



AGENDA

Technical Advisory Committee

2022 Committee Members

*Shaun Pelletier, Chair
William Galvez, Vice Chair
Jake Ngo, District 1
Raja Sethuraman, District 2
Jamie Lai, District 3
Rudy Emami, District 4
Tom Wheeler, District 5
Mark Chagnon, At-Large
Fiona Man, At-Large*

*Orange County Transportation Authority
550 South Main Street
Orange, California
March 9, 2022 1:30 PM*

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

Agenda Descriptions

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

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at: OCTA Headquarters, 600 South Main Street, Orange, California.

Guidance for Public Access to the Committee Meeting

On September 16, 2021, Governor Gavin Newsom signed into law AB 361 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

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<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>



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Technical Advisory Committee

Members of the public may address the Committee regarding any item in two ways:

Real-Time Comment

To provide a real-time public comment during the meeting, please access the Zoom at:

<https://us02web.zoom.us/j/87108502330>

Dial-In Info:

(669) 900-6833

(346) 248-7799

Webinar ID: 871 0850 2330

Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes. Anyone causing disruption can be removed from the meeting at the discretion of the Chair.

Written Comment

Written public comments may also be submitted by emailing them to cmorales@octa.net, and must be sent 90 minutes prior to the start time of the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Committee. Public comments will be made available to the public upon request.

Call to Order

Self-Introductions

1. Approval of Minutes

Approval of Technical Steering Committee regular meeting minutes from the June 9, 2021 meeting.

Regular Items

2. 2022 CTFP Call for Projects – O and P Programming Recommendations – Charvalen Alacar

Overview

The Orange County Transportation Authority issued the 2022 annual Measure M2 Comprehensive Transportation Funding Programs - Regional Capacity Program and



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Technical Advisory Committee

Regional Traffic Signal Synchronization Program call for projects in August 2021. A list of projects recommended for funding is presented for review and approval.

Recommendations

- A. Recommend for Board of Directors Approval the award of \$10.2 million in 2022 Regional Capacity (Project O) funds to nine local agency projects.

- B. Recommend for Board of Directors Approval the award of \$16.2 million in 2022 Regional Traffic Signal Synchronization Program (Project P) funds to five local agency projects.

Discussion Items

3. Correspondence

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

4. Committee Comments

Discussion of TSC Vice Chair Position Opening

5. Staff Comments

6. Items for Future Agendas

7. Public Comments

8. Adjournment

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



June 9, 2021 Minutes



MINUTES

Technical Steering Committee

Voting Representatives Present:

Rudy Emami, Chair	City of Anaheim
Shaun Pelletier, Vice-Chair	City of Aliso Viejo
Marwan Youssef, District 1	City of Westminster
Raja Sethuraman, District 2	City of Costa Mesa
Jamie Lai, District 3	City of Yorba Linda
Luis Esteves, District 4	City of Placentia
Tom Wheeler, District 5	City of Lake Forest
Mark Chagnon At-Large	City of Mission Viejo
Nardy Khan, At-Large	Orange County

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

June 9, 2021 1:30 PM

Voting Representatives Absent:

Staff Present:

Kurt Brotcke
Joe Alcock
Ben Ku
Kevin Khouri
Cynthia Morales
Adriann Cardoso



Meeting was called to order by Mr. Emami at 1:30 p.m.

Self-Introductions

CONSENT CALENDAR ITEMS

1. The Minutes for the March 10, 2021 Meeting were approved

Mr. Wheeler motioned to approve the minutes.

Mr. Youssef seconded the motion.

The Minutes were approved there was no further discussion.

REGULAR ITEMS

2. 2022 Comprehensive Transportation Funding Programs Guidelines Update – Joseph Alcock

Mr. Alcock presented the proposed revisions to the Comprehensive Transportation Guidelines Program Guidelines for the 2022 Project O and P Call for Projects.

Mr. Alcock stated the revision will also include the Boards authorization to amend certain Project V program requirements as a result of the coronavirus pandemic.

Mr. Alcock stated for Project O the revision was minor with updates to the dates of the call and due dates, the funding amount was brought up to \$32 million, the three-year programming period was updated to FY 22/23 – FY 24/25.

Mr. Alcock stated for Project P there were relative minor changes as well with updates to the call date and due dates, clarified the target funding amount to reflect \$8 million, noted for the PCH corridor for scoring criteria has change to “Percent of Main Corridor Being Retimed.” Staff is proposing for the PCH corridor to be divided into the following for segments:

- San Gabriel River (Los Angeles County Line) to North of Goldenwest Street
- Goldenwest Street to School State Park
- South of School State Park to Doheny Park Road
- South of Doheny Park Road to San Diego County Line

Mr. Alcock stated the last change was that applicants that designate OCTA as the lead agency, are not eligible to claim points for implementation within 12 months on the scoring.



