority Staff

Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – September 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 Programs projects and Local Fair Share funds.

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 September 2017 semi-annual review adjustments are itemized in Attachment A and described in Attachment B. The adjustments include one advance, eight timely use of funds extension requests for CTFP projects, one timely use of funds extension request for local fair share funds, and 14 scope changes.

OCTA staff has identified several reasons for project schedule delays and requested scope changes, which include delays in equipment delivery; longer than normal wait times for necessary permits; coordination required with stakeholders and other agencies; overlap from other projects; and reevaluation of locations due to technology and costs.

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 one advance, eight timely use of funds extension requests for CTFP projects, one timely use of funds extension request for local fair share funds, and 14 scope changes. The next semi-annual review is currently scheduled for March 2018.

Attachments

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

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

Advances Request(s)									
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed FY	Proposed Allocation	
Irvine	16-IRVN-ACE-3806	O	University Drive Widening (MacArthur Boulevard to Campus Drive)	C	18/19	\$4,104,971	17/18	\$ 4,016,606	
Advances (1) - Total Phase Allocations									\$ 4,016,606

FY - Fiscal year **Project O** - Regional Capacity Program
 C - Construction

Comprehensive Transportation Funding Programs (CTFP)
September 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	
County of Orange	14-ORCO-ECP-3740	X	Stormwater Runoff Quality and Quantity Control Best Management Practices	C	14/15	\$ 1,072,049	24 Months	19-Jun-20	
Irvine	13-IRVN-TSP-3661	P	Alton Parkway Signal Synchronization	O&M	14/15	\$ 116,640	12 Months	12-May-20	
Irvine	13-IRVN-TSP-3662	P	Barranca Parkway Signal Synchronization	O&M	14/15	\$ 114,048	12 Months	12-May-20	
Laguna Woods	14-LWDS-TSP-3707	P	El Toro Road Regional Traffic Signal Synchronization	O&M	15/16	\$ 28,800	24 Months	1-Jun-20	
Laguna Woods	14-LWDS-TSP-3708	P	Moulton Parkway Regional Traffic Signal Synchronization	O&M	15/16	\$ 71,040	24 Months	1-Jun-20	
Newport Beach	14-NBCH-ECP-3735	X	Corona Del Mar Water Quality Improvement and Litter Removal Project	C	14/15	\$ 250,000	24 Months	27-Jan-20	
Newport Beach	14-NBCH-ECP-3737	X	Bayview Heights Restoration/Mitigation Project	C	14/15	\$ 305,000	24 Months	12-May-20	
Santa Ana	14-SNTA-ECP-3751	X	Residential South Catch Basin Connector Pipe Screen Project	C	14/15	\$ 200,000	24 Months	19-May-20	
CTFP Timely-Use of Funds Extensions (8) - Total Phase Allocations						\$	\$	2,157,577	

FY - Fiscal year

C - Construction

O&M - Operations and Maintenance

Project P - Regional Traffic Signal Synchronization Program

Project X - Environmental Cleanup Program

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

Timely-Use of Funds Extension Request(s) - Local Fair Share							
Agency	Project Number	Project	Project Title	Phase	Current FY	Proposed Allocation Extension	Proposed Time Extension
Yorba Linda	N/A	Q	N/A	N/A	FY 14/15	\$ 479,809	24 Months
LFS-Timely Use of Funds Extensions (1) - Total Phase Allocations						\$ 479,809	

FY - Fiscal year
 N/A - Not Applicable
 Project Q - Local Fair Share Program

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

Scope Change Requests						
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation
Anaheim	11-ANAH-TSP-3545	P	Lincoln Avenue Signal Synchronization (Knott Avenue to Imperial Highway)	I	11/12	\$ 702,328
Anaheim	14-ANAH-TSP-3701	P	Anaheim Boulevard Traffic Signal Synchronization	I	14/15	\$ 696,860
Brea	11-BREA-FST-3509	O	State Route-57/Lambert Road Interchange	E	11/12	\$ 927,000
Brea	16-BREA-ECP-3846	X	Citywide Catch Basin Inserts Project 7524 - Phase 6	C	16/17	\$ 197,885
Buena Park	16-BPRK-ECP-3849	X	City of Buena Park G2 Full Capture Catch Basin Insert Project	C	16/17	\$ 200,000
Cypress	14-CYPR-ECP-3731	X	Priority Sediment/Pollution Removal Project	C	14/15	\$ 211,840
Cypress	15-CYPR-ECP-3799	X	Automatic Retractable Screen Installation Priority Project No 2	C	15/16	\$ 200,000
Fullerton	14-FULL-ECP-3745	X	Catch Basin Debris Screens	C	14/15	\$ 200,000
Garden Grove	15-GGRV-ECP-3762	X	Magnolia Street Irrigation Retrofit and Bio Clean Curb Inlet Filters	C	15/16	\$ 200,000
Huntington Beach	16-HBCH-ECP-3852	X	Huntington Harbour Marina Trash Skimmers (MTS) Trash Removal	C	16/17	\$ 73,118
Irvine	16-IRVN-TSP-3791	P	Irvine Center Drive / Edinger Avenue Regional Traffic Signal Synchronization Project	I	16/17	\$ 1,714,560
Mission Viejo	17-MVJO-TSP-3876	P	Olympia Road - Felipe Road Traffic Signal Synchronization	I	17/18	\$ 486,280
Santa Ana	14-SNTA-TSP-3710	P	Harbor Boulevard Corridor Signal Synchronization	I	14/15	\$ 1,769,520
Seal Beach	13-SBCH-TSP-3673	P	Seal Beach TMC Relocation and Fiber Optic Bridge Gap	I	13/14	\$ 500,320
Scope Changes (14) - Total Phase Allocations						\$ 8,079,711

FY - Fiscal Year
 C - Construction
 E - Engineering
 I - Primary Implementation

Project O - Regional Capacity Program
 Project P - Regional Traffic Signal Synchronization Program
 Project X - Environmental Cleanup Program

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

Advance

The City of Irvine is requesting to advance construction funds for the University Drive Widening Project (16-IRVN-ACE-3806) from Fiscal Year (FY) 18/19 to FY 17/18. The anticipated completion date for the engineering and right-of-way phases is October 2017, with construction estimated to begin in January 2018. Therefore, the City requests that the construction funds be advanced to FY 17/18 to allow for an efficient transition of project phases.

Timely-Use of Funds Extensions

Once obligated, the Comprehensive Transportation Funding Programs (CTFP) funds expire 36 months from the contract award date. Per the CTFP Guidelines, local agencies may request a one-time extension of up to 24-months per project grant through the semi-annual review. During this semi-annual review cycle, eight timely-use of funds extension requests were submitted for CTFP projects.

The County of Orange is requesting a 24-month timely use of funds extension for the construction phase of the Stormwater Runoff Quality and Quantity Control BMP (Irvine Regional) Project (14-ORCO-ECP-3740) from June 2018 to June 2020. Reevaluation of the hydrology to include Santiago Hills became necessary, as it was not included in the original hydrology analysis from 2013. In addition, OC Parks had to hire a different Architect-Engineer firm to complete the drainage improvement design resulting in a delay of the design phase. The additional time will ensure the design, construction, and all construction closeout items are completed before the grant expires.

The City of Irvine is requesting a 12-month timely use of funds extensions from May 2018 to May 2019 for the following two project phases:

- The O&M phase of the Alton Parkway Signal Synchronization Project (13-IRVN-TSP-3661)
- The O&M phase of the Barranca Parkway Signal Synchronization Project (13-IRVN-TSP-3662)

Scheduled completion is anticipated for February 2019. The 12-month timely use of funds extension will allow the projects to maximize usage of funds and ensure project completion.

The City of Laguna Woods is requesting a 24-month timely use of funds extensions for the following two project phases from June 2018 to June 2020:

- The O&M phase of the El Toro Road Regional Traffic Signal Synchronization project (14-LWDS-TSP-3707).

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

- The O&M phase of the Moulton Parkway Regional Traffic Signal Synchronization project (14-LWDS-TSP-3708).

The City plans to begin the O&M phase January 2018. The implementation phase of this project was split between engineering and construction and resulted in a schedule delay. In addition, the contractor has been experiencing delays in equipment delivery.

The City of Newport Beach is requesting a 24-month timely use of funds extensions for the following two project phases:

- The construction phase of the Bayview Heights Restoration/Mitigation Project (14-NBCH-ECP-3737) from May 2018 to May 2020. The project has been lengthened due to a delay in obtaining Coastal Commission Approval and a Coastal Development Permit. The City began the application process in the fall of 2015, and has recently acquired the permits and now can proceed with the bid.
- The construction phase of the Corona Del Mar Water Quality Improvement and Litter Removal Project (14-NBCH-ECP-3735) from January 2018 to January 2020. The project has been lengthened due to a delay in obtaining Coastal Commission Approval and a Coastal Development Permit. The City began the application process in the fall of 2015 and has not received approval but anticipates to receive it early 2018.

The City of Santa Ana is requesting a 24-month timely use of funds extension for the construction phase of the Residential South Catch Basin Screen Connector Pipe Screen (CPS) Project (14-SNTA-ECP-3751) from May 2018 to May 2020. A delay in receiving required paperwork from local municipalities has affected the finalization of local regulations. Additional time would allow the City to draft local regulations and address important questions regarding statewide trash provisions and optimal placement of CPS units.

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

The City of Yorba Linda received \$933,270 of LFS funds in FY 14/15. The City is requesting a one-time 24-month timely-use of funds extension on \$479,809. The total funds being considered for extension, \$479,809, were disbursed in three separate installments: \$148,237 disbursed on November 18, 2014, and must be expended by November 18, 2019; \$176,188 disbursed on January 13, 2015, and must be expended by January 13, 2020; and \$155,384 disbursed on March 17, 2015, and must be expended by March 17, 2020. The extension will provide the City the ability to expend the funds on specific projects beyond the initial expenditures deadline.

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

Scope Change

The City of Anaheim is requesting a change in scope of work for the following two project phases:

- Lincoln Avenue Traffic Signal Synchronization Project (11-ANAH-TSP-3545). This request is the result of needed repairs and modifications to traffic signal infrastructure critical to the implementation of signal communications. The repairs and modifications affect two segments: Lincoln between Knott to Magnolia, and Nohl Ranch between Imperial Highway and Nohl Canyon Road. In lieu of implementing 46 controllers, the City will implement 33 controllers and utilize cost savings to make the repairs above. The City will subsequently implement 13 controllers from its inventory to fulfil project intent.
- Anaheim Boulevard Traffic Signal Synchronization Project (14-ANAH-TSP-3701). The request is to include technologies such as signal phasing and signal timing data. The revisions will allow Anaheim to test connected vehicles technologies along Anaheim Boulevard to ascertain its viability and applicability in the context of improving mobility and reducing emissions.

The City of Brea is requesting a change in scope of work for the following two project phases:

- State Route (SR)-57 & Lambert Interchange Improvements Project (11-BREA-FST-3509). Due to funding constraints and in consultation and concurrence with Caltrans, the City has decided to implement the proposed project in four phases. The overall design for all four phases is developed up to 65% completion. Phases one through three cover the original project scope for the engineering phase in the original application. The City has expended sufficient funds for phase one to allow for full reimbursement. Splitting the phases will allow for reimbursement of phase one with M2 funding allocation; while phases two and three will utilize local funds. Phase four is for improvements on the SR57-freeway mainline which falls beyond the original project scope of the City's grant application. The City will apply for additional grant funding to proceed with this phase.
- Citywide Catch Basin Inserts Project 7524 – Phase 6 (16-BREA-ECP-3846). The original scope of work proposed to install 120 catch basin inserts. During the construction process, it was discovered that five of the identified installation locations had catch basins installed under other projects by the City. By reducing the total number of inserts from 120 to 115, the City is able to invest the savings in larger catch basins utilizing the full extent of the grant funding awarded. The waterways and pollutants originally identified in the project application remain the same and no change in the allocation amount is recommended.

The City of Buena Park requests a scope change to the City of Buena Park Full Capture Catch Basin Insert Project (16-BPRK-ECP-3849). Unforeseen conditions have created shortages in funding needed to complete the 304 proposed locations. The amount of

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

catch basins equipped with screens was projected to be 304; however, that number fell to 269 after some catch basins were found to be unsuitable for installation. Other conditions in the field caused average screen costs to be higher than expected due to variations in connector piping sizes and curb-front grate sizes.

The City of Cypress is requesting a change in scope of work for the following two project phases:

- Priority Sediment/Pollution Removal Project (14-CYPR-ECP-3731). The original project identified construction of a vegetated swale and installation of 19 bio-filtration devices. The construction of the vegetated swale has been completed; however, installation of bio-filtration devices is on hold pending utility conflicts. Some bio-filtration locations would require the relocation of a Southern California Edison transmission and distribution line. Other installations would require extensive relocation of Southern California Gas, AT&T, and Golden Gate Water facilities. This would not only be costly; but also, would result in service outages in Cypress and neighboring areas. Therefore, the City requests a reduction in bio-filtration devices from 19 to 11 devices. The grant amount will be proportionally reduced based on actual construction expenditures.
- Automatic Retractable Screen Installation Priority Project No 2 (15-CYPR-ECP-3799). The City requests a scope change from the original 145 devices to 123 devices. 123 devices were successfully installed, however, due to existing physical constraints, 22 locations were deemed unsuitable for the devices.

The City of Fullerton is requesting a scope change to the Catch Basin Debris Screens Project (14-FULL-ECP-3745). The City requests a scope change for the project, which would reduce the number of basins retrofitted from 204 to 118. The City originally proposed for the installation of up to 204 catch basins in the application. However, the estimate received for actual installation of all 204 significantly exceeded the grant amount. The City agreed with the vendor to install 118 catch basins to utilize the full grant.

