



AGENDA

Technical Advisory Committee

Committee Members

Shaun Pelletier, Chair
Vacant, Vice Chair
Rudy Emami
Michael Ho
Mina Mikhael
Raja Sethuraman
Doug Dancs
Matthew Sinacori
Hye Jin Lee
Meg McWade
William Murray
Chau Vu
Jaimee Bourgeois
Albert Mendoza
Michael Belknap
Mark Trestik
Ken Rosenfield
Jacki Scott
Akram Hindiyeh
Tom Wheeler
Chris Kelly
Mark Chagnon
David Webb
Christopher Cash
Luis Estevez
Brendan Dugan
Kiel Koger
Tom Toman
Zdenek Kekula
Iris Lee
Joe Ames
Doug Stack
Steve Strapac
Jake Ngo
Jamie Lai
Fiona Man
Tifini Tran

City of Aliso Viejo
City of Anaheim
City of Brea
City of Buena Park
City of Costa Mesa
City of Cypress
City of Dana Point
City of Fountain Valley
City of Fullerton
City of Garden Grove
City of Huntington Beach
City of Irvine
City of La Habra
City of La Palma
City of Laguna Beach
City of Laguna Hills
City of Laguna Niguel
City of Laguna Woods
City of Lake Forest
City of Los Alamitos
City of Mission Viejo
City of Newport Beach
City of Orange
City of Placentia
City of Rancho Santa Margarita
City of San Clemente
City of San Juan Capistrano
City of Santa Ana
City of Seal Beach
City of Stanton
City of Tustin
City of Villa Park
City of Westminster
City of Yorba Linda
County of Orange
Caltrans Ex-Officio

Orange County Transportation Authority
550 South Main Street
Orange, California
March 23, 2022 1:30pm

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

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

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Real-Time Comment

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

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(669) 900-6833

(346) 248-7799

Webinar ID: 890 7049 8154

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 Advisory Committee regular meeting minutes from the January 26, 2022 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 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. E-bike Questionnaire Results – Peter Sotherland

4. Correspondence

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



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Technical Advisory Committee

5. Committee Comments

TAC/TSC Interim Acting Vice Chair Assignment

6. Staff Comments

Pavement Management Relief Funding Program Follow-Up – Adriann Cardoso
M2 Local Programs Updates – Charvalen Alacar

7. Items for Future Agendas

8. Caltrans Local Assistance Update

9. Public Comments

10. Adjournment

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



January 26, 2022 Minutes



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Technical Advisory Committee

Voting Representatives Present:

Shaun Pelletier	City of Aliso Viejo
Rudy Emami	City of Anaheim
Raja Sethuraman	City of Costa Mesa
Fiona Man	County of Orange
Matthew Sinacori	City of Dana Point
Hye Jin Lee	City of Fountain Valley
Meg McWade	City of Fullerton
Chao Vu	City of Huntington Beach
Jaimee Bourgeois	City of Irvine
Albert Mendoza	City of La Habra
Mark Trestik	City of Laguna Beach
Amber Shah	City of Laguna Hills
Jacki Scott	City of Laguna Niguel
Akram Hindiyeh	City of Laguna Woods
Tom Wheeler	City of Lake Forest
Chris Kelley	City of Los Alamitos
Mark Chagnon	City of Mission Viejo
David Webb	City of Newport Beach
Christopher Cash	City of Orange
Luis Estevez	City of Placentia
Brendan Dugan	City of Rancho Santa Margarita
Tom Toman	City of San Juan Capistrano
Iris Lee	City of Seal Beach
Joe Ames	City of Stanton
Doug Stack	City of Tustin
Akram Hindiyeh	City of Villa Park
Jamie Lai	City of Yorba Linda
Tifini Tran	Caltrans

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

January 26, 2022 1:30 PM

Guest Present:

Oliver Luu, Caltrans

Staff Present:

Charvalen Alacar
Kurt Brotcke
Andrea West
Alicia Yang
Cynthia Morales
Peter Sotherland
Ben Ku
Heidi Busslinger
Kristin Jacinto

Voting Representatives Absent:

Michael Ho	City of Brea
Nabil S. Henein	City of Buena Park
Doug Dancs	City of Cypress
William (Bill) Murray	City of Garden Grove
Michael Belknap	City of La Palma
Kiel Koger	City of San Clemente
William Galvez	City of Santa Ana
Jake Ngo	City of Westminster



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

Self-Introductions

CONSENT CALENDAR

1. The Minutes for the October 27, 2021 meeting were approved.

Mr. Wheeler motioned to approve the minutes.

Mr. Emami seconded the motion.

The Minutes were approved; there was no further discussion.

Regular Items

Discussion Items

2. Bicycle Gap Closure Study – Peter Sotherland

Mr. Sotherland stated that this study is funded through a Caltrans grant, which will take the concepts that are like the OC Loop and ideas from OC Active. He stated that this is to prepare new bikeways feasibility analysis through community engagement and agency stakeholder input for several new regional bikeways that are in different parts of the County. He stated that the goal is positioning the agencies to go after grant funding to implement these segments of bike trails.

Mr. Sotherland stated that partners in the projects include Caltrans and a consultant team made up of Mark Thomas and Paul Martin. He stated that OCTA is doing this in partnership with all the stakeholder agencies.

Mr. Sotherland stated that the basis for the concept of the project is the 70/30 Plan, which is a plan done in 2015 that specifically focused on the North Loop. He stated that this identified a gap in the existing facilities that encircled North Orange County, provided rough concepts and rough costs that positioned agencies to go after grant funding to implement these corridors. He stated that the OC Loop is a vision for a 66-mile loop around Orange County, with 88 percent of the OC Loop being complete, and are continuing to move forward with the implementation of the project.

Mr. Sotherland stated much of the base work done to provide a basis for the work that OCTA has done for the bike enclosure studies comes from work that has been done in existing plans, including OC Active Plan as well regional bikeway



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strategies. He stated that this addresses bicycle pedestrian modes and recognizes local bikeway networks, regional bikeway networks, and regional connectors.

Mr. Sotherland stated that this project expands on the concept of the OC Loop and identifies three new regional connectors: the Central County Loop, the South County Loop, and the Cross-County Connector.

Mr. Sotherland stated that this project relies upon local agency efforts. He stated that to fill those gaps, OCTA is providing updated cost estimates for unbuilt segments for sections where there is already a concept, and for any of the concepts that need to be refined or developed from the ground up, this project will be preparing feasibility recommendations for those gaps.

Mr. Sotherland stated that part of this project is robust stakeholder engagement. He stated agency stakeholder engagement includes local city, County, Caltrans staff project development team meetings, law enforcement representatives meeting, OCTA's Technical Advisory Committee (TAC) meetings, and OCTA's Bicycle and Pedestrian Active Transportation Subcommittee meetings. He stated that public stakeholder engagement includes ten pop-up and tabling events, with two already done, and two workshops which are a larger format in the form of open house or a virtual meeting depending on the situation with COVID. He also stated that OCTA is currently developing and scheduling those two meetings.