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Technical Steering Committee

Mr. Alcock concluded by stating if staff proposed recommendation is approved by the TSC and ultimately OCTA Board, this will make available up to \$40 million for proposed 2022 O and P projects.

Ms. Khan stated that last time we looked at the Guidelines, there was a question about Project O regarding that the intent is to cover for all elements of roadway that would have to be constructed and the fact that there is currently a reference to ineligible items outside of the roadway prism. She stated there are many cases where you are building a new roadway and doing an extension that may need some cut and fill, and we have asked for some of that to be included. She asked if there are any changes proposed in this version of the guidelines that would address this.

Mr. Alcock stated that this was asked as part of the last call and was addressed to the TSC going to the TAC in the last call cycle, since then we have not proposed any other changes to that component of the Guidelines.

Ms. Khan asked if Mr. Alcock could explain how this was addressed last call cycle.

Mr. Alcock stated that we talked about the concept of components being outside of the MPAH right of way being subject to a case-by-case evaluation basis.

Ms. Khan stated that an intent statement was to be included to say that the intent of Measure M2 Project O was to include grading that would be necessary for the roadway itself.

Mr. Alcock stated that he believes this was addressed last call cycle.

Ms. Khan asked if this was something that could be reviewed and get back to us on.

Mr. Alcock stated yes.

Ms. Lai stated Project P regarding retiming of prior TSSP projects, even though many corridors out there have been TLSP projects, can there be a consideration of providing additional funding for those corridors since a lot of those corridors are a part of the MPAH and may have been previously retimed under M1.

Mr. Alcock stated that the scoring criteria within the Project P category does references RTSSP and historically we have viewed giving points in maintaining the emphasis within the timing of the M2 program.

Ms. Lai asked from that standpoint, can there be additional points from things within the MPAH essentially.

Mr. Emami asked if that is something Mr. Alcock could look into and bring to the TAC meeting.



Mr. Alcock responded in confirmation.

Mrs. Wheeler forwarded the motion.

Mr. Pelletier seconded the motion and the item was passed with no further discussion.

DISCUSSION ITEMS

3. Discussion and Potential Distribution of Coronavirus Response and Relief Supplemental Appropriations Act, 2021 Funding – Ben Ku

Mr. Ku stated that staff is proposing \$11 million for local agencies road rehab program and the use of these funds for local agencies is consistent with the intent of the CRRSAA Bill, which was to prevent, prepare, and respond to the coronavirus.

He stated it will help local agencies with the loss of revenues such as the Measure M2 Local Fair Share, SB1, and other state and federal funding programs from Coronavirus. He stated that the distribution is based on population with a \$200,000 minimum for each jurisdiction. He also stated that staff looked at various scenarios such as centerline miles, lane miles, and using large and small cities, but that using population was the best option as it matches the California Transportation Commission (CTC) funding distribution methodology.

Mr. Ku stated that these are federal funds and would require CTC approval of the project listing and obligations of the funds would still go to Caltrans Local Assistance. He stated that staff proposes local agencies submit their projects to OCTA by November 30, 2021, for consideration at the January or March 2022 CTC meeting. He also stated that there is no local match and any CRRSAA funding not obligated by July 1, 2023 will be transferred to OCTA to be reprogrammed to ensure 100 percent of these funds remain in the County.

Mr. Ku ask the TSC committee for input regarding OCTA proposal and issues regarding the usage of federal funds.

Mr. Sethuraman asked what will happen to the remaining \$3.6 million CRRSA funds.

Mr. Ku stated that the remaining \$3.6 million will be taken to the OCTA Board for a potential OCTA led project but have not decided on which one yet.

Mr. Emami asked if there is any opportunity in which the remaining funding would be distributed in the same process of the Fair Share funds rather than going through the Local Assistance process.

Mr. Ku stated that Caltrans is administering the funds and the guidelines were created by the CTC and Caltrans, so they have to go through the process.



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Mr. Sethuraman stated that an issue with Local Assistance process is that it requires paperwork.

Mr. Ku stated that OCTA has been in communication with Local Assistance about this issue and they provided OCTA with preliminary guidelines which did include the documentation required for the obligation and it is a revised allocation form which will require a PPR document and construction engineers estimate.

Ms. Cardoso stated that the Local Fair Share program is a formula program, and all of the funding is distributed from that program. She stated that there is no surplus to swap with the federal funds. She also stated that most of the M2 programs have specific finite uses for each of the funding programs.

Mr. Emami asked when does OCTA anticipate those guidelines to be finalized.

Mr. Ku stated that he will send the guidelines he has at the end of the meeting.

Mr. Estevez inquired if these are competitive funds or if every agency gets a specific allocation.