The City of Garden Grove is requesting a scope change to the Magnolia Street Irrigation Retrofit and Bio Clean Curb Inlet Filters Project (15-GGRV-ECP-3762). The City originally proposed the installation of five solar power irrigation controllers. However, due to functional issues with these controllers, the City chose to use three Calsense irrigation controllers as an alternative. This in turn produced a decrease in quantities for backflow devices and water service meters from five to three.

The City of Huntington Beach is requesting a scope change to the Huntington Harbour Marina Trash Skimmers Trash Removal Project (16-HBCH-ECP-3852). The City requests a change to the installation location of two marina trash skimmers. In the original application, seven sites were identified. Due to unforeseen circumstances, two of Huntington Beach's Home Owners Association partners no longer wish to participate in the project. As a result, two additional locations for the marina trash skimmers have been identified, which will provide the same efficiency to the project at no additional cost.

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

The City of Irvine, acting as administrative lead agency for Tustin, requests a scope change to the Irvine Center Drive/Edinger Avenue Regional Traffic Signal Synchronization Project (16-IRVN-TSP-3791). The scope change is primarily comprised of the following two modifications. Changing the locations of video detection hardware installation along Irvine Center drive at four project intersections and rerouting the traffic signal interconnect conduit and copper hardwire from Edinger Avenue to connect to Tustin City Hall. These revisions would require approximately 4,300 feet of new 2" conduit and 14,000 feet of new fiber optic cable. Additionally, #6 and 6E pull boxes, new Frequency Shift Keying (FSK) telemetry modules, and new 4-port Ethernet over copper switches will be installed. Depending on funding availability, additional FSK telemetry modules and a wireless radio link would be beneficial for improved traffic operations along the project corridor.

The City of Mission Viejo requests a scope change for Olympiad Road – Felipe Road Traffic Signal Synchronization Project (17-MVJO-TSP-3876). City staff has recently been awarded grant funds as part of the Caltrans Highway Safety Improvement Program (HSIP), which calls for the construction of countdown pedestrian signal head modules at signalized intersection locations, which do not have countdown modules. Since the HSIP grant will construct traffic signal system improvements identical to those supplied by 17-MVJO-TSP-3710, staff would like to modify the scope of work and allocate the programmed funds to construct accessible pedestrian safety push button systems at two different intersection locations and to install one new traffic signal cabinet at one intersection.

The City of Santa Ana, as administrative lead for the Cities of Garden Grove, Fountain Valley, Costa Mesa, and for Caltrans, is requesting a scope change for the Harbor Boulevard Corridor Traffic Signal Synchronization Project (14-SNTA-TSP-3710). The scope changes were identified during the design and construction phase and were deemed beneficial to the overall intent of the project. Changes include installation of, an additional 500 feet of fiber optic cable, two additional Ethernet communication switches, one additional wireless radio, and an additional conductor signal cable. Additional changes include the install relocation of one audible pedestrian system, utilization of an existing uninterruptible power supply system at four intersections in Costa Mesa, in lieu of complete equipment change out, and the removal of proposed improvements at two Caltrans I-405 ramps.

The City of Seal Beach is requesting a scope change to Seal Beach Traffic Management Center Relocation and Fiber Optic Bridge Gap Project (13-SBCH-TSP-3673). The original grant application proposed the upgrade of 13 traffic signal controllers along Seal Beach Boulevard. Field investigations determined that two of the locations already featured upgraded equipment or were already equipped to communicate through Ethernet protocol. The City requests to eliminate traffic signal upgrades at those two locations and in replacement install three Closed Circuit Television camera systems. The approved budget is sufficient to accommodate the changes and no additional funds will be required.



2018 Technical Steering Committee Membership



October 25, 2017

To: Technical Advisory Committee
From: Orange County Transportation Authority Staff
Subject: Proposed 2018 Technical Steering Committee Membership

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on many local streets and roads related items and relies on the Technical Steering Committee to provide guidance on major technical issues. Technical Steering Committee members serve two-year terms, with the exception of one-year terms for the chair and vice-chair. This year, five positions are open for consideration. The 2018 Technical Steering Committee membership list is presented for review and approval.

Recommendation

Approve the proposed 2018 Technical Steering Committee membership.

Background

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) was established under enabling legislation for the former Orange County Transportation Commission. The TAC provides input regarding the allocation of Measure M2 (M2) competitive grant funds. The TAC also provides technical advice on issues related to streets and roads funding programs to staff. The TAC is comprised of representatives from all Orange County cities, the County of Orange, the California Department of Transportation (Caltrans), and the Transportation Corridor Agencies. The TAC uses a Technical Steering Committee (TSC) to review and discuss major technical issues prior to submittal to the full TAC.

The TSC consists of nine voting members nominated by the TAC and approved by the OCTA Board of Directors (Board). There is one position for each of Orange County's five supervisorial districts, two at-large positions, and the TAC chair and vice-chair. The TSC membership process is coordinated through the City Engineers Association of Orange County (CEAOC) along with the TAC chair, and is then reviewed by the TAC. In selecting TSC members, priority is

given to maintaining a balance between small and large jurisdictions (small jurisdictions currently defined as those with populations equal to/or less than 64,836), as well as consideration for a balance among supervisorial districts. Balance between north and south Orange County jurisdictions is also considered, to the extent practicable.

During the past year, the TSC provided guidance and policy direction on a number of issues related to the annual call for projects for the M2 Regional Capacity Program and the Regional Traffic Signal Synchronization Program. The input of the TSC is essential for the M2 call for projects and project selection.

Discussion

This year, five of the nine regular TSC positions are open for consideration: Chair, Vice-chair, First District, Fifth District, and one At-Large position. The vice-chair has moved to chair and has selected the current TSC representative from the Fourth District to move to the vice-chair role. This leaves a position open for the Fourth District. The first, fourth, and fifth districts, and the at-large position will be designated for two-year terms; the chair and vice-chair serve one-year terms.

In August 2017, OCTA solicited letters of interest from local jurisdictions to fill the vacancies for 2018. The chair of the TAC and the president of the CEAOOC received letters nominating eligible TAC members. In accordance with the OCTA Board-approved guidelines for administering the TSC, the president of the CEAOOC and the chair of the TAC reviewed these letters of interest, and a list of proposed nominations is provided for review and approval.

Consistent with the guidelines and the past practice of the vice-chair assuming the chair position, staff presents a recommended 2018 TSC membership list (Attachment A) for review and approval. The recommended list strikes a balance between both the small/large, as well as north/south cities.

Summary

The Technical Steering Committee provides guidance and direction on major technical issues before presentation to the full Technical Advisory Committee. The Technical Steering Committee members serve two-year terms with the exception of the chair and vice-chair (one-year terms). There are five positions up for reappointment in the current year. Presented for approval is a recommended list for the 2018 Technical Steering Committee.

Attachment

- A. 2018 Proposed Technical Steering Committee Membership List

Proposed 2018 Technical Steering Committee Membership List†

NAME	AGENCY	2015* POPULATION	MEDIAN POPULATION SIZE**	DISTRICT	NORTH/ SOUTH	SEAT EXPIRES
<i>Manuel Gomez</i>	<i>Irvine</i>	<i>250,384</i>	<i>Large</i>	<i>Chair</i>	<i>South</i>	<i>December 31, 2018</i>
<i>Don Hoppe</i>	<i>Fullerton</i>	<i>141,042</i>	<i>Large</i>	<i>Vice Chair</i>	<i>North</i>	<i>December 31, 2018</i>
<i>Marwan Youssef</i>	<i>Westminster</i>	<i>92,106</i>	<i>Large</i>	<i>1</i>	<i>North</i>	<i>December 31, 2019</i>
Mark Lewis	Fountain Valley	57,201	Small	2	North	December 31, 2018
Doug Stack	Tustin	79,601	Large	3	North	December 31, 2018
<i>Rudy Emami</i>	<i>Anaheim</i>	<i>351,433</i>	<i>Large</i>	<i>4</i>	<i>North</i>	<i>December 31, 2019</i>
<i>Tom Wheeler</i>	<i>Lake Forest</i>	<i>80,070</i>	<i>Large</i>	<i>5</i>	<i>South</i>	<i>December 31, 2019</i>
Steve May	San Juan Capistrano	36,223	Small	At-Large	South	December 31, 2018
<i>Nardy Khan</i>	<i>County of Orange</i>	<i>3,147,655</i>	<i>N/A</i>	<i>County</i>	<i>North/ South</i>	<i>December 31, 2019</i>

† Shading indicates positions recommended for consideration for the 2018 Technical Steering Committee roster.

* State of California, Department of Finance, *E-1 Population Estimates for cities, counties, and the state with annual percent change — January 1, 2014 and 2015*. Sacramento, California, May 2015.

** Small jurisdictions currently defined as those with populations equal to/or less than 64,836.



Measure M2 Streets and Roads Signs



October 25, 2017

To: Technical Advisory Committee
From: Orange County Transportation Authority Staff
Subject: OC Go Street Improvements Signage

Overview

In an effort to increase awareness of Orange County's local transportation sales tax measure and avoid confusion with Los Angeles County's Measure M, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a new identity for Measure M, called OC Go. OCTA staff is incorporating OC Go into signage and communications materials, and projects receiving Measure M funding are now required to use the new OC Go funding signage.

Recommendation

Receive and file as an information only item.

Background

In November 2006, nearly 70 percent of Orange County affirmatively voted to renew Measure M (M2), the half-cent local sales tax for transportation improvements. M2, administered by OCTA, will provide more than \$13 billion to improve transportation in Orange County over a 30-year period that began in spring 2011.

Research indicates a low public awareness of Measure M. According to the OCTA 2015 Attitudinal & Awareness Survey, nearly three-quarters of those surveyed (72 percent) had never heard of Measure M. Focus groups conducted in the summer of 2016 also indicated low awareness of Measure M and the specific types of projects and programs it funds. After being informed about Measure M, the majority of focus group participants indicated that they valued knowing that their local tax funds help deliver Orange County transportation projects. With this in mind, staff began looking at ways to better communicate the projects and programs that are funded with Measure M.

The need for change became more important following approval in November 2016, by Los Angeles County voters of the Los Angeles Metropolitan Transportation Authority's (LA Metro) transportation sales tax, also called Measure M. LA Metro's Measure M became widely known following significant print and television media coverage.

In order to differentiate between the two counties, and to increase public awareness of Orange County's taxpayer-funded transportation investments, on September 25, 2017 the Board approved a renaming of Orange County's Measure M for public communication purposes which includes a new visual logo identity. The new name and look fits within the existing OCTA Board-approved family of OCTA logos - OC Bus, OC Streetcar, OC Vanpool, and OC Bike. The new name for Measure M is now OC Go. The new identity incorporates a local focus, fits within the OCTA family of logos, and clearly communicates transportation in an appealing manner.

Discussion

Within the Measure M program, as projects are implemented, signs are posted to inform the public that Measure M funding is responsible for the improvement or service. For example, funding signs with the OCTA and Measure M logos are posted during construction for freeway, street and road, and transit station projects. Services funded by Measure M, such as community and senior transit circulators, include logos on the vehicles.

Early in the signage development process, staff analyzed the Measure M signage at project sites in construction. Additionally, the proposed logo and tagline were tested for readability and impact, using replicas of freeway and street signage and driver simulations. These efforts allowed staff to determine that, in addition to updating the logo with OC Go for consistency and visibility, improvements to signage readability were needed. Attachment A shows the existing street improvements signage compared to the proposed OC Go street improvements signage.

The Comprehensive Transportation Funding Programs (CTFP) Guidelines specify that cities must install signage for construction projects awarded CTFP funds in excess of \$500,000 and/or exceeding a 90 day construction period schedule. With the Board's approval of OC Go, staff began incorporating a consistent look across all of the signage to visually demonstrate a connection to the funding for all of the different Measure M projects and services. Future funding signs will all have a consistent and recognizable visual identity, color scheme, and message. Going forward, in order to maintain consistency and improve M2 awareness, OCTA will provide OC Go signage for the

abovementioned CTFP projects. The CTFP Guidelines will be updated to include the new OC Go signage specifications.

Summary

To enhance awareness of Orange County's local sales tax measure and avoid confusion with Los Angeles County, a new identity for Measure M was created, called OC Go. The approved logo fits within the family of OCTA logos, clearly communicates transportation, and incorporates the preferred tagline supported by market research. Local jurisdictions receiving funding through Measure M will be required to utilize the OC Go identity and approved Better Streets sign specifications.

Attachment

A. OC Go Better Streets Signage

42"



54"

Replaceable
Sticker



OC Go Signage for Street Improvement Projects

Technical Advisory Committee
October 25, 2017



Background – 2015 Market Research

- More than 70% of survey respondents were unaware of Measure M.
- When informed of Measure M, focus groups indicated they valued knowing local funds help deliver Orange County projects.

WHY RENAME?



Differentiation

Avoid confusion and differentiate between Orange County's and LA Metro's Measure M



Visibility

Incorporate a local focus and clearly communicate transportation in a catchy manner



Consistency

Fit within the existing family of OCTA logos and maintain a consistent tone and personality

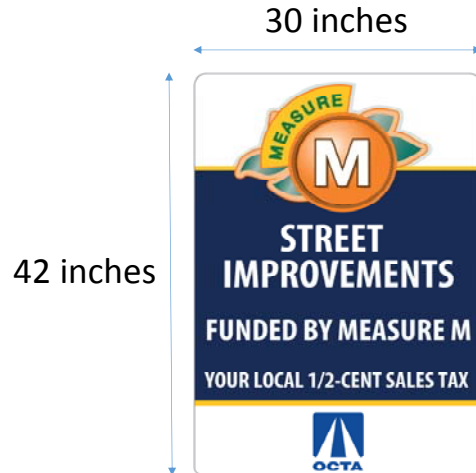
Background – Board Approved Logo



Current Street Improvement Projects Signage



Current Signage



5

Proposed Signage



6

Proposed Signage



7

Comprehensive Transportation Funding Programs

- The Comprehensive Transportation Funding Programs (CTFP) Guidelines specify that implementing agencies with projects >\$500,000 or >90 day construction period must have signage.
- Going forward, in order to maintain consistency and improve M2 awareness, OCTA will provide OC Go signage for CTFP projects.
- Staff will update the CTFP Guidelines to include the new OC Go signage specifications.