Mr. Sotherland stated that because of the recognizability, both locally and for funding agencies at the state level, the OC Loop logo and OC Loop naming convention was adapted to the countywide project.

Mr. Sotherland stated OCTA is delivering concepts for all gaps that exist in these three regional bikeways and are making recommendations on alignments, providing cost estimates and concepts that will be able to be taken by the cities and then used to apply directly for funding. He stated that OCTA is trying to empower agencies to secure funding for future implementation and should be at the point where some concepts are ready for ATP Cycle 6, which is coming up in Summer 2022.

Mr. Sotherland stated that right now, OCTA is working with cities to provide input on bikeway recommendations and considering new applications such as Class I (Widened Sidewalks), Class II Buffered Bike Lanes, Class IV Cycletracks, and focused on bikeway countermeasures. He stated that OCTA wants to consider bikeway concepts for regional connectivity across city boundaries.



Mr. Webb asked if Caltrans is going to be the active lead in modifying bike lanes on Coast Highway. He stated that through Corona Mar and Newport Beach, there are restrictions, so the number two lane is narrow. He also asked if this will be part of the design.

Mr. Sotherland stated that Caltrans is an active participant and is being treated as a stakeholder. He stated that this will depend on the phase of the project. Construction would be done as it is Caltrans' facility, but any type of brainstorming or conceptualization would include both the city as a stakeholder and Caltrans as a stakeholder. He stated that in answer to the second question regarding facility type, it will depend on what section of roadway is being looked at. He stated that roadway speed, traffic, and what the context is, in what falls under the category of low level of stress recommendation.

Mr. Sethuraman asked if projects are limited only to the OC Loop or if similar projects to the OC Loop or regional bikeways can be added to the system.

Mr. Sotherland stated that this project is looking specifically at the loops as they are conceived in here, but that does not necessarily preclude other projects from taking place. He stated that they might not be included in the concept level development, but one thing that these loops are meant to do is augment and provide benefits to the local regional bikeway's networks. He stated that when going after grant funding or making the case for bikeways projects that directly or indirectly connect to a connection that is on these loops, a real benefit to that is increasing the amount of connectivity.

3. Changes to Countywide Signal Synchronization – Alicia Yang

Mr. Brotcke opened by stating that over the last year, OCTA has been working with the traffic engineers throughout the County to look at ways to improve the system, with first and foremost looking at the countywide plan that was done a decade ago. He stated that one thing that emerged from this is that we are at a point in Project P in terms of projects, where OCTA is starting to revisit many of the corridors and are starting to see that there is a bit of redundancy that is starting to happen between perpendicular corridors. He stated that the second finding is that most of the streets in the signal synchronization network have not been touched by the Project P program. He stated that one item Ms. Yang will discuss is moving the Project P call for projects at some point into more of an area wide approach to synchronization. He stated that to jumpstart that effort, OCTA is proposing an infusion of external dollars to establish a new baseline for the program. He also stated that the discussion today could lead to changes in the Project P program for the 2023 call.



Ms. Yang stated that per the Measure M2 Ordinance 3, Project P is a competitive program in which an annual call for projects is offered for cities and the County to initiate an application. She stated that OCTA recently had the twelfth call and are in the process of finalizing the review of the applications. She stated that a Corridor Operations Performance Report (COPR) is conducted every two years on the signal synchronization network in Orange County to measure the overall performance of each corridor and to share with agencies at the Traffic Forum and encourage agencies to apply. She stated for most of the calls since the program's inception, OCTA has been available to lead the implementation of the project at the request of the applicant agencies. She also stated that the Traffic Signal Synchronization Master Plan, developed in 2009, set the stage for the signal synchronization today, and by the time OCTA began this update, which was in 2019, the program had funded 90 corridor projects.

Ms. Yang stated that the update began with extensive data collection and in addition to data gathering, OCTA provided a platform to discuss any lessons learned and recommendations, which occurred in the Traffic Forum meetings that are held twice a year. She stated that since there are many signal synchronization programs in the nation, OCTA performed a national scan of several agencies to identify approaches others have taken to incorporate into OCTA's program moving forward. She also stated that the final updated plan was the consolidation of all the information gathered along with all the recommendations and actionable plans to take this program to the next phase.

Ms. Yang stated that in the 2009 master plan, there were three main goals highlighted, which were improve 600 plus miles and over 2,000 intersections, reduce delays and stops by 10 to 25 percent, and to maintain a Corridor Synchronization Performance Index (CSPI) of 70 or better. She stated that when OCTA started this study in 2019, there were 79 projects funded and in total, there were 705 centerline miles and 2,757 intersections. She stated that there were improvements in travel time by 13 percent, improvements in average speeds by 14 percent, and improvements in stops by 29 percent. She stated that CSPI is an OCTA performance metric which factors in average speed, number of stops per mile, and number of greens per red to generate a score, with a score of 70 being average. She also stated that in the recent 2019 COPR, the 2019 conditions were similar to the 2011 conditions, which were the base conditions for the call for projects which OCTA conducts, even with significant increases in traffic volumes.

Ms. Yang stated that only 22 percent of the signals have been timed more than once, meaning that 78 percent of the signals have never been in a call or have only been included in one call in the last decade. She stated that the signals that



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have never been timed, a third of signals are Caltrans-owned and operated, which can be contributed to the fact that Caltrans cannot apply for Project P funds as the lead applicant. She stated that this data confirmed the need to revisit the master plan goal, at least the way OCTA has been looking at it, and identify opportunities to enhance this program moving forward.

Ms. Yang stated that an important component evaluated in this update was the funding distribution. She stated that the plan was that after the initial implementation years, we should be spending 30 percent of the available funds on signal synchronization, 40 percent on signal improvement, and 30 percent on system maintenance. When looking at the actual spending, it showed that we are spending 77 percent of the allocation on signal improvement equipment. She stated that in discussions with the Traffic Forum members, it was determined that this program is unique in that OCTA provides not only signal synchronization, but funds for improvement. She stated most of the other programs evaluated only provided funds for signal synchronization efforts. She stated that it is important to balance funding for signal synchronization and signal improvement as technology continues to evolve, requiring the continuation of funds available for improvement.

Ms. Yang stated that some of the key takeaways from this planned update is that corridors that were recently timed perform well and continue to perform well as they are continuously monitored. She stated that many of the corridors do not come through as shown in the graphic, due to the competitive program, as quickly as we expected. She stated that part of that is because agency participation does vary and is dependent on available resources or other planned improvements on specific regional corridors. She stated that even if the corridor approach has worked well to start the program, these corridor projects are beginning to see conflicts with previously timed crossing corridors. She also stated there have been many advancements in signal equipment technology and the availability of vehicle data in the past decade, which allows for new opportunities to enhance the program especially in how it relates to performance measures and monitoring.