Mr. Ku stated that these are formula funds, and the allocation process is detailed in Attachment A, if the TSC is fine with the \$11 million distribution using \$200,000 as a minimum along with it being based on population.

Mr. Youssef stated that this is a good use of the funds as some cities are having a hard time finding pavement dollars, even with the Measure M money.

Mr. Sethuraman asked if these funds may be used to qualify for MOE requirement.

Ms. Cardoso stated it does not qualify since it is not general fund revenue or discretionary, it is being provided for transportation purpose and it would not meet the MOE requirement.

Ms. Lai asked how much detail is needed when the project is submitted.

Mr. Ku stated that they are looking for the scope and the amount requested for the project listing at the CTC. He stated that the obligation through Local Assistance would require more detail as it requires the PPR and allocation request.

Ms. Cardoso stated that there are some other stimulus programs going out to local agencies, but we understand there may be some limited uses, OCTA wanted to provide something to the local jurisdictions that is transportation specific. She stated that to determine the amount of funding to provide out, OCTA looked at historical distribution of funds and the American Reinvestment and Recovery Act was a prime example. She also stated that under this program, OCTA provided 40 percent of the funds out to local agencies. She stated that under this program, when you combine these funds along other



with other CRRSA funds going out, OCTA is providing local agencies with 42 percent of the total funding.

There was no further discussion.

4. Transit Supportive Design Guidelines – Kevin Khouri

Mr. Khouri stated that the design guidelines were an update to the 2004 Bus Stop Safety and Design Guidelines, the specifications and practices are outdated in the present versions and an update is due. He stated that the original focus on engineering recommendations for bus stop design such as bus stop placements, dimensions, amenities, and ADA requirements. He stated that the purpose of this update is to modernize this guideline to conform to evolving OCTA operations and update technical information and standards. He also stated that this update will be more of a comprehensive guideline incorporating transit supportive community planning principles such as land use, network planning, transit supportive policies, and complete streets.

He stated this update will also be one stop shop for current best practices and new design concepts that includes checklist and resource links. He stated that the audience for the guidelines is OCTA personnel, publication agencies, public works department, traffic engineers, planners, developers, and transit users.

Mr. Khouri stated that in developing the guidelines, the consultants researched various sources for current standards and practices, producing a holistic guide promoting improved transit supportive land use, enhanced bus services, improved access to public transit network, passenger safety, livable communities, etc.

He stated that the outreach program consisted of an online survey of interviews and follow-up interviews, as the likely users of the guidelines comprise of city and county planning and design departments. He also stated that a survey was sent to 34 cities in Orange County and to county public works and airport departments on September 24, 2020. He stated that 25 responses were received, with 21 being local jurisdictions. He stated that the survey questionnaire aimed to inform the project team on the role of jurisdictions in respect to designing bus stops and transit supportive communities and the survey questions focused on identifying the design resources they used, and challenges experienced in implementing quality bus stops and specific topics they would find most valuable in the guidelines.

Mr. Khouri stated that in follow-up to the survey, 12 interviews were conducted with agencies staff representing 11 jurisdictions. He also stated that for agencies who were not able to complete a survey or interview will be provided another opportunity for their insight. He stated that the information gathered from the outreach program and PDT meetings was used to develop draft guidelines and now, the consultant team is busy developing the final document that will be presented to the TAC June 23, 2021. He stated that Staff expects final delivery of the guidelines on June 30, 2021 and will be made available in PDF form and on the OCTA website.



There was no further discussion.

5. Correspondence

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

6. Committee Comments – No Comments

7. Staff Comments

Mr. Alcock stated that M2 Eligibility packages are due on June 30, 2021.

Ms. Busslinger stated that Federal Transportation Improvement Program (FTIP) is a database of transportation projects that are federally, or state funded or considered regionally significant. She stated that FTIP adoption process is conducted every two years and most recently the 2021 FTIP was adopted in April 2021. She stated that OCTA is now preparing the 2023 FTIP adoption cycle and due to conformity related issues, specifically related to the admissions factor model or the MFAC, we need to be submitting any modeling changes to FTIP projects for the 2023 FTIP to the Southern California Association of Governments (SCAG) by July 1, 2021. She stated that if your agency has any new project that needs to be added to the FTIP in the next 18 to 24 months or if you agency anticipated a scope change to an existing FTIP project or if you need to revise the completion date in an FTIP project, please let OCTA and the modeling amendments have been opened in the FTIP module on OCFundTracker system for agencies to submit their changes and OCTA has started their own initial review of existing FTIP projects.

8. Items for Future Agendas

Mr. Emami stated that as California opens back up on June 15, 2021, some agencies may have council meetings and public meeting opening back up. He asked if TSC meeting will continue to be conducted virtually or if they will be conducted in person.