8



AGENDA

Technical Advisory Committee

Item #5

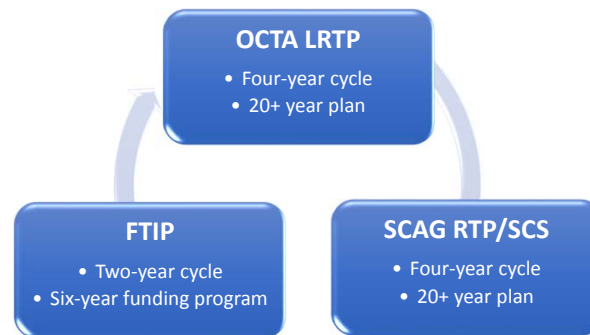
Long Range Transportation Plan Updates

2018 Long-Range Transportation Plan Proposed Scenarios



LRTP

- OCTA's LRTP serves to:
 - Analyze current plans and policies
 - Identify new initiatives and priorities
 - Define projects in the RTP
- Must consider:
 - Stakeholder input (ongoing)
 - Revenue forecasts (summer 2017)
 - Current commitments
 - Population/employment forecasts
 - Key issues



LRTP – Long-Range Transportation Plan
OCTA – Orange County Transportation Authority
RTP – Regional Transportation Plan
FTIP – Federal Transportation Improvement Program
SCAG – Southern California Association of Governments
SCS – Sustainable Communities Strategy

Recent Activities

- OCTA Board of Directors (Board) review of LRTP goals and objectives
- OCTA Board Workshop: Managed Lanes
- Transportation Planning Directors Forum #2
- Elected Officials Workshop #2
- Online survey posted to www.OCTA.net/LRTP
- Finalizing revenue forecast and project costs



Key Issues for 2018 LRTP

- Growing traffic and limited land
- New vision for transit
- Disruptive technologies and services
- High cost of housing
- Transportation funding uncertainties
- Challenging emission standards



Goals and Objectives

Deliver on Commitments

- Prioritize Measure M investments
- Maintain consistency with the Next 10 Plan
- Maximize external funds to support Measure M and complementary investments

Improve System Performance

- Deploy transit resources in a cost-effective manner
- Improve efficiency of highways and roadways
- Leverage emerging technologies

Expand System Choices

- Deploy on-demand transit service and rideshare options
- Support improved connectivity for active transportation
- Explore public/private partnerships for new transportation capacity

Support Sustainability

- Deliver a financially constrained LRTP and identify opportunities to reduce funding uncertainty
- Explore environmental and emission reduction strategies

2018 LRTP Scenarios Approach

Trend 2040

- Locally approved socioeconomic growth
- Financially constrained transportation projects

Innovation

- Autonomous/electric vehicles
- Enhanced ridesharing
- Enhanced telecommuting

Policy

- Transportation investment strategies
- Increased price of travel
- State/federal goals and incentives

Next Steps

Next 3 months

Finalize financially constrained project list

Finalize scenario assumptions

Return to Board with model results

Next 3-12 months

Draft 2018 LRTP public review	Spring 2018
Finalize 2018 LRTP	Fall 2018





AGENDA

Technical Advisory Committee

Item #6

Draft Revisions to the 2017-18 State & Federal Legislative Platforms



October 25, 2017

To: Technical Advisory Committee
From: Dustin Sifford, Senior Government Relations Representative
Subject: Draft Revisions to the 2017-18 State and Federal Legislative Platforms

Overview

The Orange County Transportation Authority is preparing draft revisions to the 2017-18 State and Federal Legislative Platforms, which provide general direction to staff and legislative representatives in Sacramento and Washington, D.C.

Recommendation

Receive and file as an information only item.

Discussion

At the beginning of each legislative session, Orange County Transportation Authority (OCTA) collects legislative ideas from interested parties and stakeholders and consolidates the suggestions into framework documents known as the State and Federal Legislative Platforms (Platforms). The Platforms provide guidance on statutory, regulatory, and administrative policies for staff and its legislative advocates to pursue in the upcoming session. The Platforms allow for staff to draft bill language, find bill authors, introduce legislation, recommend advocacy positions on bills, and develop support for OCTA projects and funding requests.

Revisions to the Platforms are presented to the Board of Directors (Board) midway through the two-year session to reflect any significant changes since their initial adoption by the Board. The Board will provide their preliminary input on the draft revisions to the Platforms on September 25, 2017. After edits and revisions have been incorporated, final adoption will be sought at the Board meeting on November 27, 2017. The draft revisions prepared for the Board's consideration are presented in strikeout versions as Attachments A and B.

Summary

In the process of revising the 2017-18 State and Federal Legislative Platforms, OCTA Government Relations staff would like to share the initial draft revisions with the Technical Advisory Committee.

Attachments

- A. Draft Orange County Transportation Authority 2017-18 State Legislative Platform (strikeout version)
- B. Draft Orange County Transportation Authority 2017-18 Federal Legislative Platform (strikeout version)

Draft Orange County Transportation Authority 2017-18 State Legislative Platform

The 2017-18 State Legislative Platform (Platform) serves as a framework document to guide the Orange County Transportation Authority's (OCTA) state legislative, regulatory, and administrative activities in the coming legislative session. The Key Transportation Policy Issues section briefly describes the issues that are anticipated to be the major focus of the upcoming legislative session and offers guiding policy direction for those issues. The later sections present guiding policy statements for other major issue areas that may arise during the session.

Although this document generally serves to guide legislative activities and recommendations, positions on individual items not directly addressed by the Platform will be brought to the Board of Directors (Board) for formal action.

Key Transportation Policy Issues in 2017-18

A number of significant transportation issues are expected to be discussed in the 2017-18 legislative session. A few of these key issues are highlighted in this section including: Transportation Funding, and the Implementation of Environmental Regulations and Cap-and-Trade.

In order to better understand how resources are anticipated to be allocated during the 2017-18 legislative session, each issue in the Key Transportation Issues section is designated with a "Lobbying Action Level." The level is derived from the expected impact the issue could have on OCTA, the context in which the issue is moving forward, and the amount of resources that are expected to be devoted to the issue in pursuit of the objective.

A Lobbying Action Level - High designation means that all resources and actions necessary will be devoted to this particular issue not only due to the direct, significant, or long-term impacts that the outcome poses to OCTA, but also the priority items of the OCTA Board. A strategically targeted, comprehensive array of actions will be taken in addition to those used for other Lobbying Action Levels.

A Lobbying Action Level - Medium designation means that a full range of resources will be explored for the particular issue depending on the current status. Such actions could include formal correspondence and personal involvement of staff or Board members through the legislative process.

A Lobbying Action Level - Low designation means that a smaller amount of resources will be devoted to the issue due to the low level of activity anticipated for that particular item. These issues will be monitored for potential amendments which could increase the issue's significance and warrant a higher level of activity.

Transportation Funding

For almost a decade, the state has undertaken various efforts to address and resolve the challenge of maintaining the traditional revenue streams that support the maintenance, operation, and improvement of the state's transportation system. These efforts include the "gas-tax swap" in 2010 which implemented various changes to the state taxes that are applied to gasoline and diesel fuels, and the passage of Proposition 22 which instituted constitutional protections over future diversion of transportation funds. However, in spite of these efforts, the traditional transportation funding streams continue to decline in purchasing power due to increased fuel efficiency of vehicles and inflation. In addition, the state continues to divert existing revenue sources, such as the truck weight fees, for transportation bond debt service, leading to the loss of over a billion dollars in funding that would otherwise be used for transportation purposes. Due to the declining revenues for transportation, the maintenance and preservation of existing transportation facilities and infrastructure continue to be deferred, resulting in increased costs when repairs and maintenance are ultimately performed. In addition, because of the declining revenues, in 2016 the California Transportation Commission was forced to delay and remove projects programmed for funding in the State Transportation Improvement Program. Such actions create instability for projects funded by local sales tax measures and other regional priorities.

In 2015, Governor Brown called for a special session of the legislature to address the unfunded maintenance needs for the state and local transportation systems, and for improvements to trade corridors. During the special session, numerous proposals were introduced advocating for a variety of project funding and delivery mechanisms, including increases and reforms to existing revenue sources, project streamlining tools, operational and administrative efficiencies, and the retention and protection of all transportation generated funds. While negotiations continue on developing a funding package, thus far no single proposal has yet passed the Legislature.

On April 28, 2017, Governor Brown signed SB 1 (Chapter 5, Statutes of 2017), also known as the Road Repair and Accountability Act of 2017. This legislation marks a significant investment in the state's transportation system, primarily targeted towards fix-it-first projects. Among its provisions, SB 1 will nearly double funding for transit and local streets and roads in Orange County. Many of the changes laid out in SB 1 are subject to guidance and regulations that will be issued in the coming months, and it is quite possible that additional legislation will be considered to finalize the implementation of SB 1. There are also ongoing efforts to repeal SB 1 because of its increase to the state gas tax. It is anticipated that these developments legislature will continue its work to address the transportation funding will require OCTA's close attention challenge in the 2017-18 upcoming session. As such these discussions occur, OCTA will:

a)	Support efforts to maximize OCTA's share of maintain and protect transportation and transit funding, especially through and distribution formulas,	Lobbying Action Level High
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	approved under the gas tax swap. <i>and ensure that designated funding is spent on transportation projects and not diverted for other purposes or uses.</i>	
b)	Advocate for a continued strong state role in providing funding for transit operations rather than shifting responsibility to local transportation entities. No additional requirements should be created for operation levels beyond existing capacity, unless agreed to by that entity or otherwise appropriately funded.	<i>Lobbying Action Level High</i>
c)	Oppose efforts to divert or reclassify transportation revenue sources, including General Fund and debt service purposes.	<i>Lobbying Action Level High</i>
d)	Oppose efforts to link or reprioritize local and state transportation funding to support the state's greenhouse gas reduction initiatives.	<i>Lobbying Action Level High</i>
e)	Support legislation to implement the provisions of the federal reauthorization, Fixing America's Surface Transportation Act, in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions.	<i>Lobbying Action Level High</i>
f)	Support the development of greater efficiencies within the <i>existing eligibility standards of the Transportation Development Act</i> , eliminating any unnecessary, overly burdensome and/or duplicative mandates.	<i>Lobbying Action Level High</i>
g)	Support legislation protecting or expanding local decision-making in programming expenditures of transportation funds.	<i>Lobbying Action Level High</i>
h)	Support the retention of existing and future local revenue sources.	<i>Lobbying Action Level High</i>
i)	Support maintaining the current State Transportation Improvement Program (STIP) formula, which provides 75 percent of the STIP funding to the locally nominated Regional Transportation Improvement Program (RTIP) and 25 percent to the Interregional Transportation Improvement Program (ITIP) Program.	<i>Lobbying Action Level Medium</i>
j)	Support efforts to provide secure transit funding for capital and operating expenses.	<i>Lobbying Action Level Medium</i>
k)	Flexibility should be included in any state transit funding source, allowing transit operators to use the funding for both operations and capital expenditures.	<i>Lobbying Action Level Medium</i>
l)	Monitor the study and development of alternative transportation funding proposals, including the state's road charge pilot program. Ensure that efforts	<i>Lobbying Action Level Medium</i>

	are made to address concerns related to equitability, privacy, and public support of such proposals.	
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Implementation of Environmental Regulations and Cap-and-Trade

In 2016, the state expanded upon its greenhouse reduction initiatives initially codified in AB 32 (Chapter 488, Statutes of 2006), with the passage of SB 32 (Chapter 249, Statutes of 2016) and AB 197 (Chapter 250, Statutes of 2016), which set new statewide emission reduction requirements to reduce greenhouse gas emissions to 40 percent below 1990 levels by the year 2030. To meet this mandate, it is expected that the state will continue to build upon the numerous state-led mitigation strategies that were developed under AB 32, including the increased fuel efficiency standards for vehicles, establishing new regional emission reduction targets, and the development and advancement of greenhouse gas reduction projects and programs.

The funding for these efforts would still need to be identified. Questions currently exist about the long-term stability of the cap-and-trade system. With recent cap-and-trade credit auctions failing to meet market estimates, and ongoing litigation surrounding the cap-and-trade system as a whole, it remains unclear how the state will provide the necessary incentives to the public and private sectors in support of meeting the state's new emissions requirements. Furthermore, existing requirements mandating cap-and-trade investments be prioritized in areas defined as disadvantaged has resulted in areas of the state being passed over for investment, despite their air quality challenges. It is expected in the coming session that these issues will continue to be debated as the state pursues its greenhouse gas reduction goals.