Ms. Yang stated the recommended approach that was landed on, after many discussions with the Traffic Forum members, was the Zone approach. She stated that a new countywide signal synchronization baseline would be developed to set a new baseline for signal synchronization in Orange County. She stated that OCTA plans to pursue external funds to retime the regionally significant corridors, which total approximately 2,500 signals, with varying levels of retiming needs and efforts, over a three-year period followed by continual monitoring of the conditions. She stated that this baseline effort would be used as an opportunity to identify the appropriate zones. She stated that the number of zones is important and OCTA is looking at four zones. She also stated that in each call for projects moving forward,



OCTA wants to be able to balance the funds for signal synchronization, as well as the needs and opportunities for signal improvement to ensure we are future-ready for advanced operations such as transit signal priority, multi-modal performance monitoring, and a connective autonomous environment.

Ms. Yang stated that the Comprehensive Transportation Funding Program (CTFP) guidelines for Project P are coming up soon and OCTA expects to see a change as OCTA plans to put the countywide signal synchronization baseline together, which means that OCTA will not be able to lead the implementation of future Project P projects while the baseline design is ongoing. She stated that as a reminder, the baseline effort will be externally funded for only signal timing tasks, and OCTA will not be requiring any funding match from local agencies. She stated that OCTA needs everyone on board for this to work and understand that the level of effort from agencies will vary depending on retiming needs on specific corridors. She also stated that during the baseline retiming, that would be an opportunity to develop a transition plan to shift us to the next phase of this successful signal synchronization program.

Ms. Lai inquired on the type of corridors the upcoming August call for projects will fund.

Ms. Yang stated that OCTA has not finalized what the call would be, whether it would be only equipment or timing. She stated that in terms of the different efforts for the baseline project, some corridors have just been retimed and would not need to do a full retiming effort versus others which may require more effort, which is something that would be finalized for our scope when doing the baseline. She stated that the intent of the baseline is to look at every single signal on the signal synchronization network and determine what level of effort would be necessary to do the retiming.

Ms. Lai asked if the baseline would come after, depending on how many projects were awarded in this upcoming call for projects.

Mr. Brotcke stated that OCTA has not decided on the upcoming call for projects and what would be included in that, whether it is business as usual approach, no direct participation from OCTA, or equipment only. He stated that this is a herculean effort as it relates to signal planning and recognizes there will still be local retiming needs that may need to occur during this process. He stated one thought OCTA had would be to make minor modifications to the Project P call for projects for the upcoming call, which would be released in August, and that would be a timing and capital call that is normally done without OCTA participation. He stated any timing that is implemented or considered on a corridor that has been



funded out of the 2023 call, we make sure these efforts do not duplicate each other. He stated there if OCTA considers capital only for the next call for projects, the challenge is that OCTA is not sure how to calculate the benefit for projects that are capital only. The measure directs the funding toward signal synchronization, so capital-only does not provide the primary component. He stated there may be a policy issue related to this and whether this can happen given the goal of the program. He stated that he does not have a direct answer for Ms. Lai, but OCTA is idling towards a typical call for projects for the 2023 cycle and working out the details if pursuing the baseline approach.

Ms. Bourgeois asked if the baseline is a process of retiming all of the signals throughout the County or preparing a zonal based retiming in 2024.

Ms. Yang stated that this is a retiming of all the signals and at the same time, finding what the zones look like if proceeding with that approach going forward. She also stated that the intent is to retime all signals in the County.

Ms. Bourgeois stated there will be no local financial commitment through that process and during that time there might be the two CTFP calls, and depending on what that looks like, there will be a local match. She asked if in 2024, the CTFP from that point forward will be applications on a zone basis.

Ms. Yang stated that this is something OCTA needs to discuss moving forward and by doing the baseline, it would give us a better understanding of what the appropriate approach would be. She stated whether we keep the improvements into the zone or keep improvements outside of that is something that has been discussed but not finalized.

Ms. Bourgeois asked what the level of financial commitment would be if an entire zone is being retimed as that is a larger order of magnitude than a corridor. She stated agencies may need to start thinking about meeting additional funding, but the details are not clear yet.

Ms. Yang stated that there are different levels of retiming due to the more frequent uses of the intersections and the timings; it may be that the actual effort needed to retime every time you come back to the zone may not be as drastic. She stated this may not be a full retiming effort and the cost will be less, which is the hope, and something that we can evaluate.

Mr. Sethuraman asked what the proposal behind this effort is and would the cities still have local control of implementing the timing.



Ms. Yang stated that corridor operational reports that are done every other year are compared to the baseline of 2011 and that continuing to compare it to 2011 does not make sense anymore. She stated that there is an opportunity to set the base, especially now that during the pandemic, traffic patterns have changed; it does not mean we will change all the timing in the County, but that we will revisit and better synchronize some of the crossing corridors rather than focusing on a corridor and looking at it from the County perspective. She also stated that moving forward when talking about how the corridors are performing, we can be confident that we did this one baseline effort and can always go back.

Mr. Sethuraman asked if local agencies have any control over this.

Ms. Yang stated yes.

Mr. Brotcke stated that OCTA will return to talk to the committee about the next call for projects looking to see if we are on the right track for this, where OCTA will essentially fund it. He stated it will be developed by consultant traffic engineers and implemented through that process like we do for our cooperative agreement process where we manage a project. He asked if there is support to pursue this at this time. He also asked if there are any major concerns with this as there are major details that would be worked out in terms of timing and coordination to the cities.

Ms. Lee (Seal Beach) stated she wants to commend Ms. Yang for all of her and her team's hard work to put this together and make it as equitable as possible. She stated that she understands that there are certain angles and situations that are not applicable to all cities; however, she thinks that it is a great item.

Mr. Pelletier stated that he is not hearing any major disagreements from the committee and that this plan sounds worth pursuing and moving forward.

Ms. Lee (Fountain Valley) stated that OCTA has a clear plan and objective, and she thinks it is a good item to move forward and see how it works.

4. Pavement Management Relief Funding Program Update – Ben Ku

Mr. Ku stated that in October of last year, OCTA Board of Directors approved distributing about \$10.9 million of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds to Orange County local agencies for local street and road rehab and maintenance projects through the 2021 PMRF program. He stated that this program distributes these funds to the 35 agencies in Orange County by a formula based on population, and there is a guaranteed minimum of \$200,000. He stated that to date, OCTA has received 12 PMRF applications, and



this is different than the attachment that is in the agenda as OCTA recently received an application from the Cities of Anaheim, San Juan Capistrano, and Laguna Beach. He stated that three of the 12 applications of which were submitted to OCTA are going to the January California Transportation Commission (CTC), which is going on right now. He stated that the CTC will approve those three as OCTA does not see any issues with those applications. He stated six applications were received for consideration at the March CTC meeting that will be held March 16 and 17, and so far, OCTA has received three applications, which will be submitted to the May 18 and 19 CTC meeting. He stated that if your agency has not submitted their PMRF application, the final deadline is Monday, February 28, 2022, for the May CTC meeting. He also stated that if your agency does not intend to utilize these funds, please let OCTA know.

Ms. McWade asked if we can make a plea to redistribute back to the agencies.