Mr. Alcock stated that in terms of public meetings, OCTA's direction is to conduct public meetings virtually through fall.

9. Public Comments – None

10. Adjournment at 2:07 p.m.



AGENDA

Technical Steering Committee

Item# 2

2022 CTFP Call for Projects – O and P Programming Recommendations



March 9, 2022

To: Technical Steering Committee

From: Orange County Transportation Authority Staff

Subject: Comprehensive Transportation Funding Programs – 2022 Call for Projects Programming Recommendations

Overview

The Orange County Transportation Authority issued the 2022 annual Measure M2 Comprehensive Transportation Funding Programs - Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2021. A list of projects recommended for funding is presented for review and approval.

Recommendations

- A. Recommend for Board of Directors Approval the award of \$10.2 million in 2022 Regional Capacity (Project O) funds to nine local agency projects.

- B. Recommend for Board of Directors Approval the award of \$16.2 million in 2022 Regional Traffic Signal Synchronization Program (Project P) funds to five local agency projects.

Background

The Regional Capacity Program (RCP), Project O, is the Measure M2 (M2) competitive funding program through which the Orange County Transportation Authority (OCTA) supports streets and roads capital projects. The Regional Traffic Signal Synchronization Program (RTSSP), Project P, is the M2 competitive program which provides funding for signal synchronization projects. Both programs are included in the Comprehensive Transportation Funding Programs (CTFP). The CTFP allocates funds through an annual competitive call for projects (call) based on a common set of guidelines and scoring criteria that are developed in collaboration with the OCTA Technical Advisory Committee (TAC), which includes representatives of all of Orange County's 35 local

jurisdictions and is ultimately approved by the OCTA Board of Directors (Board). The guidelines for the 2022 call were approved by the Board on August 9, 2021. At that meeting, the Board also authorized issuance of the current call, making available up to \$40 million in M2 competitive funds available to support regional roadway capacity and signal synchronization projects throughout Orange County.

Discussion

RCP

As of the call due date (October 21, 2021), OCTA received nine applications requesting a total of \$10.1 million in RCP funding (see Attachment A). All applications were reviewed for eligibility, consistency, adherence to the guidelines, and compliance with M2 program objectives. Applications were evaluated and ranked as per the scoring criteria identified in the approved program guidelines, and during the review process, staff worked with local agencies to address technical issues such as application scoring corrections, scope clarifications, and refinement of final project funding requests.

Based upon these reviews, Attachment B includes programming recommendations per the 2022 CTFP Guidelines. This recommendation provides approximately \$10.2 million (including escalation for construction projects) in programming to support nine RCP project applications in the Cities of Anaheim, Brea, Garden Grove, Irvine, Orange, Santa Ana, and Yorba Linda.

Of the nine recommended projects, six projects will provide support for future intersection capacity enhancements (with construction and engineering phase allocations), two will provide arterial capacity improvement benefits (with construction and engineering phase allocations), and one project will improve arterial transitions to freeway interchanges with a construction phase allocation. Implementation of these projects in aggregate, is anticipated to produce notable congestion reducing benefits in the County, especially in the near-term.

It should also be noted that while the overall funding recommendation for this call is considerably lower than the previous year's programming recommendation, the number of projects being recommended remains consistent with recent calls. Also, with this call, five out of the nine applications are requesting support for engineering, which initiates the project development process and will likely result in construction funding requests in future cycles.

RTSSP

With respect to the RTSSP program, OCTA received five applications requesting \$15.3 million in current dollars as of October, 2021 (see Attachment A). All RTSSP applications were reviewed for eligibility, consistency, and adherence to guidelines and overall program objectives. Staff worked with the local agencies to address technical issues primarily related to construction unit cost refinements, as well as project scope clarifications, and Attachment C includes programming recommendations per the 2022 CTFP Guidelines.

Staff is recommending \$16.2 million in Project P funds to support all five RTSSP project applications (including escalation for primary implementation phase). Together these projects will improve regional throughput on five key arterial roadways in the cities of Irvine, La Habra, Laguna Niguel, and Yorba Linda, as well as in several immediately adjacent cities.

Finally, the following table provides an overall summary of staff's proposed funding recommendations:

2022 CTFP Call Summary (\$ in millions)			
	RCP	RTSSP	Total
Number of Recommended Applications	9	5	14
Amount Recommended for Approval (escalated)	\$10.2	\$16.2	\$26.4

Consistent with CTFP guidelines, M2 grants in the RCP program for construction and right of way phases are escalated when the funds are programmed out in the second and third programming year of the funding cycle. The CTFP also dictates that project grants are escalated based on the Engineering News-Record Construction Cost Index (ENR CCI) 20-city average. Between February 2022 and February 2021, the ENR CCI increased by 8.4 percent annually, compared to a 2.7 percent annual increase between February 2021 and February 2020. The February 2022 annual increase is one of the largest changes between consecutive calls for projects observed by staff since M2 inception.