Therefore, in order to ensure that the state's environmental regulations and cap-and-trade program are implemented in an equitable manner which will both help to reduce emissions, and encourage the development of necessary infrastructure and services to meet the needs of California's growing population, in 2017-18 OCTA will:

a)	Support efforts to ensure local flexibility in meeting the goals of the state's greenhouse gas reduction initiatives, including the creation of incentive based measures and grant programs to assist with compliance.	<i>Lobbying Action Level High</i>
b)	Support the eligibility of the transportation sector and inclusion of county transportation commissions as eligible recipients of any funding mechanism created for implementation of the state's greenhouse gas reduction initiatives, including the cap-and-trade program.	<i>Lobbying Action Level High</i>
c)	Support efforts to ensure the availability of proven technology and adequate funding prior to the implementation of zero emission bus regulations.	<i>Lobbying Action Level High</i>
d)	Support the prioritization of transportation projects and programs that achieve greenhouse	<i>Lobbying Action Level High</i>

	gas emissions reductions for cap-and-trade funding.	
e)	Support efforts to develop alternative definitions of “disadvantaged communities” under the state’s environmental initiatives to ensure each region can direct funding to its most impacted areas.	<i>Lobbying Action Level Medium</i>
f)	Oppose efforts to create regulations or strengthen existing standards that are not currently economically practicable or technologically feasible.	<i>Lobbying Action Level Medium</i>
g)	Support legislation to streamline the environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections.	<i>Lobbying Action Level Medium</i>
h)	Support the creation of formula-based funding programs under the cap-and-trade program to assist with compliance of any adopted regulations.	<i>Lobbying Action Level Low</i>
i)	Support efforts to establish an alternative electricity rate structure for transit agencies to mitigate costs associated with the operation of zero-emission transit buses.	<i>Lobbying Action Level Low</i>

I. STATE BUDGET

As the Legislature continues to move forward in developing solutions to close the state’s structural deficit, OCTA continues to monitor the status of transportation funding in California, promoting the continued stability of existing programs and efforts to address future funding deficiencies to meet transportation infrastructure needs. As a proven method to help rebuild the economy through investments in vital transportation infrastructure projects and critical transit services, OCTA will also work to promote methods of expediting such projects to allow for such stimulus.

Key actions by OCTA will include:

- a) Oppose unfunded mandates for transportation agencies, transit providers, and local governments in providing transportation improvements and services;
- b) Oppose cost shifts or changes in responsibility for projects funded by the state to the local transportation entities;
- c) Support legislation to treat the property tax of single-county transit districts the same as multi-county districts and correct other Educational Revenue Augmentation Fund inequities between like agencies;

- d) Support the constitutional protection of all transportation funding resources;
- e) Seek additional funding for paratransit operations and transit accessibility capital improvements that support persons with disabilities and senior citizens;
- f) Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time.

II. STATE/LOCAL FISCAL REFORMS AND ISSUES

In recent years, the Legislature and Governor have worked collaboratively during the budget process to pass funding bills in a timely manner, providing some degree of certainty to the state-funded programs that OCTA relies upon. Unfortunately, As California's budget challenges continue, because uncertainties over potential future structural changes remain due to a continued structural deficit and the potential for an economic downturn. OCTA is concerned that local agencies will be impacted as the Legislature and Administration attempt to erase the budget deficit and repay loans coming due in the next few years.

Therefore, OCTA will:

- a) Oppose efforts to reduce local prerogative over regional program funds;
- b) Oppose levying new and/or increase in gasoline taxes or user fees, including revenue increases on fuel consumption categorized as charges, fees, revenue enhancements, or similar classifications. Consideration of such efforts shall occur when a direct nexus is determined to exist between revenues and transportation projects, and additional revenues are to be controlled by the county transportation commission;
- c) Oppose efforts to decrease the voter threshold requirement for local tax measures for transportation purposes and/or mandating specific uses of future local sales tax revenues;
- d) Oppose efforts to increase administrative fees charged by the Board of Equalization on the collection of local sales tax measures;
- e) Support efforts to ease or simplify local matching requirements for state and federal grants and programs;
- f) Support legislation to protect the flexibility of the federal aid highway funds by requiring state compliance with federal highway safety requirements;

- g) Support flexibility for obligating regional federal transportation funds through interim exchange instead of loss of the funds by the local agency;
- h) Support efforts that ensure that all users of the state's transportation system pay their "fair share" to maintain and improve the system.
- i) Support efforts to restore equity with regards to the generation and disbursement of sales tax revenues that support the Local Transportation Fund.

III. STATE TRANSPORTATION IMPROVEMENT PROGRAM STREAMLINING

The STIP, substantially amended by SB 45 (Chapter 622, Statutes of 1997), is a programming document that establishes the funding priorities and project commitments for transportation capital improvements in California. SB 45 placed decision-making *authority* closest to the problem by providing project selection for 75 percent of the funding in the RTIP. This funding is distributed to counties based on an allocation formula. The remaining 25 percent of the funds is programmed by the California Department of Transportation (Caltrans) in the ITIP. ~~Although traditionally funded through multiple revenue sources, as a result of the state's ongoing budgetary issues, the gas excise tax and bond funding have become the STIP's remaining sources of program funding. With the declining purchasing power of these funding sources, the funding stability of the STIP remains a concern. In 2016 alone, the adoption of the STIP was subject to \$754 million in cuts and another \$755 million in project delays to its five-year funding program. As the state seeks a solution to bring long-term stability to the program, SB 1 is expected to promote increased stability for future STIP fund estimates.~~ OCTA will seek to ensure that the regional focus of the program is preserved.

Key provisions to be sought by OCTA include:

- a) Support legislation that maintains equitable "return to source" allocations of transportation ~~fundings~~ tax revenues, such as updating the north/south formula distribution of county shares and ITIP allocations;
- b) Support legislation to clarify that programming of current period county shares has priority over advancement of future county shares;
- c) Support a formula-based guaranteed disbursement of the ITIP;
- d) Support legislation to involve county transportation commissions in the development and prioritization of State Highway Operation and Protection Program projects;
- e) Support efforts to allow a mode neutral STIP;

- f) Support increased flexibility for the use of STIP funds to support alternative projects, including, but not limited to, transit and good movement improvement projects.

IV. TRANSIT PROGRAMS

In 2017-18, OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. While state transit funding has recently become more stable, future demand increases due to environmental regulations and increased fuel prices may put further strain on existing resources. Thus, OCTA will make every effort to minimize additional state obligations to transit operations which lack a sufficient and secure revenue source.

To that end, OCTA will focus on the following:

- a) Support legislation to encourage and incentivize the interoperability of transit and rail systems within California;
- b) Support legislation to limit the liability of transit districts for the location of bus stops (Bonanno v. Central Contra Costa Transit Authority);
- c) Support the citing of transit-oriented development projects (i.e. authorize extra credit towards housing element requirements for these developments), including incentives for development;
- d) Support program reforms to realign administrative rules, farebox recovery requirements, and various exclusions under the State Transit Assistance Program;
- e) Support legislation and or/regulations which aim to enhance transit services, and the overall safety and security of transit riders, coach operators, and on-road vehicles;
- f) Support efforts that would assist transit agencies in establishing and implementing an administrative penalty process to address infractions on public transit systems.

V. ROADS AND HIGHWAYS

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes and the use of design-build authority on the State Route 22 project and Interstate 405 Improvement Project. OCTA will continue to seek new and innovative ways to deliver road and highway projects to the residents of Orange County and, to that end, in 2017-18, OCTA will focus on the following:

- a) Oppose efforts to create a conservancy that would inhibit the delivery of transportation projects under study or being implemented in the region;

- b) Support efforts to expand, extend, and preserve new and existing alternative project delivery methods such as design-build, public-private partnership authority, and construction manager/general contractor authority, including expanding mode and funding eligibility, while allowing the appropriate balance of partnership between the state and local agencies;
- c) Support legislation that would authorize local agencies to advertise, award, and administer contracts for state highway projects;
- d) Oppose duplicative reporting mandates and efforts to impose additional requirements, beyond what is required in statute, on lead agencies awarding contracts using alternative project delivery mechanisms;
- e) Support streamlining of the Caltrans review process for projects, simplification of processes, and reduction of red tape, without compromising environmental safeguards;
- f) Oppose efforts to unnecessarily subject projects to additional reviews and project selection approvals that could adversely affect delivery timelines and processes;
- g) Support administrative policy changes to lower the oversight fee charged by Caltrans to ensure that project support costs are equivalent whether the project is administered by Caltrans or a local agency;
- h) Support studying the policies, funding options, and need for rail/highway grade separations, including any impact on existing state highway and transit funding sources;
- i) ~~Support the Transportation Corridor Agency (TCA) Foothill South Toll Road Extension Plan to connect State Route 241 to Interstate 5 in South Orange County;~~
- j) Work with Caltrans to ensure design specifications for bridges are free from defect;
- k) Seek cooperation from the state, the county, cities, and other local jurisdictions to implement street signal coordination, prioritization, preemption, and use of intelligent transportation system measures;
- l) Work with Caltrans to further improve street signal coordination by permitting the coordination of on and off-ramp signals with local street signal synchronization efforts;
- m) Continue to work with Caltrans and regional agencies on expanding utilization of continuous access of high-occupancy vehicle (HOV) lanes;

- n) Monitor efforts to increase fines for HOV lane violations and, if implemented, ensure fines are dedicated to enforcement purposes;
- o) Support efforts to improve local oversight and create operational improvements in the administration of the Orange County Taxi Administration Program;
- p) Support legislation that provides for equitable enforcement of regulations governing transportation network companies;
- q) *Support efforts to study the development and safe operation of autonomous vehicles and related technologies. (moved from Subsection (s))*
- ¶ r) Support efforts to increase the flexibility for the use of funds for motorist service programs such as the Service Authority for Freeway Emergencies program and for funds previously acquired through the Service Authority for Abandoned Vehicles program;
- ¶ s) Oppose legislation that fails to preserve local discretion and flexibility in the development of the congestion management program;
- ~~s) Support efforts to study the development and safe operation of autonomous vehicles. (moved to Subsection (q))~~

VI. 91 EXPRESS LANES/MANAGED LANES

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes, a ten-mile managed lane facility on State Route 91, extending from State Route 55 to the Orange/Riverside County line. Since its purchase in 2003, the 91 Express Lanes has provided drivers an alternative mobility option between Orange and Riverside counties, while also allowing for investment in multi-modal improvements throughout the State Route 91 corridor.

As transportation demands continue to increase and ~~transportation revenues remain stagnant~~, innovative tools must be available to ensure transportation infrastructure projects continue to be built in a reliable, prompt, and efficient manner. *OCTA took advantage of one such tool by securing a \$629 million federal loan to supplement state and local funds on the Interstate 405 Improvement Project. The loan, obtained through the Transportation Infrastructure Finance and Innovation Act (TIFIA), will save taxpayers approximately \$300 million in the decades to come. As the TIFIA loan illustrates, OCTA is committed to improving mobility for Orange County residents using the innovative tools and approaches that are allowing transportation agencies to stretch their dollars further than ever before.*

~~One such tool is~~ Many agencies are discussing *the* increased use of managed lane facilities. To ensure not only the continued success of the 91 Express lanes, but also to ensure managed lane policy moving forward allows for local flexibility and input, in 2017-18, OCTA will:

- a) Support legislation to ensure revenues from managed lane facilities remain within the corridor from which they are generated, opposing efforts to divert revenues from managed lane facilities for state purposes;
- b) ~~Cooperate~~ *Work* with the Riverside County Transportation Commission to *efficiently operate and maintain* ~~on the extension of the existing~~ 91 Express Lanes into Riverside County;
- c) Support efforts to preserve local flexibility in the administration of toll lanes;
- d) Oppose state efforts to construct or operate managed lane facilities that are established without an adopted statewide managed lane strategy or plan;
- e) Oppose state efforts to construct or operate managed lane facilities that fail to respect existing local transportation projects and funding programs;
- f) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 Express Lanes;
- g) Support the use of ~~new technology~~ *innovative means* to enhance toll agency enforcement efforts, *including ways to address toll violations due to protected plates; (combined with Subsection (h))*
- ~~h) Support methods to address toll violations due to protected plates; (combined with Subsection (g))~~
- i) *h)* Work with Caltrans on collaborative solutions to address the degradation of HOV lanes within the state, ensuring any solution respects local transportation funding sources and programs, is supported by the relevant regional transportation planning agency, and does not attempt to redirect existing local transportation funding sources. Any discussions associated with HOV degradation must include an analysis of the impacts from single-occupant low-emission vehicles, including associated federal requirements triggered by their access allowance.

VII. RAIL PROGRAMS

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink lines: the Orange County, the Inland Empire-Orange County Line, and the 91/*Perris Valley* Line. In support of these routes, OCTA administers 48 route miles within Orange County. OCTA's rail capital budget supports improvements in Orange County and is funded

through a combination of local, state, and federal funding sources. In May 2016, with the support of OCTA, its member agencies, and in partnership with the BNSF Railway, Metrolink became the first commuter railroad in the nation to receive Federal Railroad Administration authorization to commence Positive Train Control (PTC) provisional revenue service operations.

In addition to Metrolink services, Orange County is also served by *the state-supported inter-county passenger rail services provided by Amtrak Pacific Surfliner (Surfliner) that operate along intercity passenger rail service traveling between San Luis Obispo and San Diego. The Pacific Surfliner is operated by Amtrak and managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency). With the passage of SB 1225 (Chapter 802, Statutes of 2012), the LOSSAN Rail Corridor Agency (LOSSAN Agency) executed OCTA has served as the managing agency for the LOSSAN Agency since 2013 and assumed full administrative and management responsibility for the Pacific Surfliner service in June 2015 following through on an interagency transfer agreement with the State of California. that allowed the LOSSAN Agency to assume administrative and oversight responsibility for Surfliner service. In 2013, OCTA was selected by the LOSSAN Agency to OCTA has served as the managing agency of the LOSSAN Agency to facilitate the transfer of Surfliner services to the LOSSAN Agency, and OCTA continues to serve in this capacity, providing all necessary administrative support to the LOSSAN Agency and the LOSSAN its Board of Directors.*

Other rail systems could also travel through Orange County at some point in the future, including additional intercity rail service. While the status and future of these programs is uncertain, OCTA will be watchful to ensure that funding for these rail systems does not impact other transportation funding sources.