Mr. Ku stated that there are some logistical issues with that as certain agencies have submitted their applications for the full amount of their PMRF funds. He stated that if we were to redistribute the \$200,000 amongst 35 cities, that agency who submitted their full amount will get a very small amount of funding. He also stated it will be difficult for them to utilize those funds but will benefit the people who have not submitted at all, which is unfair.

Ms. McWade asked if there are many cities who opt not to utilize it, and if there is a larger pool, is it possible if the ones who submitted could do some sort of application for that money.

Mr. Ku stated that we have not heard any agencies who have opted to not go forward with their funds yet, but it is a possibility if there is a significant amount, as there are only 12 agencies that have submitted applications. He stated that if it is a significant number of agencies and funding, this is something we may want to consider.

Ms. Man stated that the County of Orange will not be applying for that pot of money and that their pot will be going back to OCTA.

5. Correspondence

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

6. Committee Comments

Ms. Shah stated that the City of Laguna Hills was looking for other agencies' input on the effect of steel prices in terms of anyone who applied to and have been awarded Environmental Cleanup Plan (ECP) Tier 1 funds for debris gates. She



asked how other agencies are handling the increase in steel prices, what they are doing with their projects, and what OCTA may be offering in terms of relief as it is a global issue.

Ms. Lee (Fountain Valley) stated that their traffic signal improvement project bids did come in around 20 percent higher than the engineers estimate. She stated that everything is costing more because of commodity price increases for steel.

Mr. Ames asked Ms. Shah if she was referring to the G2 construction catch basin debris screen prices going up.

Ms. Shah stated yes. She stated that they received a notice from G2 regarding the prices and how that affects grant funding, especially in how we address it. She stated G2 provided potential solutions, one solution being a 20 percent reduction in catch basins, which would likely result in less grant funding overall. She added that G2 recently proposed installing the same number of full capture trash screens to treat the same water, but installing less debris gates, which may be a better solution for a scope change with hopefully no reduction in grant funding.

Mr. Ames stated that he is waiting for Eric Taylor (from G2) to give him a proposal, but Mr. Taylor's proposal mentioned that prices were good until March 2, 2022. He stated that Mr. Taylor informed him that the prices will not be honored. He stated that he is waiting for his revised bid to come through. He also asked Ms. Shah if the costs are 20 percent higher.

Ms. Shah stated that Mr. Taylor said that prices are more than 20 percent higher and that he was willing to ease the difference, with the city taking the 20 percent reduction in devices that are installed as mentioned in the first proposal, and with the second proposal being installing same number of trash screens but reducing the number of debris gates installed so grant funding would not be as affected.

Mr. Ames asked if OCTA staff could provide any input on this.

Mr. Brotcke stated OCTA has a process to deal with scope, schedule, and cost changes with the Semi-Annual Review (SAR) Process. He stated that he encourages any agencies who encounter these issues to submit their request to that process and will be evaluated through that. He affirmed that this is affecting anything that has steel in it; for example, staff is currently dealing with a scope change for the City of Santa Ana on a big bike rack purchase involving several thousand bike racks. He stated that staff is open to changes and added that by policy, we do not have many bike projects that have been awarded grants, but staff can entertain scope changes. Mr. Brotcke concluded by iterating working through the semi-annual review process to initiate those changes.

7. Staff Comments

Ms. Jacinto presented an update on the Bipartisan Infrastructure Law (BIL).

Ms. Jacinto stated the Infrastructure Investment and Jobs Act (IIJA) provided \$1.2 trillion in funding over a five-year period. She stated this does not just target transportation programs, there is funding provided for broadband, water, and energy type programs. She stated that over the last few years, we have become used to the stimulus bills that were passed, which provide one-time funding to target COVID-19 impacts on various programs and fund sources, but this is not a stimulus bill as the underlying bulk of this bill is the reauthorization of transportation programs. She stated that \$567 billion of this funding is for transportation programs over that five-year period, which is a normal process which occurs in Congress in which every five years, they pass legislation that reauthorizes existing transportation programs and provides funding level changes, policy changes, and additional guidance. She stated the last time a transportation program was authorized in statute was the FAST act, which passed in 2015, and expired in 2020 with a short extension allowed, and that this bill takes off where FAST expired. She also stated that the bulk of the bill is existing funding that we count on each year to sustain our transportation programs.

Ms. Jacinto stated that the focus on the transportation funding program is largely divided into three different modes: Highways, Transit, and Rail. She stated that the highway programs pick up most of the money in this new bill, with rail programs having the most exponential increase across the board. She stated that there has been a shift in how Congress is funding programs as there is newly added emphasis in some transit and rail programs, which we may have not previously seen with funding. She stated that while we say highway programs as sort of a catch-all, some of these programs have flexible uses where they can potentially be used of transit programs or rail programs, it just depends on the specific fund use that we are talking about. She also stated that transit saw the most investment through the three stimulus proposals over the last year.

Ms. Jacinto stated there is a significant investment in transit systems, but the overall bulk of this funding is for existing formula programs that OCTA itself received or others. She stated that is not necessarily marked for new competitive programs, but it will be flowing in via our existing formula programs. She stated that there is a significant increase in investment in intercity rail; this is traditionally funding that Amtrak services such as LOSSAN service would compete within, and the total investment in this is equal to the last 18 years of funding in intercity rail. She stated that half of the funding is earmarked for the North-East corridor and does not necessarily all come to California or other areas where there are significant



intercity rail corridors. She stated that the largest new program in this bill is for bridges as there is \$40 billion included in the bill for bridge programs. She stated that in previous years, there was much more modest sums included so this is a huge significant change in investment, and there are requirements associated with these programs. She stated that \$27.5 out of the \$40 billion will be distributed to states based on formula, and it will be up to the state of California on how that funding is suballocated. She stated that some of this funding is tied to specific criteria such as the degradation of bridges, the risks involved, and whether they are on certain federal inventories. She stated that there is \$23 billion for the Capital Investment Grants (CIG) Program, which doubles the size of the program. She stated that this is the program OCTA is using to fund the OC Streetcar. She stated that there is a significant investment in Low or No-Emission (Low-No) Bus Grant Program of \$5.6 billion. She stated that to fund those programs, \$118 billion in general funding had to be transferred over, and there is no long-term fix included to fund Highway Trust Fund on an ongoing basis, so there are continued risks as we move forward on how we fund transportation on a continuing basis. She stated that there are new discretionary grant programs. She stated there is \$15 billion for new climate programs, with half going to a carbon reduction program and half going to a resiliency program, there is \$7.5 billion for electric vehicles, there is \$5 billion for “megaprojects,” and there is \$1 billion for community connectivity projects. She also stated over the next few months, we will be seeing many notices of funding opportunities being released, new guidance for these programs, and for most of new discretionary or competitive grant programs, cities are eligible applicants.