Similarly, OCTA consults the three-year Orange County Transportation Infrastructure Construction Cost Pressure Index (ICCPI), prepared by the Orange County Business Council as a cost estimate forecasting tool, with scores indicating public construction forecast cost fluctuation ranges on a scale of one to five, with one denoting a low inflation/deflationary environment and five corresponding to extreme conditions such as that of the Great Recession in the early 2000s. As of September 2021, the ICCPI score for fiscal year (FY) 2022 is

a four, which indicates a high inflation environment with a range of cost fluctuation between 6 percent to 11 percent.

With the sharp increase in the CCI attributed to labor and material shortages and the high ICCPI score, staff is recommending applying the ENR CCI as an escalation factor to the first grant year of the RCP construction phases, as well as the RTSSP primary implementation phases by the 8.4 percent inflationary rate. Staff is also recommending additional escalation be added into the two construction phase RCP projects that are programmed out in FY 2023-24. These projects will be escalated by an additional 3.1 percent consistent with the Consumer Price Index increase for FY 2023-24 in the Los Angeles region as forecasted and published by the State of California Department of Finance in January 2022.

OCTA approached this decision thoughtfully considering various construction cost indexes for both historical and forecasted data. The escalation factor applied this call does not warrant or guarantee future use of similar escalation factors and will be determined on an as needed basis. The funding recommendations above and the recommended funding for each project as listed in Attachments B and C includes the recommended escalation.

Recommendations presented in this staff report are consistent with the August 2021 CTFP Guidelines. As such, staff recommends programming \$26.4 million for 14 projects under the RCP and RTSSP programs.

If approved by the Technical Steering Committee, Technical Advisory Committee, and OCTA Board, these new projects will be incorporated into master funding agreements between OCTA and the appropriate local agencies; and as these projects advance staff will continue to monitor their status and project delivery through the semi-annual review process.

Summary

Proposed programming recommendations for projects in the RCP and RTSSP have been developed by staff. Funding for 14 projects totaling \$26.4 million in M2 funds is proposed to support the implementation of capacity widening and signal synchronization improvements throughout Orange County. Staff is seeking Technical Steering Committee approval to advance these programming recommendations to the OCTA TAC for further consideration and approval.

Attachments

- A. 2022 Measure M2 Call for Projects – Applications Received
- B. 2022 Measure M2 Regional Capacity Program Call for Projects – Programming Recommendations
- C. 2022 Measure M2 RTSSP Call for Projects – Programming Recommendations

2022 Measure M2 Call for Projects - Applications Received

ATTACHMENT A

Regional Capacity (Project O) Applications							
Agency	Project	Fund	Phase	Match Rate	Match	Total M2 Request	Total Cost
Anaheim	Lincoln Avenue and Harbor Boulevard Intersection Improvements	ICE	ENG	25%	\$ 19,850	\$ 59,549	\$ 79,399
Anaheim	Lincoln Widening Avenue (East Street to Evergreen Street)	ACE	CON	25%	\$ 1,829,428	\$ 5,488,285	\$ 7,317,713
Brea	SR-90 at SR-57 Southbound On-Ramp Project	FAST	ENG	56%	\$ 593,850	\$ 476,150	\$ 1,070,000
Garden Grove	Harbor-Garden Grove Intersection Improvement Project - Engineering Phase	ICE	ENG	35%	\$ 52,500	\$ 97,500	\$ 150,000
Irvine	Culver Drive at Alton Parkway Intersection Improvements	ICE	CON	25%	\$ 685,218	\$ 2,055,655	\$ 2,740,873
Irvine	Harvard Avenue at Michelson Drive Intersection Improvements	ICE	CON	90%	\$ 2,510,578	\$ 278,953	\$ 2,789,531
Orange, City of	Cannon Street at Serrano Avenue Intersection Widening	ICE	CON	25%	\$ 198,813	\$ 596,438	\$ 795,251
Santa Ana	Fairview Street Improvements (Monte Carlo Drive to Trask Street)	ACE	ENG	25%	\$ 275,000	\$ 825,000	\$ 1,100,000
Yorba Linda	Savi Ranch Parkway Widening	ICE	ENG	35%	\$ 122,567	\$ 227,624	\$ 350,191
REQUESTED TOTALS					\$ 6,287,804	\$ 10,105,154	\$ 16,392,958