Key advocacy efforts will emphasize the following:

- a) Support legislation that encourages commercial, commuter-based development around passenger rail corridors that includes permanent job creation;
- b) Support efforts to create additional efficiency in rail program oversight, including consideration of possible program consolidation;
- c) Monitor and evaluate plans and progress of high-speed rail and its funding;
- d) Work with regional passenger rail providers, including Metrolink and the LOSSAN Agency, on any proposed legislation to provide safety improvements on the rail network in Southern California, including PTC;
- e) Continue to work with local, regional, state, and federal entities, as well as with the private sector, to develop and implement needed infrastructure projects that support modernization, connectivity, and general system-wide improvements to California's rail network.

VIII. GOODS MOVEMENT

~~One of the pillars of California's economy is its goods movement infrastructure system. The Ports of Los Angeles and Long Beach, the nation's two busiest in terms of container volume and value, are vital to California's economy and the surrounding region because goods are shipped to and through the surrounding counties. Our state's goods movement-related industries account for more than \$700 billion in revenue and more than five million jobs. While the state's goods movement system is the most robust in the nation, it is continually challenged by competing goods movement systems in other states. In order to continue to compete and engage in the global market place, California must continue to enhance its goods movement system, while at the same time be cognizant of taking the necessary actions to mitigate any negative impacts to local communities.~~

Key Positions for 2017-18 include:

- a) Support improvements in major trade gateways in California to facilitate the movement of intrastate, interstate, and international trade beneficial to the state's economy;
- b) Support legislation that will aid in the development, approval, and construction of projects to expand goods movement capacity and reduce congestion;
- c) Ensure that control of goods movement infrastructure projects and funding retained at the local level;
- d) Seek mitigation for the impacts of goods movement on local communities;
- e) Pursue ongoing, stable sources of funding for goods movement infrastructure.

IX. ACTIVE TRANSPORTATION

Active transportation projects and programs, which encourage greater mobility through walking and biking, have grown in popularity due to the environmental, health, and cost savings benefits. Through local planning efforts such as Orange County's Regional Bikeways Planning Collaborative, the Pacific Coast Highway Corridor Study, and the development of OCTA's Commuter Bikeways Strategic Plan, OCTA continues to study, plan, and fund active transportation projects and programs as part of its mission to provide Orange County with an efficient and multi-modal transportation system.

Key positions include:

- a) Support legislation that increases the visibility and safety of users engaged in active transportation;

- b) Support creative use of paths, roads, and abandoned rail lines using existing established rights-of-way to promote bike trails and pedestrian paths;
- c) Support policies that encourage the safe interaction and operation of integrated multi-modal systems, including roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities;
- d) Support efforts to streamline active transportation funding programs;
- e) Support legislation and regulatory changes to streamline and simplify the review and approval by California Public Utilities Commission of lease agreements between sponsors of active transportation projects and public utility companies.

X. ADMINISTRATION/GENERAL

General administrative issues arise every session that could impact OCTA's ability to operate efficiently. Key positions include:

- a) Oppose legislation and regulations adversely affecting OCTA's ability to efficiently and effectively contract for goods and services, conduct business of the agency, and limit or transfer the risk of liability;
- b) Support legislation to provide greater protection of OCTA's computer and information security systems;
- c) Support legislation that establishes reasonable liability for non-economic damages in any action for personal injury, property damage, or wrongful death brought against a public entity based on principles of comparative fault;
- d) Support legislation that would provide for consistency of campaign contribution limits applied to both elected and appointed bodies;
- e) Monitor the effect of Brown Act legislation on OCTA Board operations as it relates to the use of new technologies for communication with the public.

XI. ENVIRONMENTAL POLICIES

Changes in environmental laws can affect OCTA's ability to plan, develop, and build transit, rail, and highway projects. While OCTA has been a leading advocate for new, cleaner transit technologies and the efficient use of transportation alternatives, it also remains alert to new, conflicting, or excessive environmental statute changes.

Key positions include:

- a) Oppose efforts to grant special interest groups or new bureaucracies control, oversight, or influence over the California Environmental Quality Act process;

- b) Oppose legislation that restricts road construction by superseding existing broad-based environmental review and mitigation processes;
- c) Support incentives for development, testing, and purchase of clean fuel commercial vehicles;
- d) Support efforts to seek funding and flexibility for the retrofit or re-powering of transit buses and locomotives with cleaner engines to attain air quality standards;
- e) Oppose legislation that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes, while encouraging policies that promote advance mitigation planning programs;
- f) Monitor the consideration of strategies and funding sources that may be included in the development, adoption, and implementation of the Air Quality Management Plan (AQMP). Work to ensure the minimization of cost, and any potential conflicts between AQMP implementation, and the adopted Regional Transportation Plan, and OCTA's projects or programs.

XII. EMPLOYMENT ISSUES

As a public agency and one of the largest employers in Orange County, OCTA balances its responsibility to the community and the taxpayers to provide safe, reliable, cost-effective service with its responsibility of being a reasonable, responsive employer.

Key advocacy positions include:

- a) Oppose efforts to impose state labor laws on currently exempt public agencies;
- b) Oppose legislation that circumvents the collective bargaining process;
- c) Oppose legislation and regulations adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits including pension benefits, Family Medical Leave Act, and working conditions, including health, safety, and ergonomic standards for the workplace;
- d) Support legislation that reforms and resolves inconsistencies in the workers' compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently.

XIII. TRANSPORTATION SECURITY AND EMERGENCY PREPAREDNESS

~~As terrorist attacks~~ *natural and man-made disasters* continue to ~~take place on transit~~ *threaten transportation* systems around the world, significant ~~transportation security efforts~~ *improvements* have been, and continue to be, carried out *to enhance the safety,*

security, and resilience of transportation infrastructure in the United States. OCTA is the As Orange County's bus provider and a Metrolink partner, and OCTA comprehends the importance of ~~securing~~ ensuring the safety and security of our transportation network and protecting our customers. Presently, OCTA maintains a partnership with the Orange County Sheriff's Department to provide OCTA Transit Police Services for the bus and train systems in Orange County and continues to be actively involved in a variety of state and regional preparedness exercises in support of first responders. OCTA is also currently working with its community partners on an effort to install video surveillance systems at Metrolink stations and on its fleet of buses and throughout its bus facilities. The development of a new Transit Security and Operations Center is also underway to enhance security efforts and further the resiliency of the Orange County transit system.

Heightened security awareness, an active public safety campaign, and greater surveillance efforts, all require additional financial resources. Consequently, in 2017-18, OCTA's advocacy position will highlight:

- a) Support state homeland security and emergency preparedness funding and grant programs to local transportation agencies to alleviate financial burden placed on local entities;
- b) Support legislation that balances retention mandates of video surveillance records to reflect current reasonable technological and fiscal capabilities;
- c) Support the use of new technology to increase the safety of public transportation passengers and operators.

Draft Orange County Transportation Authority 2017-18 Federal Legislative Platform

INTRODUCTION

With a population of over three million, Orange County is the third most populous county in California and the fifth most populous county in the nation. Orange County is also one of the most densely populated areas in the country and is second only to San Francisco for the most densely populated county in the State of California. National and global attractions include Disneyland, Knott's Berry Farm, and over 42 miles of coastline, making Orange County a worldwide vacation destination.

Among metro areas in the United States (U.S.), Orange County is one of the top 20 producing economies in the nation and is home to one of the busiest transit systems in the nation. In addition, Orange County provides highway and rail corridors that facilitate an increasing level of international trade entering the Southern California ports. However, according to the latest annual survey of urban mobility by the Texas Transit Institute, the Los Angeles metropolitan area, including Long Beach and Orange County, also has the second most congestion of any metropolitan area in the nation, delaying drivers an average of more than 80 hours per year. In conducting all of its activities, Orange County Transportation Authority (OCTA) strives to the maximum extent possible to improve transportation performance, reduce congestion, and reduce emissions. With regard to federal revenues, Orange County is consistently a donor county within a donor state.

OCTA's Federal Legislative Platform outlines the statutory, regulatory, and administrative goals and objectives of the transportation authority. The following platform was adopted by the OCTA Board of Directors (Board) to provide direction to staff and federal legislative advocates for the 115th Congress.

PRINCIPLES AND OBJECTIVES

OCTA will use the following principles and objectives to guide implementation of the specific recommendations contained in this platform:

1. OCTA will seek to obtain a fair share of federal funding from all sources for transportation projects within the County, taking into account its size, population, congestion mitigation, and particular transportation needs;
2. OCTA will support the transportation legislative efforts and objectives of other Orange County entities, as appropriate, to further the implementation of this platform, provided that such efforts by others are consistent with OCTA Board-approved projects and policies; and do not place OCTA in direct competition these entities for discretionary funding;

3. In order to accomplish the goals of this platform, OCTA will work with other entities such as the Orange County Business Council, regional entities such as county transportation commissions and transit agencies, the Southern California Association of Governments, and Mobility 21;
4. OCTA will take an active role in the process of formulating legislation which will reauthorize future federal highway and transit programs, reaching out to the region, state, and appropriate congressional leaders, and working with them towards a long term and stable future reauthorization program which benefits Orange County.

I. Annual Transportation Funding

~~On July 6, 2012, President Obama signed Public Law 112-141, Moving Ahead for Progress in the 21st Century (MAP-21), which authorized surface transportation funding for federal fiscal years (FFY) 2013 and 2014. However, MAP-21 eliminated the firewalls from previous transportation authorization legislation. In the past, these firewalls required the annual appropriation of all authorized amounts from the Highway Trust Fund. This relationship between authorization and appropriations has been continued when~~

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94). *Like other recent multiyear surface transportation bills, the FAST Act does not require the appropriation of authorized Highway Trust Fund dollars.* Therefore, the annual appropriations process will continue to play an *important* role in the OCTA federal legislative platform, and OCTA will continue to advocate for the largest possible *amount and share of* annual appropriations to ~~implement the FAST Act~~ *ensure adequate resources for OCTA's operations.*

~~An important aspect of MAP-21 and the FAST Act was the~~ *Due to funding limitations ratified with bipartisan Congressional agreement, the FAST Act that the legislation does not contain any funding specifically directed to individual projects, (commonly referred to as "earmarks.")*—It is expected that annual appropriations bills will *continue this practice for the foreseeable future.* ~~follow a similar approach in FFY 2017 and 2018~~ Accordingly, there are no earmark requests included in the OCTA platform for the 115th Congress. Should this situation change, OCTA will seek the guidance and input of the Legislative and Communications Committee regarding any project requests.

Even in the absence of specific ~~€~~ Congressional earmarks, ~~certain amounts of~~ discretionary transportation funding *will be appropriated on an annual basis.* ~~continue to be distributed by the U.S. Department of Transportation (DOT).~~ *As long as this remains the case,* OCTA will continue to aggressively pursue discretionary funding for transportation projects from DOT, ~~working within the statutory and regulatory requirements of any funding program parameters of DOT funding eligibility,~~ the current

funding status of OCTA's capital program, and the direction of the Legislation and Communications Committee.

Other annual appropriations funding priorities for OCTA include:

- ~~a) Support appropriations and additional funding, with increased flexibility, of transit security grant programs for the Department of Homeland Security (DHS) to protect county surface transportation systems, including highways, transit facilities, rail lines, and related software systems; (moved to Subsection (c))~~
- a) *Support federal transportation funding assistance, including for transit operations, provided that such assistance is: 1) is sustainable at the federal, state, and local level; 2) not be considered a replacement for any ongoing program, or a substitute for the current federally authorized transit program; 3) be funded by the general fund apart from any ongoing transit appropriations; 4) be used to preserve or create jobs and transit services, and not for wage increases to current personnel; and 5) be available for capital purposes to the extent not needed for direct operating costs; (moved from Section III, subsection (d))*
- b) Support New Start funding for fixed-guideway projects selected for implementation through the Go Local process;
- c) *Support appropriations and additional funding, with increased flexibility, of transit through safety and security grant programs for the Department of Homeland Security (DHS) in order to protect Orange County's surface transportation systems, including highways, transit facilities, rail lines, and related software systems; (moved from subsection (a))*
- e d) In concert with regional transportation agencies, seek funding for the Southern California Regional Training Consortium to develop bus maintenance training information for the transit agencies throughout Southern California;
- d e) Support appropriations funding for rail safety programs, including funding for implementation and operation of positive train control requirements and other safety enhancements or risk reduction recommendations;
- e f) Support the authorization and appropriation that provides for federal funding that supports intercity and regional passenger rail corridors in California, including the Los Angeles – San Diego – San Luis Obispo Rail Corridor;

II. Advocacy Efforts for Implementation of Existing and Planned Federal Highway and Transit or Rail Programs

With the passage of the FAST Act, OCTA's efforts during ~~2017 and 2018~~ *the 115th Congress* will continue to focus on regulatory implementation of this legislation and on

possible additional legislation to complement the programs and provisions set out in the FAST Act. During this time, OCTA will advocate for the following issues:

- a) Advocate for a fair and equitable distribution of FAST Act funding to OCTA from the State of California in accordance with any agreed-upon statewide administrative plan or enacted state legislation;
- b) Working with regional agencies, advocate for a high ranking of the Alameda Corridor projects as part of the FAST Act discretionary programs;
- c) Upon definition and approval by the Board, seek support from the Federal Transit Administration and Orange County Congressional Delegation for any fixed-guideway transit projects approved for implementation by the Go Local process;
- d) Pursue continued eligibility of Congestion Mitigation Air Quality (CMAQ) program funding for at least three years of operating expenses associated with any new start fixed-guideway or eligible bus projects in Orange County;
- e) *Advocate for inclusion of recommendations from the OCTA Breaking Down Barriers Report and subsequent Follow-on Study as part of future legislation and regulations, including: (moved from Subsection (k))*
 - e 1) *Support expanded design-build authorizations for federally-funded highway and surface transportation projects; ~~in accordance with the OCTA Breaking Down Barriers report (approved by the Board on March 28, 2011) and any similar follow on reports; (moved from Subsection (e) to streamline Subsections (e),(f), (g), and (k))~~*
 - ƒ 2) *Support environmental process improvements and stewardship efforts by the relevant federal agencies to expedite project delivery and accelerate the creation of jobs; and ~~, in accordance with the FAST Act and the OCTA Breaking Down Barriers Report approved by the Board on March 28, 2011, and any similar follow on reports; (moved from Subsection (f) to streamline Subsections (e),(f), (g), and (k))~~*
 - g 3) *Support expedited federal review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities. ~~, in accordance with the FAST Act and the OCTA Breaking Down Barriers Report, approved by the Board on March 28, 2011, and any similar follow on reports (moved from Subsection (g) to streamline Subsections (e),(f), (g), and (k))~~*
- h f) Support efforts within the surface transportation reauthorization legislation, or other appropriate legislation, that direct state departments of transportation to give consideration to the condition and effectiveness of local evacuation routes

in high risk areas when setting priorities for the disbursement of highway funding;

- i g) Support efforts to authorize, fund, and streamline the delivery of, bike paths, bike trails, and pedestrian paths within Orange County;
- j h) Advocate for legislation, programs, and projects, which encourage, where possible, a “complete streets” approach to planning and multi-modal planning approaches in order to expedite project delivery;
- ~~k) Advocate for inclusion of recommendations from the OCTA Breaking Down Barriers Report, approved by the Board on March 28, 2011, and any similar follow on reports, as part of future legislation and regulations; (moved to Subsection (e) to streamline Subsections (e), (f), (g), and (k))~~
- l i) Encourage the Federal Highway Administration (FHWA) to return the Regional Transportation Plan (RTP) to a long-range planning and vision document rather than a detailed, 30-year financial plan, as current regulations mandate;
- m j) Regulations have shifted the approval of RTP amendments involving Transportation Control Measures from FHWA to the Environmental Protection Agency (EPA). OCTA requests that this approval process revert back to FHWA and maintain a consultation process with EPA;
- n k) Request that federal funding guidelines permit use of funds for soundwalls as a local option. The FHWA does not permit the use of highway funds to retrofit soundwalls, yet federal trade policies have led to increased freight traffic along goods movement corridors and, hence, noise along the freeways. OCTA requests that the policy be amended to allow highway funds to be used to mitigate the impacts of freight traffic on local communities adjacent to goods movement corridors;
- o l) Work with the FHWA, or appropriate members of Congress, as part of the waiver process set out in the FAST Act, to obtain flexibility and increased local decision-making authority regarding the operation of high-occupancy vehicle (HOV) lanes, in order to reduce or eliminate the unintended consequences provided by Section 166 of the Federal Highway Act or any similar provisions regulating degradation of HOV lanes;
- p m) Engage the State of California, and other state and federal stakeholders, to seek the mitigation or elimination of any federal requirements for direct actions within 180 days in response to any degradation found to exist on federally funded highways;
- q n) Support legislative and administrative streamlining of Federal Buy America requirements to permit greater certainty and consistency regarding the

requirements, and greater flexibility in applying the requirements to federal funded highway and transit projects;

- f o) In conjunction with other Southern California public rail transportation providers, support legislative and administrative efforts to: 1) responsibly implement and operate Positive Train Control (PTC) nationwide in a manner that takes into consideration any and all technological, fiscal, and logistical challenges in its implementation, while providing for reasonable exemptions from legislative deadlines on a case-by-case basis; 2) assure that any alternative technologies employed in other rail systems are interoperable with, and contain the same safety benefits as, the PTC system implemented by Metrolink; 3) ensure that the necessary technical resources such as wireless spectrum, are made available, as appropriate, for the full implementation of PTC;
- s p) Seek flexibility for the use of formula transit funds to support and utilize alternative transportation services.

~~The last 16 miles of the 67-mile Transportation Corridor Agencies (TCA) toll road system, known as the Foothill South Project, represents the only Southern Orange County travel alternative to the Interstate 5 (I-5). The I-5 corridor is already dominated by severe traffic congestion, negatively impacting travelers throughout Orange County. Due to the need to use property leased from the federal government as part of the preferred right-of-way for the extension, opponents of this project have used federal legislation in an attempt to halt or severely impede project completion. Therefore, OCTA will continue to oppose any provision of federal law which would impede the completion of the project and will work in an active partnership with the TCA in Washington D.C. to seek a resolution to this issue which will permit the completion of a Foothill South Project through Southern Orange County.~~

III. Economic Impact Legislation and Regulations

Several federal legislative and regulatory actions are also under consideration to prevent unintended adverse economic impacts to the transportation industry and also to appropriate funding for transportation infrastructure projects as a means of creating needed jobs in the economy. In this regard, OCTA will:

- a) Support legislation which would hold harmless local governments who held debt instruments of Lehman Brothers on September 15, 2008, and other regulatory actions pursuant to section 103 of the Emergency Economic Stabilization Act, which are needed to ensure stability in local entities that, through no fault of their own, suffered losses in the economic crisis of 2008;
- b) Support federal legislation and programs which accelerate funding for transportation infrastructure projects and, thereby, create additional jobs and economic activity in Orange County;

- c) Oppose any federal legislation or regulatory action which acts to impede the development of business opportunities and job creation in Orange County;
- ~~d) Support federal assistance for transit operations, provided that such assistance: 1) is sustainable at the federal, state, and local level; 2) not be considered a replacement for any ongoing program, or a substitute for the current federally authorized transit program; 3) be funded by the general fund apart from any ongoing transit appropriations; 4) be used to preserve or create jobs and transit service, and not for wage increases to current personnel; and 5) be available for capital purposes to the extent not needed for direct operating costs; (moved to Section I, Subsection (a))~~
- e d) Oppose any further increase in the current rail passenger liability cap of \$295 million per incident and work with regional partners to ensure that discussions regarding the cap take into account the limited resources of public sector passenger rail providers.
- f e) Oppose federal legislative and/or regulatory actions that would divert revenues generated by locally-approved sales taxes, to programs and projects that are not included in the sales tax ordinance.
- f) *Support fiscally sound legislation that adequately addresses the Highway Trust Fund's structural deficit.*

IV. Reauthorization of the Highway, Transit, and Rail Programs

~~During the 12-year life of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and MAP-21, OCTA received over \$1.88 billion in transportation funding from programs authorized under the acts. The overwhelming majority of these funds (approximately 94 percent or \$1.77 billion) were provided pursuant to formula-funded programs on a pay as you go basis. A large percentage of the formula funds are used to fund OCTA's transit operating budget. The remainder is used for highway, transit, and surface transportation capital projects throughout the region.~~

~~On December 4, 2015, Congress passed and the President signed into law the FAST Act, the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment.~~

The FAST Act authorizes \$305.5 billion over ~~f~~*Fiscal y*Years 2016 through 2020 for public transportation, rail, highway, highway and motor vehicle safety, motor carrier safety, hazardous materials safety, and research, technology, and statistics programs. These funding levels ~~authorized by the FAST Act~~ provides modest increases in all major existing surface transportation programs over the five-year life of the *bill* authorization. It also adds new formula and discretionary freight programs, a new

discretionary bus capital program, *and* modest new funding for intercity rail. ~~, and maintain~~ *The legislation also preserves the federal focus on safety, keeps intact the established structure of the various highway-related programs, and continues efforts to streamline project delivery. The enactment of the FAST Act allows state and local government agencies to move forward with critical transportation projects with the confidence that they will have a federal partner over the long term.*

While the FAST Act provides funding authorization through ~~FFY~~ *Fiscal Year 2020*, it is possible that the 115th Congress will begin to look at additional or extended transportation authorization funding during the next two years. ~~In the event of this event,~~ *OCTA will examine any such proposals using the following framework:*

- a) OCTA will analyze key highway, transit, and rail reauthorization proposals as they emerge to determine:
 - 1) The source, adequacy, and stability of proposed future revenues to meet future transportation needs and the economic impact to the public of collection of those revenues;
 - 2) The extent to which a proposal will maximize the return of federal revenues to California and to OCTA;
 - 3) The extent to which a proposal enhances the federal funding partnership by helping OCTA address capital and operating revenue shortfalls;
 - 4) Whether or not the proposal contains any unfunded statutory or regulatory mandates applicable to OCTA; *and*
 - 5) The extent to which the proposal contains provisions which support the recommendations contained in OCTA's Breaking Down Barriers Report *and subsequent Follow-on Study*. ~~, approved by the Board on March 28, 2011, and any similar follow-on reports;~~

- b) Based upon this analysis, OCTA will seek a Board determination of the appropriate approach to any new surface transportation reauthorizing proposals in Washington D.C. *based on the following general principles:*
 - e 1) OCTA ~~generally~~ supports program features in the next highway, transit, and rail authorization legislation ~~which to enable greater flexibility in the permitted uses of transportation funds, and which to distribute funding based upon formula factors which that~~ *adequately recognize the extent of transportation funding needs within Orange County;*

 - e 2) OCTA ~~generally~~ supports receiving federal highway funds through a fair sub-allocation, ~~taking into that~~ *accounts ing for additional costs,*

increased administrative responsibilities, and the potential for increased liabilities to which the agency may be subject; *and*

- d 3) OCTA ~~generally~~ supports efforts that would ensure that all users of the national transportation system pay their “fair share” to maintain and improve the system.

V. Goods Movement

The twin Ports of Los Angeles and Long Beach are considered “America’s Gateway” and the nation’s busiest ports, *handling more than \$180 billion dollars’ worth of cargo each year*. The maintenance and improvement of our region’s goods movement infrastructure must continue to be a national priority if our region is to remain competitive with the rest of the world and be responsive to the consumer needs of the nearly 18 million people living in Southern California. The need for the Southern California region to remain competitive is further underscored by the expansion and modernization *by foreign competitors. of the Panama Canal and other ports*. Even though the FAST Act will provide \$10 billion for goods movement projects and programs, these and other revenue streams at the federal level remain insufficient to fund the projects needed to offset the costs of moving these goods *considering the many years of underinvestment*.

Therefore, OCTA’s advocacy efforts regarding goods movement will continue to emphasize the following:

- a) Pursue new, stable, dedicated, and secure sources of funding for goods movement infrastructure;
- b) Assure that the benefits of newly funded projects also take into account mitigation factors to impacted communities;
- c) Continue to work with Congress, the state, and local governments, as well as with the private sector, to develop and implement the needed *sustainable* infrastructure programs and projects;
- d) Ensure that public control of goods movement infrastructure *and freight mobility* projects is retained at the local level;

VI. ~~Homeland~~Transportation Security and Emergency Preparedness

OCTA continues cooperative efforts with neighboring transit agencies, Urban Area Security Initiative partners, state and federal Homeland Security and Emergency Preparedness grant partners, and local jurisdictions to enhance the security and resiliency of regional highway, bus, and rail systems. In addition to seeking additional grant funding to secure ~~the~~ *Orange County’s* highways, rail, transit, and computer information systems, OCTA will pursue the following regulatory and statutory changes

to ensure homeland *that safety*, security, and emergency preparedness needs are met:

- a) Support increased federal funding to transit agencies for staff training, increased surveillance, and security and *disaster* preparedness improvements for highways, transit, rail security, and computer information systems in the U.S., and flexibility for the use of these funds;
- b) Support a fair and effective distribution of grant funds ~~which~~ *that* takes into consideration the risks of *all hazards, including natural disasters, acts of terrorism, and other man-made disasters on targets* in Southern California, as estimated by the *Department of Homeland Security*, ~~working~~ in cooperation with state and local officials;
- c) Support programs that reach out to state homeland security and emergency preparedness officials to improve information exchange protocols, refine security and *disaster* preparedness systems, and support state and regional data coordination.

VII. Energy Issues

Legislation addressing U.S. policies on energy is likely to play a role in the 115th Congress. The transportation sector is the largest consumer of petroleum in the U.S. Therefore, the focus by Congress to further develop energy efficient policies is likely to have an impact on OCTA operations. With this in mind, OCTA will:

- a) Monitor legislation and federal rulemaking that addresses new or emerging energy policies such as incentives for alternative fuel technology, and use and developer incentives supporting transit programs, as well as research and technology;
- b) Provide federal legislative reports to the Board outlining any energy-related legislation introduced in the next Congress that potentially impacts OCTA operations;
- c) Work with industry associations to comment on congressional actions and/or federal policies that impact the public transportation sector;
- d) Support the continuation of fuel tax credits for OCTA's use of compressed natural gas and liquefied natural gas, and the expansion of these credit incentives for the use of other alternative transit fuels.

VIII. Environmental Policy and Other Regulatory Requirements

Federal environmental laws and regulations affecting OCTA include the National Environmental Protection Act, the Federal Clean Air Act, Federal Water Pollution

Control Act, and the Endangered Species Act. With regard to these acts and related regulations, OCTA will:

- a) Seek opportunities to expedite and improve the efficiency of the environmental process for federally funded projects. The OCTA Breaking Down Barriers ~~*Report and subsequent Follow-on Study*~~, ~~approved by the Board on March 28, 2011~~, contains numerous examples of *ways to expedite* instances where the environmental review process can be expedited and made more efficient without impairing substantive environmental requirements. ~~MAP-21 and the FAST Act~~ *Many of these recommendations have been* incorporated ~~many of these recommendations~~ into statute, ~~with the requirement of implementing regulations~~. OCTA will monitor future regulations in this area to ensure ~~that they~~ *the* effectively implementation of these statutory provisions.
- b) Seek federal funding to meet state and local environmental quality requirements, including anticipated requirements for zero emission busses, alternative fueling stations, and future greenhouse gas reduction requirements;
- c) Monitor any new federal programs seeking to address the environmental impacts of greenhouse gases to ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements;
- d) Support legislation and federal grant programs that encourage ridesharing and related congestion relief programs for Orange County commuters.