Ms. Jacinto stated that there were not many policy shifts in this bill and that it mainly held the status quo for most of these programs. She stated there were reforms to various finance authorities and there are some streamlines and changes. She stated that there are some reporting requirements that transit agencies like OCTA now have to do related to operator assault and zero emission bus transitions moving forward, which are all consistently with the direction California is going to. She stated that there has not been agreement by Congress on appropriations bill for this year; while the IIJA provides new resources for transportation and other programs, until Congress acts on an appropriations bill for this year, we will not see the increased spending levels associated with many of these programs. She stated that right now we are operating under a continuing resolution at the federal level which expires in mid-February, and there is some discussion that there could be some compromise taking place that will lead to a full-year appropriations bill, but we are not there yet. She stated that you will see some notices about funding that has started to be released, especially on the bridge program, and there are some programs that received advanced appropriations under this bill, but that is relatively limited in nature. She stated that we are still waiting on action by



Congress and others before we see the full funding come through. She also stated that over the next few months we will see much action at the federal and state level to implement these new funding programs.

Ms. Bourgeois asked for clarification on the community connectivity program.

Ms. Jacinto stated that the Reconnecting Communities Pilot Program is about reconnecting communities that have been previously divided by inequitable transportation policies. She stated that this includes highways to trails tied conversions, using existing transportation facilities to convert them into active transportation facilities that connect communities, etc. She also stated that we have not seen new guidance associated with this program yet, so it is hard to tell what would be eligible, but it is \$1 billion over the course of the program to address those issues.

Ms. Bourgeois asked if periodic updates could be provided on the Reconnecting Communities Pilot Program.

Ms. Jacinto stated yes.

Ms. McWade stated that it sounds like part of it is a reauthorization and then the new funding for transit type programs. She asked how much of that new funding, if any, will be allowable for road maintenance and rehabilitation

Ms. Jacinto stated that there is not much clarity to some of these programs as the State will have to take action to allow some of these programs to flow. She stated that the existing programs that are funded through the reauthorization bill, there could be some allowances in some of those programs, but until the State sets a guidance and conforms the traditional funding split, we will not know for sure.

Ms. Alacar stated the March 2022 CTFP Semi-Annual Review (SAR) cycle will be opening Monday, January 31, 2022. She stated that the SAR is a time to request scope changes, delays, transfer of savings, and funds extension. She stated that for grants that are experiencing project costs increases such as the steel issue, local agencies can manage these through a few options and some of which are through the SAR. She stated that the first option would be the scope change request and the second would be cancelling through the SAR and reapplying through a future call with the amount of the additional funding or utilizing additional local funds for the costs. She also stated that this is the first review cycle that will utilize the updated timely use of funds extensions for local fair share funds and senior mobility program funds. She also stated that this was the new process outlined in the most recent M2 Eligibility guidelines.

8. Items for Future Agendas

Ms. Lee (Seal Beach) stated she would like an update on the Environmental Cleanup Program (ECP) Tier 2.

Mr. Brotcke stated that can be added to a future agenda. He also stated that the process works through a separate committee, the Environmental Cleanup Allocation Committee, and we are happy to cross-report to the TAC in terms of what that committee is working on and their suggestions for the Tier 2 call for projects.

9. Caltrans Local Assistance Update – Oliver Luu

Mr. Luu stated that the deadline to submit allocations and time extensions to District Local Assistance is March 21, 2022, for the May 2022 CTC meeting and May 2, 2022, for the June 2022 CTC meeting.

Mr. Luu stated that the current inactive quarter began on January 1, 2022, and the deadline to submit inactive invoices to Caltrans this quarter is February 22, 2022. He stated formal letters will be sent to agencies with any inactive invoices in a week or two. He stated that if your agency has an inactive invoice on the FHWA's inactive list, this will jeopardize your funding. He also stated that if you have any questions or experience difficulties processing inactive invoices, please contact your area engineer/planner for assistance.

Mr. Luu stated that development workshops for Cycle 6 of the Active Transportation Program (ATP) have been scheduled. He stated that the Scoring Rubrics workshop will be held February 8, 2022, and an optional workshop will be held on February 23, 2022. He stated that registration information will be placed on the CTC's ATP webpage. He also stated that if your agency plans to apply for Cycle 6 with a project that is on or will impact Caltrans Right of Way, we recommend you start working on the Right of Way Impact Checklist as soon as possible to prevent delay to your application submittal.

Mr. Luu stated that the Clean California Local Grant Program (CCLGP) is a new grant program whose purpose is to beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces. He stated that there is \$296 million dollars in funding for this program and is a three-year competitive statewide program in which projects must be completed and open to the public with funds fully expended by June 30, 2024. He stated that the deadline to submit application is February 1, 2022, and late applications will not be



MINUTES

Technical Advisory Committee

accepted. He also stated that agencies will be notified of project award on March 2, 2022.

Mr. Luu stated that upcoming trainings include Federal Aid Series, which includes modules on Getting Your Federal Aid Started, Environmental Requirement, Project Development: Design to Construction, Federal Rules for Contract Amine and Project Completion, FHWA Right of Way, Labor Compliance, and the Resident Engineers Academy. He stated that the Federal Aid series and the Resident Engineers Academy are popular courses and so, recommends registering as soon as possible.

Mr. Luu stated that local agencies with federalized projects are required to comply with all Title VI requirements.

10. Public Comments – None

11. The meeting was adjourned at 3:12 p.m.



AGENDA

Technical Advisory Committee

Item# 2

2022 CTFP Call for Projects – O and P Programming Recommendations



March 23, 2022

To: Technical Advisory 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 which will 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 (ICCPPI), 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 include 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.

On March 9, 2022, the Technical Steering Committee (TSC) concurred with staff's \$26.4 million programming recommendation. The TSC expressed interest in utilizing the \$13.6 million allocation remaining from the \$40 million authorized call capacity towards additional funding opportunities for local jurisdictions such as supplementary inflation-related subsidies for previously awarded projects, additional cash distributions to the local agencies on a formula basis, future CTFP calls for projects for active transportation program improvements, and reduction of project local match commitments.

In conformance with the CTFP Guidelines, OCTA has never provided additional funding or lowered local match rates under M2 or under the preceding Measure M. Staff recommended managing project cost increases through the semi-annual review process and encouraged local jurisdictions to provide the other programming suggestions for consideration in the upcoming CTFP Guidelines update, currently estimated for early summer 2022.

Next Steps

If approved by the 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 Advisory Committee approval to advance these programming recommendations to the OCTA Board 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

*Bake/Rockfield is a Grid project - 33 signals being implemented, only 22 signals reflected in scoring.