Regional Traffic Signal Synchronization Program (Project P) Applications							
Agency	Project	Fund	Signals	Match Rate	Match	Total M2 Request	Total Cost
Irvine	Bake Parkway and Rockfield Boulevard RTSSP Project	RTSSP	33	20%	\$ 612,520	\$ 2,450,080	\$ 3,062,600
La Habra	Euclid Street Corridor	RTSSP	67	20%	\$ 1,158,021	\$ 4,632,081	\$ 5,790,102
Laguna Niguel	Crown Valley Parkway Regional Traffic Signal Synchronization Program Project	RTSSP	30	20%	\$ 583,687	\$ 2,334,748	\$ 2,918,435
Laguna Niguel	Moulton Parkway/Golden Lantern Regional Traffic Signal Synchronization Program Project	RTSSP	34	20%	\$ 602,900	\$ 2,411,600	\$ 3,014,500
Yorba Linda	Yorba Linda Boulevard/Weir Canyon Road Corridor RTSSP	RTSSP	47	20%	\$ 860,462	\$ 3,441,850	\$ 4,302,312
REQUESTED TOTALS					\$ 3,817,590	\$ 15,270,359	\$ 19,087,949

Acronyms:

- ICE - Intersection Capacity Enhancements
- ENG - Engineering
- ACE - Arterial Capacity Enhancements
- CON - Construction
- SR-90 - State Route 90
- SR-57 - State Route 57
- FAST - Freeway Arterial/Streets Transitions
- RTSSP - Regional Traffic Signal Synchronization Program

**2022 Measure M2 Regional Capacity Program Call for Projects
Programming Recommendations**

Agency	Fiscal Year	Project	Fund	Phase	M2 Funding - Engineering	M2 Funding - Right-of-Way	M2 Funding - Construction*	Total M2 Funding	Match	Totals	Match Rate
Anaheim	22/23	Lincoln Avenue and Harbor Boulevard Intersection Improvements	ICE	ENG	\$ 78,750	\$ -	\$ -	\$ 78,750	\$ 26,250	\$ 105,000	25%
Anaheim	22/23	Lincoln Widening Avenue (East Street to Evergreen Street)	ACE	CON	\$ -	\$ -	\$ 5,341,867	\$ 5,341,867	\$ 1,780,623	\$ 7,122,490	25%
Brea	22/23	SR-90 at SR-57 Southbound On-Ramp Project	FAST	ENG	\$ 476,150	\$ -	\$ -	\$ 476,150	\$ 476,150	\$ 952,300	50%
Garden Grove	22/23	Harbor-Garden Grove Intersection Improvement Project - Engineering Phase	ICE	ENG	\$ 97,500	\$ -	\$ -	\$ 97,500	\$ 52,500	\$ 150,000	35%
Irvine	23/24	Culver Drive at Alton Parkway Intersection Improvements	ICE	CON	\$ -	\$ -	\$ 2,236,846	\$ 2,236,846	\$ 745,615	\$ 2,982,462	25%
Irvine	23/24	Harvard Avenue at Michelson Drive Intersection Improvements	ICE	CON	\$ -	\$ -	\$ 306,311	\$ 306,311	\$ 2,756,795	\$ 3,063,106	90%
Orange, City of	22/23	Cannon Street at Serrano Avenue Intersection Widening	ICE	CON	\$ -	\$ -	\$ 631,814	\$ 631,814	\$ 210,605	\$ 842,419	25%
Santa Ana	22/23	Fairview Street Improvements (Monte Carlo Drive to Trask Street)	ACE	ENG	\$ 825,000	\$ -	\$ -	\$ 825,000	\$ 275,000	\$ 1,100,000	25%
Yorba Linda	22/23	Savi Ranch Parkway Widening	ICE	ENG	\$ 227,624	\$ -	\$ -	\$ 227,624	\$ 122,567	\$ 350,191	35%
PROGRAMMING TOTALS					\$ 1,705,024	\$ -	\$ 8,516,838	\$ 10,221,862	\$ 6,446,105	\$ 16,667,967	

*Includes escalation of 8.4% for all construction projects in FY 22/23 and an additional 3.1% in FY 23/24 for applicable construction projects as determined by the ENR CCI and DOF CPI, Los Angeles Region.

Acronyms:

- ICE - Intersection Capacity Enhancements
- ENG - Engineering
- ACE - Arterial Capacity Enhancements
- CON - Construction
- SR-90 - State Route 90
- SR-57 - State Route 57
- FAST - Freeway Arterial/Streets Transitions
- ENR CCI - Engineering News Record Construction Cost Index
- DOF CPI - Department of Finance Consumer Price Index