In addition, OCTA takes the following positions with regard to U.S. departments providing federal oversight, specifically:

- e) Support efforts to work with the California Department of Transportation and the Administration to equitably resolve the United States Department of Transportation interpretation of Americans with Disability Act (ADA) compliance guidelines that retroactively require the implementation of costly curb-ramp and level boarding upgrades within the boundaries of federally-funded projects. According to state officials implementing these regulations on behalf of FHWA, the requirements apply even if curb-ramps are already in place, but considered to be out of date according to the most recent ADA guidelines, or when the project would not require ground disturbance (i.e. signal synchronization projects funded with CMAQ funds);
- f) Oppose any regulations or administrative guidance seeking to extend through administrative actions the statutory requirements of ADA;
- g) Support expedited federal review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities;

- h) Support expedited and improved federal reporting and monitoring requirements to ensure efficiency and usefulness of data, and to eliminate redundant state and federal requirements;
- i) Ensure that regulations and programs implementing federal requirements regarding transit safety oversight are reasonable, as free as possible from bureaucratic burden, and do not place an unfair financial burden on OCTA operations.

IX. Employment Issues

Federal employment laws affecting OCTA include the Fair Labor Standards Act, Family and Medical Leave Act, Occupational Safety and Health Act, and the Omnibus Transportation Employee Testing Act of 1991. While significant changes to these federal laws are not anticipated during the 115th Congress, OCTA's historical positions regarding labor and employment issues have included:

- a) Support income tax deductions for employees receiving employer-provided transit passes, vanpool benefits, or parking spaces currently counted as income;
- b) Oppose legislation and regulations, and any federal grant actions adversely affecting the agency's ability to effectively and efficiently address labor relations, employee rights, benefits including pension benefits, and working conditions including health, safety, and ergonomics standards in the workplace;
- c) Support efforts to restrict the ability of the Federal Government to limit state or local efforts to reform pension benefits.



SB-1 Updates



October 25, 2017

To: Technical Advisory Committee

From: Orange County Transportation Authority Staff

Subject: SB 1 (Chapter 5, Statutes of 2017) Funding Programs Update

Overview

SB 1 (Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, will provide an estimated \$52.5 billion for transportation purposes over the next ten years, with investments targeted towards fix-it-first purposes on local streets and roads, highways, transit operations and maintenance, capital investments, and active transportation. An update on the status and general requirements of key competitive programs are presented for review.

Recommendation

Receive and file as an information only item.

Background

SB 1 provides significant supplemental funding to many existing programs and creates several new funding programs. At its core, SB 1 is about maintaining existing state and local transportation infrastructure. In addition, SB 1 provides significant supplemental public transit funding to stem the declining trend in traditional transit funding. SB 1 will nearly double local street and roads funding for each city and county, with an emphasis on projects that improve pavement condition, enhance safety, implement complete street elements, and upgrade traffic control devices.

The California Transportation Commission (CTC), the California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) are working on guideline development for many of the SB 1 competitive programs. Both competitive and non-competitive programs are summarized in the table below (also referenced in Attachment A):

Program	Guideline Development/Lead	Distribution Method
2017 Active Transportation Program	CTC	Competitive
2019 Active Transportation Program	CTC	Competitive
Advance Mitigation (Environmental)	Caltrans	To Be Determined
Caltrans Transportation Planning Grants	Caltrans	Competitive
Freeway Service Patrol	Various	Non-Competitive
Local Partnership Program	CTC	Competitive/ Non-Competitive
Local Streets and Roads	CTC	Non-Competitive
Solutions for Congested Corridors	CTC	Competitive
State Highway Operation and Protection Program	CTC	Non-Competitive
State Transit Assistance Capital	CalSTA/Caltrans	Non-Competitive
State Transit Assistance Flexible	State Controllers	Non-Competitive
State Transportation Improvement Program	CTC	Non-Competitive
Trade Corridor Enhancement Program	CTC	Competitive
Transit and Intercity Rail Capital Program	CalSTA	Competitive

Discussion

The following program updates are included in this report and described below.

- Active Transportation Program (ATP) SB 1 Augmentation (2017)
- Caltrans Transportation Planning Grants
- Local Partnership Program
- Local Streets and Roads

The draft and final guidelines for each funding program can be accessed at the following link: <http://www.catc.ca.gov/programs/SB1.html>

Active Transportation Program (ATP)

The CTC developed guidelines and issued the call for projects (call) to provide \$200 million for ATP Cycle 3 SB 1 Augmentation. Applications were due August 1, 2017. There were 11 projects submitted from Orange County for consideration of funding (Attachment B). CTC staff will be recommending two projects for statewide ATP Cycle 3 SB 1 Augmentation funds at the October 18, 2017 CTC meeting.

The regional component in the ATP SB 1 Cycle 3 Augmentation call will provide \$6.4 million to Orange County. The Southern California Association of Governments is recommending six projects for regional ATP Cycle 3 SB1 Augmentation and regional ATP Cycle 3 funds. CTC approval of projects is anticipated to occur at the December 6, 2017, CTC meeting.

Details of each of the recommended projects is provided in Attachment B. The next ATP Cycle 4 is expected to be released in spring 2018.

Caltrans Transportation Planning Grants

Caltrans has held four workshops on the development of two funding programs, the Sustainable Communities grants, which will provide \$25 million annually, and Adaptation Planning grants, which will provide \$20 million over three years. The Sustainable Communities grants are being distributed 50 percent, or \$12.5 million, to Metropolitan Planning Organizations (MPO) based on population, and 50 percent through a competitive process to local agencies to directly benefit multi-modal transportation systems in ways that also improve public health, social equity, environmental justice, and provide other important community benefits. The Adaptation Planning grants are awarded competitively and are expected to fund plans that address adapting the transportation system to climate change impacts and also to benefit multi-modal transportation systems. Guidelines were issued in September, and applications were due to Caltrans on October 20, 2017.

Local Partnership Program (LPP)

The LPP will provide \$300 million for projects (\$100 million annually for FY 2017-18 through FY 2019-20). The CTC intends to hold a call every three years. Only agencies with voter-approved transportation sales tax, tolls, developer fees, and parcel taxes are eligible for both formula and competitive funds. Fifty percent of the funds will be distributed via formula, and 50 percent of the funds will be distributed through a competitive process. Entities with other transportation fees can participate in the competitive program. Competitive program funds can be used towards construction and require a dollar for dollar match.

The CTC is expecting to approve the guidelines for program at the October 18, 2017, CTC meeting. Applications for formula funds are due December 11, 2017, and applications for competitive funds are due January 30, 2018.

Local Streets and Roads

The CTC approved and issued final guidelines on August 16, 2017. Updates since the approval of the guidelines are provided below:

- On September 12, 2017, the CTC released the Local Streets and Roads Funding Annual Reporting Form. The form includes the project list template required for submittal to the CTC. The reporting form is provided in Attachment C.
- On September 16, 2017, Governor Jerry Brown signed into law Assembly Bill (AB) 135. CTC expects to modify the Local Streets and Roads Reporting Guidelines at the October 18, 2017 CTC meeting. The new guidelines will change the existing project list approval requirement from a budget amendment to requiring a council or board resolution. Agencies that satisfied the previous project list approval requirements are still eligible to receive RMRA funds.
- On September 29, 2017 the State Controller's Office released a frequently asked questions (FAQ). The FAQ is included in Attachment D. The FAQ includes instructions on adjusting an agency Maintenance of Effort (MOE) that was due by October 17, 2017. Measure M2 Fair Share may also be used to satisfy the MOE requirement. Lastly, agencies now have a 90 day grace period from October 16, 2017 to submit the project list to CTC or risk the loss of RMRA funds.

Summary

Updated information regarding the CTC Implementation Plan for SB 1 funding programs is provided. OCTA staff will continue to monitor the implementation of SB1.

Attachments

- A. SB 1 (Chapter 5, Statutes of 2017) Application Development and Guidelines Schedule
- B. ATP Cycle 3 SB 1 (Chapter 5, Statutes of 2017) Augmentation List of Submitted Projects from Orange County
- C. Local Streets and Roads Funding Annual Reporting Form
- D. California State Controller - (SB1) Road Maintenance and Rehabilitation Program FAQ

SB 1 (Chapter 5, Statutes of 2017) Application Development and Guidelines Schedule

#	Program	\$ Annual (millions)	FY 2016-17					FY 2017-18											
			May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June			
1	2017 ATP Augmentation	\$ 100		▲		■				●									
2	State Highway Operation and Protection Program	\$ 1,900		△															
3	Local Streets and Roads	\$ 1,500				▲				■									
4	2018 State Transportation Improvement Program	\$ 100				▲										●			
5	TIRCP ¹	\$ 245							▲				■				●		
6	State Transit Assistance Flexible	\$ 250							▲										
7	State Transit Assistance Capital	\$ 105																	
8	Local Planning Grants (Caltrans) ²	\$ 25							▲										
9	LPP ³	\$ 200								▲			■				●		
10	Solutions for Congested Corridor Program ⁴	\$ 250															●		
11	TCEP Account ⁵	\$ 300															●		
12	2019 ATP (Cycle 4) ⁶	\$ 100															■		
13	Freeway Service Patrol	\$ 25																	
14	Advanced Mitigation	\$ 30																	

To Be Determined

1 - TIRCP applications due January 12, 2018. CalSTA announces awards April 30, 2018. CTC programs funds May 16, 2018.
 2 - Caltrans Planning Grants applications due October 20, 2017.
 3 - LPP formula applications due December 11. Competitive applications and adoption of formula program on January 31. Competitive program adoption is May 16.
 4 - SCC applications due February 23, 2018. Adoption is May 16, 2018.
 5 - TCEP applications due February 16, 2018. Adoption is May 16, 2018.
 6 - ATP Cycle 4 schedule is based on past cycles' schedules. Official schedule is not published.

- ▲ = Interim guideline adoption
 - △ = Guideline adoption/final guidelines published
 - = Application/submittal
 - = Adoption
- FY - Fiscal Year
 ATP - Active Transportation Plan
 TIRCP - Transit and Intensity Rail Capital Program
 Caltrans - California Department of Transportation
 LPP - Local Partnership Program
 TCEP - Trade Corridor Enhancement Program
 CalSTA - California State Transportation Agency
 CTC - California Transportation Commission
 SCC - Solutions for Congested Corridors

ATP Cycle 3 SB 1 (Chapter 5, Statutes of 2017) Augmentation List of Submitted Projects from Orange County

#	Implementing Agency	Project Title	Phase of Work	Total ATP Request	Total Project Cost	Project Type	OCTA Prioritization Points	Statewide Score	Total Score (with OCTA points)
Statewide ATP SB 1 Augmentation - Funded Projects									
1	Santa Ana	City of Santa Ana - First Street Pedestrian Improvements	PA&ED, PS&E, CON	\$ 4,572	\$ 4,572	SRTS	N/A	88	88
2	Buena Park	Buena Park School District SRTS Improvements	PA&ED, PS&E, ROW, CON	\$ 1,644	\$ 1,654	SRTS, SRTS-NI	N/A	79	79
Regional ATP SB1 Augmentation - Funded Projects (Pending California Transportation Commission Approval)									
3	Santa Ana	City of Santa Ana - West Willis Street Protected Bicycle Lanes	PA&ED, PS&E, CON	\$ 495	\$ 2,970	SRTS, SRTS-NI	8	80	88
4	Santa Ana	City of Santa Ana - SRTS Davis Elementary ADA Compliance	PA&ED, PS&E, CON	\$ 920	\$ 5,754	SRTS	7	80	87
5	Orange County	Hazard Avenue Bikeway Project	CON	\$ 3,566	\$ 3,566	Infrastructure	5	77	82
6	Orange County	OC Loop Coyote Creek Bikeway (Segments O, P, Q)	PS&E, CON	\$ 1,415	\$ 26,257	Infrastructure	10	68	78
7	La Habra	La Habra Union Pacific Rail Line Bikeway (Walnut to Cypress)	ROW	\$ 863	\$ 975	SRTS	10	61	71
8	Seal Beach	Lampson Avenue Bike Lane Gap Closure Project 2016	PA&ED, PS&E, CON	\$ 637	\$ 1,265	Infrastructure	1	50	51
Contingency List Projects									
9	Orange County	Surfside Inn Pedestrian Overcrossing Phase II	CON	\$ 5,395	\$ 5,395	Infrastructure	5	43	48
10	Anaheim	Santa Ana Canyon Road Multi-Use Trail Project	PA&ED, PS&E, CON	\$ 1,999	\$ 3,142	Infrastructure	3	43	46
11	Anaheim	Nohl Ranch Open Space Trail	PA&ED, PS&E, ROW, CON	\$ 803	\$ 1,621	Infrastructure, NI	6	37	43
TOTAL				\$ 22,309	\$ 57,171				

ATP - Active Transportation Program
 OCTA - Orange County Transportation Authority
 PA&ED - Project Approval and Environmental Documents
 PS&E - Plan, Specifications, & Estimates
 CON - Construction
 SRTS - Safe Routes to Schools
 N/A - Not Applicable
 ROW - Right-of-Way
 NI - Non-Infrastructure
 ADA - American Disabilities Act

Local Streets and Roads Funding Annual Reporting Program
(Proposed Project List Form)

This is the standard form that cities and counties are required to use when submitting a list of projects to the California Transportation Commission (Commission) for funding with Road Maintenance and Rehabilitation Account (RMRA) funds pursuant to Streets and Highways Code Section 2034.