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	Score	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	41	\$ 78,750	\$ -	\$ -	\$ 78,750	\$ 26,250	\$ 105,000	25%
Anaheim	22/23	Lincoln Widening Avenue (East Street to Evergreen Street)	ACE	CON	40	\$ -	\$ -	\$ 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	55	\$ 476,150	\$ -	\$ -	\$ 476,150	\$ 476,150	\$ 952,300	50%
Garden Grove	22/23	Harbor-Garden Grove Intersection Improvement Project - Engineering Phase	ICE	ENG	50	\$ 97,500	\$ -	\$ -	\$ 97,500	\$ 52,500	\$ 150,000	35%
Irvine	23/24	Culver Drive at Alton Parkway Intersection Improvements	ICE	CON	48	\$ -	\$ -	\$ 2,236,846	\$ 2,236,846	\$ 745,615	\$ 2,982,462	25%
Irvine	23/24	Harvard Avenue at Michelson Drive Intersection Improvements	ICE	CON	40	\$ -	\$ -	\$ 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	52	\$ -	\$ -	\$ 631,814	\$ 631,814	\$ 210,605	\$ 842,419	25%
Santa Ana	22/23	Fairview Street Improvements (Monte Carlo Drive to Trask Street)	ACE	ENG	64	\$ 825,000	\$ -	\$ -	\$ 825,000	\$ 275,000	\$ 1,100,000	25%
Yorba Linda	22/23	Savi Ranch Parkway Widening	ICE	ENG	37	\$ 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.

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

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%
PROGRAMMING 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.*

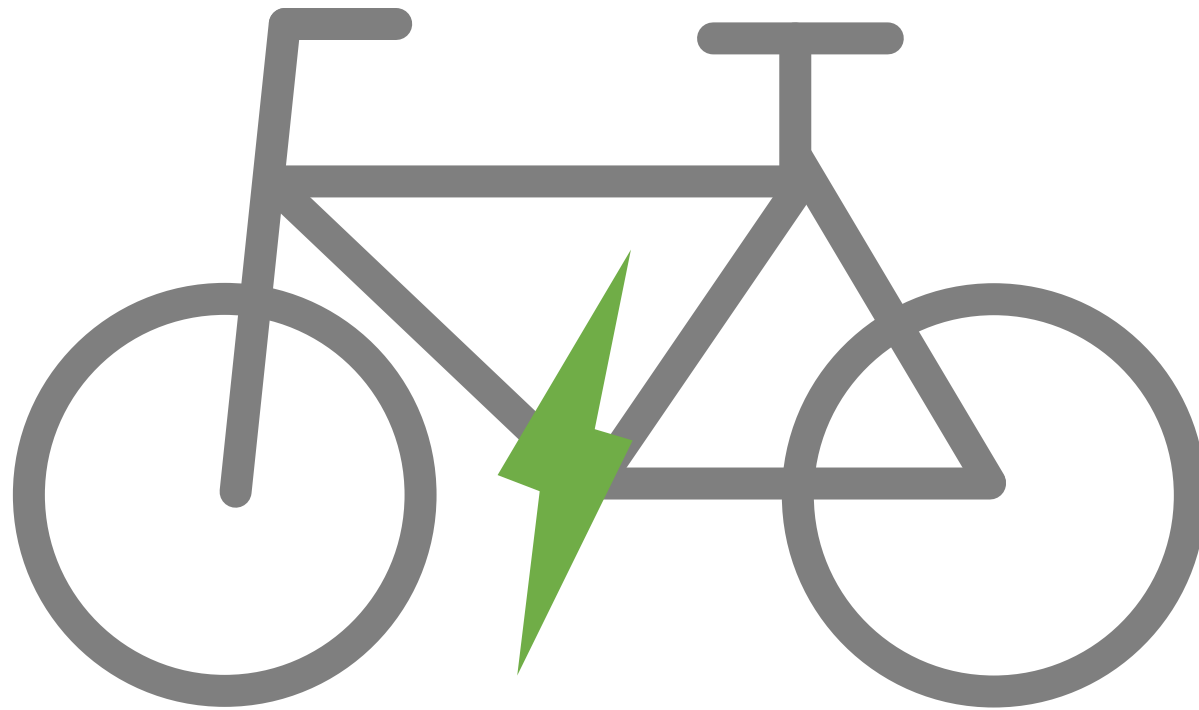
Acronyms:

RTSSP - Regional Traffic Signal Synchronization Program



E-bike Questionnaire Results

TAC E-bike Questionnaire Summary

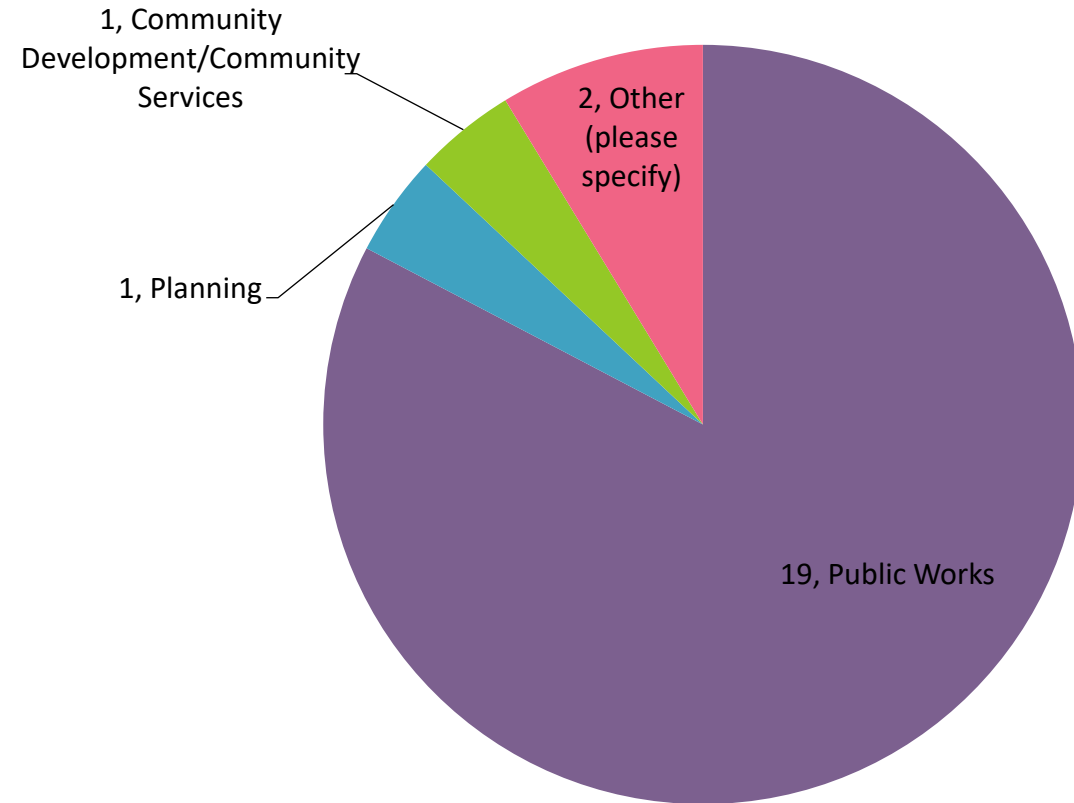


Response Summary

Number of responses

- 23 total responses
- 20 total jurisdictions

Respondent agencies

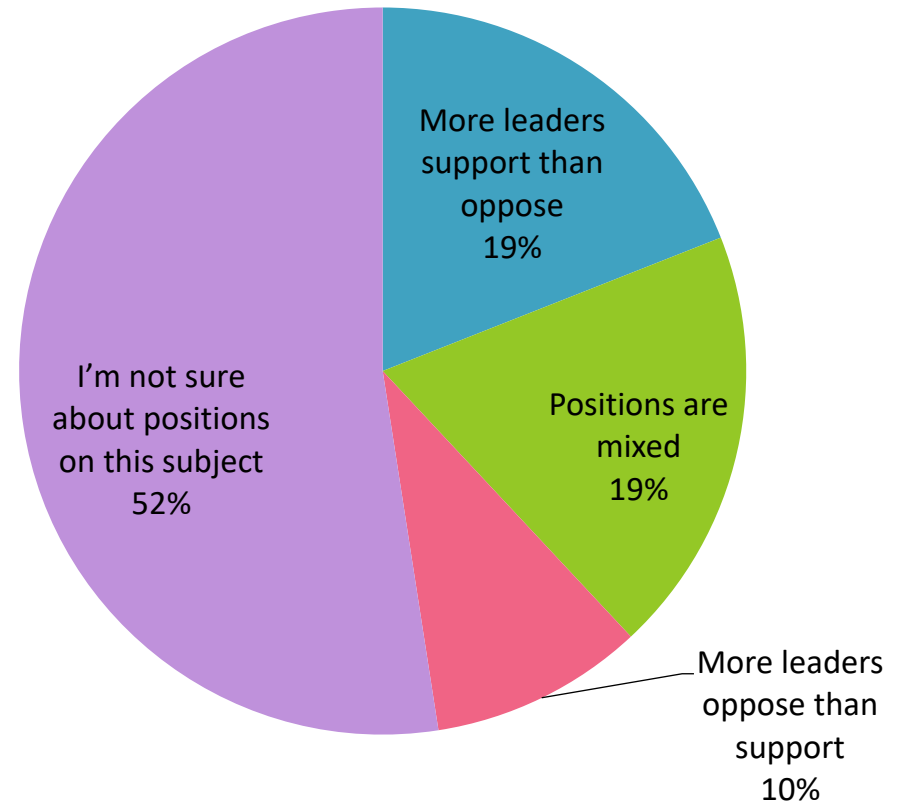


Attention and Favorability

What level of attention have e-bikes required of your department? (0-100)

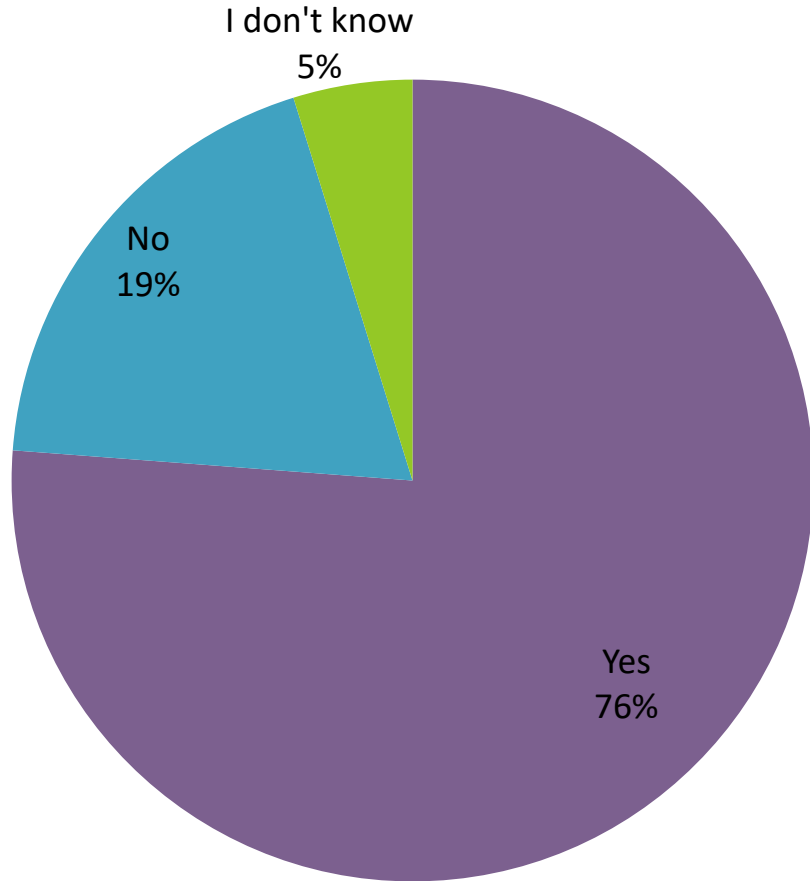
- **Most common response: 40/100**

To what extent are key government decision-makers in support of or opposed to e-bike use in your city?



E-bike Trends

Is e-bike ridership increasing?

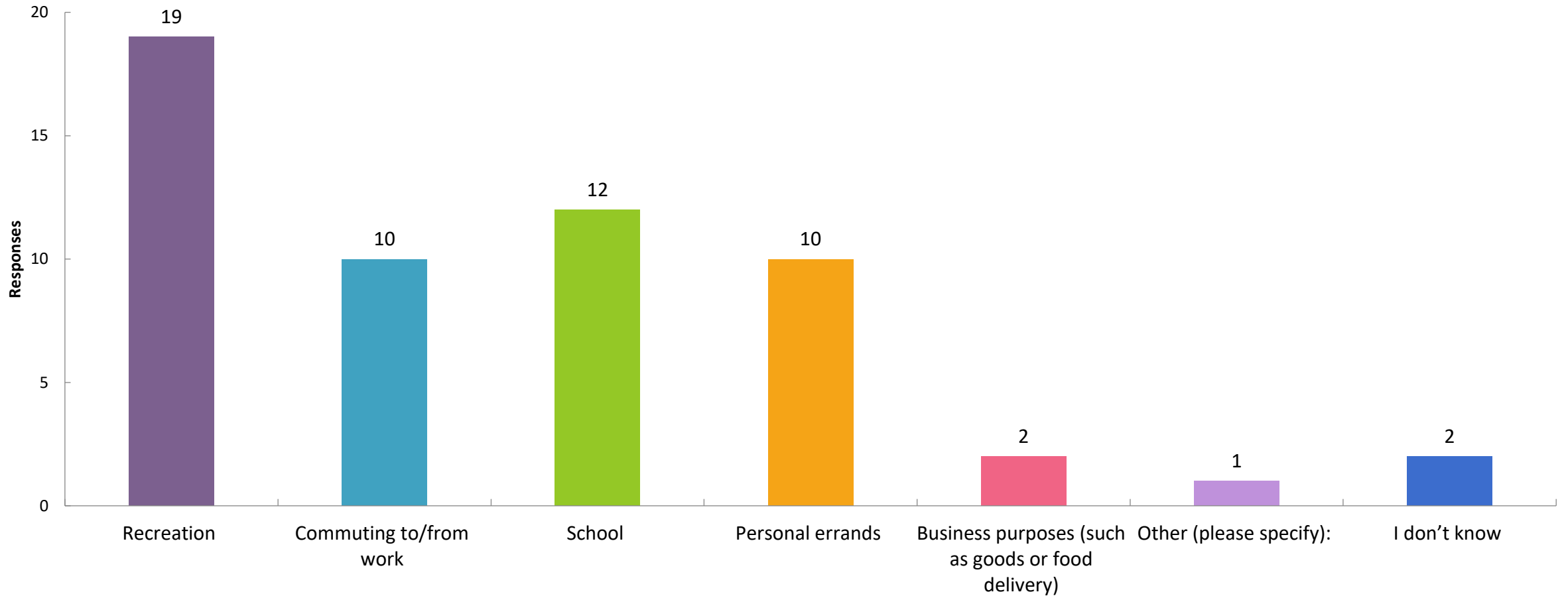


What percentage of bike trips are made by e-bikes?