**2022 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects
Programming Recommendations**

Agency	Fiscal Year	Project Title	Score	M2 Funding - Primary Implementation*	M2 Funding - Operations & Maintenance	Total M2 Funding	Match**	Total	Match Rate
Irvine	22/23	Bake Parkway and Rockfield Boulevard RTSSP Project	66	\$ 2,340,580	\$ 166,160	\$ 2,506,740	\$ 626,686	\$ 3,133,426	20%
La Habra	22/23	Euclid Street Corridor	82	\$ 4,702,773	\$ 258,240	\$ 4,961,013	\$ 1,240,254	\$ 6,201,266	20%
Laguna Niguel	22/23	Crown Valley Parkway Regional Traffic Signal Synchronization Program Project	78	\$ 2,229,273	\$ 120,000	\$ 2,349,273	\$ 587,318	\$ 2,936,591	20%
Laguna Niguel	22/23	Moulton Parkway/Golden Lantern Regional Traffic Signal Synchronization Program Project	50	\$ 2,507,653	\$ 144,000	\$ 2,651,653	\$ 662,913	\$ 3,314,566	20%
Yorba Linda	22/23	Yorba Linda Boulevard/Weir Canyon Road Corridor RTSSP	78	\$ 3,520,333	\$ 177,120	\$ 3,697,453	\$ 924,363	\$ 4,621,815	20%
TOTALS				\$ 15,300,611	\$ 865,520	\$ 16,166,131	\$ 4,041,533	\$ 20,207,664	

*Includes escalation amounts for applicable construction projects. Task 3 application reference. Funding considered available to the entire phase.

**Actual match is determined through the match rate and not by dollar amount.

Acronyms:

RTSSP - Regional Traffic Signal Synchronization Program
TSSP - Traffic Signal Synchronization Program



Correspondence



Item 3, Attachment A: OCTA Board Items of Interest

- **Monday, June 14, 2021**

Item# 10: Federal Transit Administration Program of Project for Federal Fiscal Year 2020-21, Federal Coronavirus, Response and Relief Supplemental Appropriations Act of 2021 and American Rescue Plan Act of 2021 Transit Funding

Item# 13: Programming Recommendation for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and Mid-Cycle State Transportation Improvement Program

Item# 22: Measure M2 Quarterly Progress Report for the Period of January 2021 Through March 2021

Item# 24: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2021

Item# 25: Measure M2 Eligibility Review Recommendations for Fiscal Year 2019-20 Expenditure Reports

- **Monday, July 12, 2021**

Item# 4: Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations

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

Item# 14: Measure M2 Community-Based Transit Circulators Program Project V Ridership Report

- **Monday, August 9, 2021**

Item# 13: Measure M2 Comprehensive Transportation Funding Programs – 2022 Annual Call for Projects

Item# 14: Comprehensive Transportation Funding Programs – Project X, Tire 1 Fiscal Year 2021-22 Call for Projects Programming Recommendations

- **Monday, August 23, 2021**

Item# 7: SB1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2021-22 Funds

Item# 8: 2022 State Transportation Improvement Program Overview

- **Monday, September 13, 2021**

Item# 10: Grant Awards for the Granden Grove-Santa Ana Rails-to-Trails Gap Closure and Bus Stop Safety and Accessibility Study

Item# 11: Grant Award Acceptance for the 2022 Orange County Fair Express Bus Service

Item# 19: Capital Programming Update

Item# 20: Measure M2 Quarterly Progress Report for the Period of April 2021 Through June 2021



AGENDA

Technical Steering Committee

Item# 3

- **Monday, September 27, 2021**
Item# 15: 2022 State Transportation Improvement Program
- **Monday, October 11, 2021**
Item# 6: 2021 Pavement Management Relief Funding Program for Local Agencies
Item# 10: Measure M2 Next 10 Delivery Plan: Market Conditions Key Indicators Analysis Forecast
- **Monday, November 22, 2021**
Item# 19: Funding Recommendations for the 2021 Enhanced Mobility for Seniors and Disabled Grant Program
- **Monday, December 13, 2021**
Item# 8: Capital Programming Policies Update
Item# 11: Measure M2 Quarterly Progress Report for the Period of July 2021 Through September 2021
Item# 12: Measure M2 Annual Eligibility Review
Item# 14: Comprehensive Transportation Funding Programs Semi-Annual Review – September 2021
Item# 15: 2022 Technical Steering Committee Membership
Item# 24: Measure M2 2021 Update: Next 10 Delivery Plan
- **Monday, January 24, 2022**
Item# 15: Measure M2 Community-Based Transit Circulators Program Project V Ridership Report
- **Monday, February 14, 2022**
Item# 14: Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations
Item# 15: 2023 Federal Transportation Improvement Program and Financial Plan