The Proposed Project List Form consists of 3 worksheets:

- **Part 1 – General Information** (Input required)
- **Part 2 – Project Information** (Input required)
- **Part 3 – Summary** (Review only)

Parts 1 & 2 are input pages. Both Required and Optional fields are provided for entering information:

- **Required input fields (*)** are highlighted in yellow and must be filled out completely.
- Optional input fields are not highlighted and should be completed as thoroughly as possible.
- Input field titles with (?) include comments with explanations and examples which can be viewed by hovering the cursor over the title.

Part 3 is a review page. Grayed-out fields are self-populated by information entered in Parts 1 & 2. No input is needed in this page.

Steps to complete & submit Form

- 1. Save and rename this Excel workbook file with your Agency name (i.e. LSR_Project List_Agency name)**
- 2. Complete "Part 1_General Information" and save worksheet**
- 3. Complete "Part 2_ Project Information" and save worksheet**
- 4. Review "Part 3_Summary" for completeness**
- 5. Email the completed Excel file along with the required Budget Support Documentation to the Commission (LSR@dot.ca.gov) by October 16, 2017**

Questions regarding the form can be emailed to: LSR@dot.ca.gov

Senate Bill (SB) 1 Proposed Project List Form

Part 1: General Information**Local Streets and Roads Program**

* Agency Name: (Select from dropdown list)

LoCode:

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* Agency Address:

* City:

* ZIP Code:

		CA	
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* Agency Contact:

* Agency Contact Title:

--	--

* Agency Contact Phone No.: (i.e. 1234567890)

* Agency Contact Email Address:

--	--

Funding for Fiscal Year:

FY 17/18

* Budget Support Documentation:?

Please briefly describe the budget support documentation being provided.

--

Average Network PCI:

Measurement Date:

(Month)

(Year)

--	--

Additional Information: ?

--

Project Flexibility:

Pursuant to SHC Section 2034(a)(1), this project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with SHC Section 2030(b). After submittal of the project list to the Commission, in the event a city or county elects to make changes to the project list pursuant to the statutory provision noted above, formal notification of the Commission is not required. However, the Project Expenditure Report form that is due to the Commission by October 1st each year, will provide an opportunity for jurisdictions to annually communicate such changes to the Commission as part of the regular reporting process.

* Required information

Part 2: Project Information
Local Streets and Roads Program

* Required

Proposed Project (PP#)	LoCode	* Project Title	Project ID (if any)	Project Type		* Project Description	* Project Location	* Estimated Completion Date		* Estimated Useful Life (if any)		Legislative District(s)		Additional Project Elements (Does the project include element(s) as describe in SHC 2030 (c)-(i)? <small>(Select 'N/A' for program list)</small>								
				Type <small>(Select from dropdown list)</small>	Explanation <small>(if "Other" is selected, please explain)</small>			Pre-Construction <small>(mm/yyyy)</small>	Construction <small>(mm/yyyy)</small>	Min. <small>(if any)</small>	Max. <small>(if any)</small>	State Senate	State Assembly	Sustainability	Technologies	Climate Change	Complete Streets Elements	Description of Elements				
PP01																						
PP02																						
PP03																						
PP04																						
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PP64																						

Local Streets and Roads Program

Agency Name:	Agency Contact:
LoCode:	

FY	
17/18	

Summary of Proposed Project List						
Project No.	Project Title	Project Description	Project Location	Estimated Completion Date (mm/dd/yyyy)		Estimated Useful Life (# of yrs)
				Pre-Construction	Construction	
PP01						
PP02						
PP03						
PP04						
PP05						
PP06						
PP07						
PP08						
PP09						
PP10						
PP11						
PP12						
PP13						
PP14						
PP15						

Betty T. Yee
California State Controller





(SB1) Road Maintenance and Rehabilitation Program FAQs

Introduction

Senate Bill (SB) 1, Chapter 5, Statutes of 2017, created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on the State Highway System and the local street and road system, and the Road Maintenance and Rehabilitation Account (RMRA) for the deposit of various funds for the program. A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

Cities and counties receiving RMRA funds must comply with all relevant federal and state laws, regulations, policies, and procedures. Expenditure authority for RMRA funding is governed by Article XIX of the California Constitution; Revenue and Taxation Code, Division 2, Part 5, Chapter 6, section 11051; and Streets and Highways Code, Chapter 2, Division 3, section 2030 (b). Program requirements include Streets and Highways Code sections 2034, 2036, 2037, and 2038.

The following information is intended to provide guidance on specific questions relating to the RMRA-Local Streets and Roads (LSR) funding. The list is not all-inclusive, but covers the most frequently asked questions about the RMRP. To obtain additional information, contact the State Controller's Office (SCO), Division of Audits, Local Government Bureau by email at AUDstreetsroads@sco.ca.gov or by telephone at (916) 327-3928  (for cities) or (916) 324-6984  (for counties).

Frequently Asked Questions

Use of Funds

1. **Can a city or county spend its RMRA-LSR fund apportionments prior to receiving the funds? Can a city or county incur expenditures for eligible**

projects using other funds and reimburse these other funds once it begins to receive its RMRA-LSR funding?

1. Yes. Cities and counties can use their apportionments received under Streets and Highways Code section 2032(h)(2) to reimburse the allowable expenditures incurred within the fiscal year of apportionment.
2. **Can a city or county use the RMRA-LSR funds for the costs of utility relocations?**
 1. Utility relocations are generally not allowable unless there is a legal street or road obligation to do so.
3. **Can the RMRA-LSR funds be expended on phases of a project including planning and engineering?**
 1. Yes. RMRA-LSR funds can be expended on all phases of eligible projects that are street-related or road-related.
4. **Can a city or county use RMRA-LSR funds to pay street or road crew salaries for major maintenance programs and for purchasing materials?**
 1. Yes. A city or county can use RMRA-LSR funds to reimburse the costs of work performed by its own employees on street-related or road-related projects that are otherwise RMRP-eligible and in compliance with applicable state laws and regulations.
5. **Can a city or county use RMRA-LSR funds for bridges and culverts?**
 1. Yes. Cities and counties may use RMRA-LSR funds for eligible maintenance and rehabilitation projects provided that the bridges and culverts are street-related or road-related.
6. **Can agencies pool resources by developing Memoranda of Understanding to share RMRA-LSR funds locally in order to implement projects sooner?**
 1. No. The Streets and Highways Code does not allow agencies to pool resources with funds apportioned under Streets and Highways Code section 2032(h)(2).
7. **Will the city or county need to submit invoices for reimbursement in order to receive the RMRA-LSR fund apportionment?**
 1. No. Cities and counties need not submit invoices in order to receive the RMRA-LSR fund apportionment. However, the city or county should retain sufficient supporting documentation for all expenditures and retain such documentation consistent with the record-retention requirements applicable to its jurisdiction.
8. **Can a city or county carry over allocations to future years?**

1. Yes. A city or county can carry over unexpended RMRA-LSR funds apportioned under Streets and Highways Code section 2032(h)(2) to subsequent fiscal years.
9. **If a city or county accounts for the RMRA-LSR funds in its Gas Tax Fund or Road Fund, can the city or county simply allocate all interest to the fund itself and not allocate it to each individual funding source?**
 1. Yes. A city or county can allocate RMRA-LSR interest earned at the fund level (Gas Tax Fund or Road Fund).
10. **Can a city or county issue bonds for RMRA funded projects and use RMRA-LSR funds for debt service payments?**
 1. Article XIX section 6 (b) of the California Constitution allows “[u]p to 25 percent of the revenues allocated to any city or county” from revenues imposed by the State on motor vehicles to be used “for the payment of principal and interest on voter-approved bonds issued by that city or county” for purposes specified in Article XIX section 2 of the California Constitution.

Maintenance-of-Effort

1. **Where can a city or county view the existing state records that show expenditures that the city or county reported for fiscal year (FY) 2009-10, FY 2010-11, and FY 2011-12?**
 1. A city or county can view the SCO-compiled Annual Streets and Roads reports at http://sco.ca.gov/ard_locrep_streets.html.
2. **Can a city or county amend the annual street or road reports filed for FY 2009–10, FY 2010-11, and / or FY 2011-12?**
 1. No. The SCO does not accept amendments to annual reports that a city or county has filed once the deadline for the report has passed. Specifically, Streets and Highways Code section 2151 requires cities and counties to file an annual report of expenditures for street or road purposes with the SCO on or before October 1 of each year. The deadlines for the annual reports filed for FY 2009-10, FY 2010–11, FY 2011-12, were October 1, 2010, October 1, 2011, and October 1, 2012, respectively. Therefore, no amendments to these reports will be accepted.
3. **Will the SCO provide a mechanism for a city or county to request an adjustment to the maintenance-of-effort (MOE) requirement?**
 1. Yes. At the end of August 2017, the SCO sent each city and county a MOE Calculation Summary Sheet that must be completed and returned to the

SCO by October 17, 2017. The MOE Calculation Summary Sheet shows the average general (discretionary) fund expenditure for FY 2009-10, FY 2010-11, and FY 2011-12 based on expenditures reported by the city or county in its streets or roads reports for those fiscal years. The city or county can either accept the MOE as calculated or request specific adjustments.

2. The SCO may deny or approve requested adjustments after a review of the adjustments.
3. If your city or county has not received the SCO's MOE calculation letter, please contact the SCO by email at AUDstreetsroads@sco.ca.gov.
4. **Will the SCO consider economic hardship and grant a city or county additional time to meet its RMRP MOE requirement, or allow a city or county to expand the number of fiscal years it uses from three years to five years when calculating the MOE amount?**
 1. No. The Streets and Highways Code section 2036 establishes the RMRP MOE requirements; and does not provide for economic hardship considerations to allow additional time to meet its MOE, other than as stated in Streets and Highways Code section 2036(f), or to expand the number of fiscal years for MOE calculation.
5. **If a city or county has an existing MOE requirement for another program, can the General Fund expenditures used to satisfy the existing MOE requirement also be used to satisfy the RMRP MOE requirement?**
 1. Yes. The General Fund expenditures that satisfy the MOE requirement for another program can also be used to satisfy RMRP MOE requirements.
6. **Can a city or county use RMRP fund expenditures to satisfy the RMRP MOE requirements?**
 1. No. RMRP funds are not considered discretionary funds, and therefore cannot be used to satisfy the Streets and Highways Code section 2036 MOE requirements.
7. **A city or county reported General Fund street-related engineering costs in its FY 2009-10, FY 2010-11, and FY 2011-12 annual streets/roads report. Can the city or county have these costs removed from the average General Fund expenditures for these fiscal years or, alternatively, can the city or county include these costs in its annual General Fund expenditures to satisfy the MOE requirement?**
 1. All General Fund street-related or road-related costs should be included in a city's average General Fund expenditures for FY 2009-10, FY 2010-

11, and FY 2011-12. These costs, if still incurred, satisfy the MOE requirement.

8. What revenues qualify as “one-time allocations” that will not be considered when calculating a city’s or county’s annual General Fund expenditures?

1. Streets and Highways Code section 2036(b) describes one-time allocations as funds that may not be available on an ongoing basis. If a city or county believes that one-time allocations have been included in its average General Fund expenditures for FY 2009-10, FY 2010-11, and FY 2011-12, it can request an adjustment to remove these allocations.

9. Will the calculation of the MOE requirement (the average General Fund expenditure for FY 2009-10, FY 2010-11, and FY 2011-12) be updated in the future using amounts from more recent fiscal years?

1. No. The MOE requirement will be calculated once and will not be updated.

10. Can a city or county include non-General Fund money to satisfy its annual MOE requirement?

1. Yes. Any unrestricted funds that the city or county may expend at its discretion may be included to satisfy its annual MOE requirement. The funds do not have to be from the General Fund.

11. Streets and Highways Code section 2037 states that a city or county may spend its apportionment of funds under the program on transportation priorities other than those allowable pursuant to this chapter if the city’s or county’s average Pavement Condition Index meets or exceeds 80. Does this impact a city’s or county’s MOE requirement?

1. No. This section does not impact the MOE requirement.

12. A city currently receives Measure M2 Local Fair Share funds from the Orange County Transportation Authority and uses these funds for street-related expenditures. These fund expenditures are reported as “Other Discretionary” in its annual street report. Can the city use these expenditures to satisfy its MOE annual requirement?

1. Yes. If these funds are discretionary, the city can use the expenditures to satisfy its annual MOE requirement.

Fund Apportionment

1. How can a city or county obtain or view its apportionment of RMRA-LSR funds?

1. Monthly apportionments, once made to cities and counties, may be viewed at http://www.sco.ca.gov/ard_local_apportionments.html

2. If a city or county does not submit a project list to the California Transportation Commission (CTC) by October 16, 2017, what happens to the funds that were apportioned to that city or county in the corresponding fiscal year?

1. Pursuant to Streets and Highways Code section 2034(a)(1 and 2), the CTC will submit to the SCO an initial report of eligible cities and counties. The SCO will apportion available RMRP funds to eligible cities and counties included in the initial report. If a city or county is not included in the CTC initial report, the SCO will retain for 90 days, the monthly share of funds that would otherwise be apportioned and distributed to that city or county. If the SCO receives a subsequent report from the CTC within 90 days of receiving the initial report, that a city or county has become eligible to receive an apportionment, the SCO shall apportion the funds retained to that city or county. Any RMRA funds retained by the SCO for a city or county that still remains ineligible after 90 days from the initial report to the SCO by the CTC, will be reapportioned to all other eligible cities and counties.