Item 3, Attachment B: Announcements by Email

- May 26, 2021 OCTA Technical Advisory Committee Meeting Cancellation Notice, *sent 5/19/2021*
- June 9, 2021 OCTA Technical Steering Committee Agenda, *sent 6/4/2021*
- Federal Transportation Improvement Program Modeling Amendment and Information, *sent 6/10/2021*
- June 23, 2021 OCTA Technical Advisory Committee Agenda, *sent 6/17/2021*
- Reminder: FY 2021-22 M2 Eligibility Packages are due to OCTA Wednesday, June 30, 2021 by 5pm, *sent 6/18/2021*
- July 14, 2021 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 7/6/2021*
- Link to Provide Comments on a Proposed Interim Final Rule to implement the Coronavirus State Fiscal Recovery Fund and the Coronavirus Local Fiscal Recovery Fund under the American Rescue Plan Act, *sent 7/13/2021*
- OCTA's Enhanced Mobility for Seniors and Disabled (EMSD) Grant Program's 2021 Call for Projects, *sent 7/14/2021*
- September 2021 Measure M2 Comprehensive Transportation Funding Programs (CTFP) Semi-Annual Review is Now Open, *sent 8/2/2021*
- August 11, 2021 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 8/3/2021*
- 2022 Call for Projects for the Measure M2 Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP) is Now Open, *sent 8/12/2021*
- 2022 Measure M2 CTFP (Projects O and P) Call for Projects (call) Application Workshop Scheduled for August 18th from 10:00 a.m. - noon, via Zoom, *sent 8/16/2021*
- August 25, 2021 OCTA Technical Advisory Committee Meeting Cancellation Notice, *sent 8/17/2021*
- 2022 OCTA Technical Steering Committee (TSC) Membership Letters of Interest, *sent 8/23/2021*
- 2023 Federal Transportation Improvement Program (FTIP) Website Update and Meetings, *sent 8/26/2021*
- REMINDER: September 2021 Measure M2 Comprehensive Transportation Funding Programs (CTFP) Semi-Annual Review Closes Friday, September 10, 2021, *sent 8/27/2021*



AGENDA

Technical Steering Committee

Item# 3

- September 8, 2021 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 9/1/2021*
- 2022 Measure M2 CTFP (Projects O and P) Call for Projects Deadlines Reminder, *sent 9/7/2021*
- FINAL REMINDER: September 2021 Measure M2 CTFP Semi-Annual Review Closes Friday, September 10, 2021, *sent 9/8/2021*
- Sent on Behalf of Kia Mortazavi, OCTA / 2021 Pavement Management Relief Funding Program Draft Guidelines, *sent 9/16/2021*
- September 22, 2021 OCTA Technical Advisory Committee Meeting Cancellation Notice, *sent 9/17/2021*
- October 13, 2021 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 9/30/2021*
- Draft 2021 Congestion Management Program (CMP) Report Available for Public Review- Comments due 10/19/21, *sent 9/30/2021*
- M2 Project X Environmental Cleanup Program (ECP) Survey, *sent 10/8/2021*
- Reminder: 2022 Call for Projects for the M2 Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP) closes on Thursday, October 21, 2021 at 5:00pm, *sent 10/11/2021*
- Reminder: 2022 Call for Projects for the M2 Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP) closes on Thursday, October 21, 2021 at 5:00pm, *sent 10/18/2021*
- 2021 Pavement Management Relief Funding (PMRF) Program Information and Workshop Notice, *sent 10/18/2021*
- October 27, 2021 OCTA Technical Advisory Committee Agenda and Meeting Information, *sent 10/22/2021*
- 2021 Pavement Management Relief Funding Program (PMRF) website is now live and a workshop is scheduled for 10/27/21 at 3pm, *sent 10/25/2021*
- Message Sent on Behalf of Caltrans District 12 Local Assistance: Clean California Workshop Date Revision, *sent 10/28/2021*
- November 10, 2021 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 11/4/2021*
- November 24, 2021 OCTA Technical Advisory Committee Meeting Cancellation Notice, *sent 11/15/2021*



AGENDA

Technical Steering Committee

Item# 3

- 2023 Federal Transportation Improvement Program (FTIP) Resolution Reminder, *sent 11/30/2021*
- December 8, 2021 OCTA Technical Steering Committee Cancellation Notice, *sent 12/1/2021*
- December 22, 2021 OCTA Technically Advisory Committee Cancellation Notice, *sent 12/14/2021*
- 2021 Pavement Management Relief Funding Program Application Deadline Reminder, *sent 12/29/2021*
- January 12, 2022 OCTA Technical Steering Committee Cancellation Notice, *sent 1/5/2022*
- January 26, 2022 OCTA Technical Advisory Committee Agenda and Meeting Information, *sent 1/21/2022*
- March 2022 M2 Comprehensive Transportation Funding Programs (CTFP) Semi-Annual Review is Now Open, *sent 1/31/2022*
- February 9, 2022 OCTA Technical Steering Committee Cancellation Notice, *sent 2/1/2022*
- 2021 Pavement Management Relief Funding Program Application Deadline Reminder, *sent 2/14/2022*
- February 23, 2022 OCTA Technical Advisory Committee Cancellation Notice, *sent 2/17/2022*