- Mean response: 21%

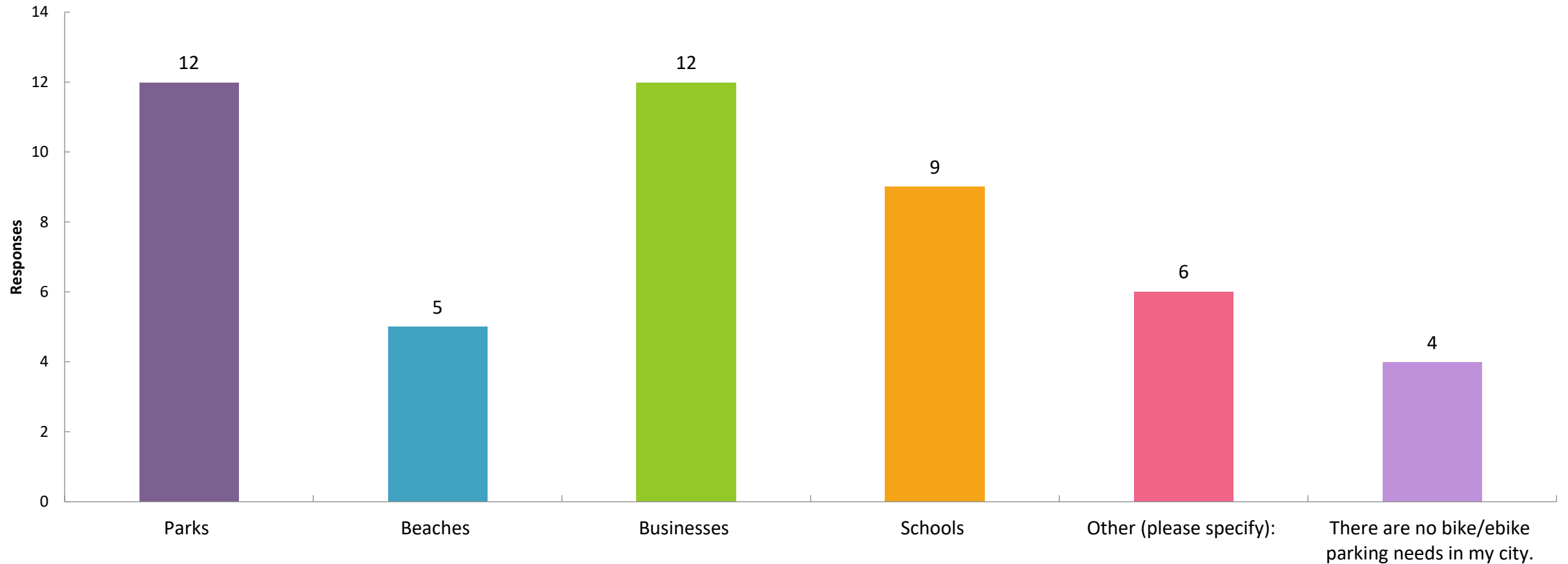
Ridership and Needs

For what reasons do respondents think people ride e-bikes in their jurisdiction?



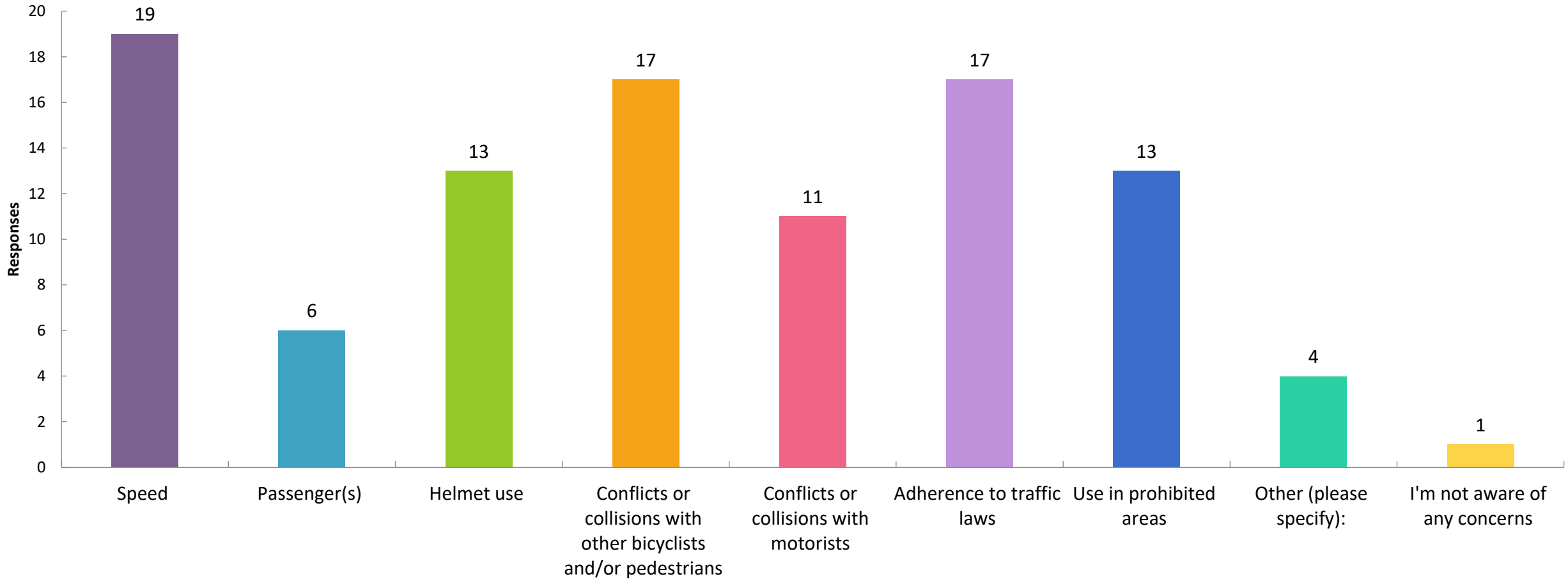
Ridership and Needs

Where are there e-bike/bike parking needs in respondent's jurisdiction?



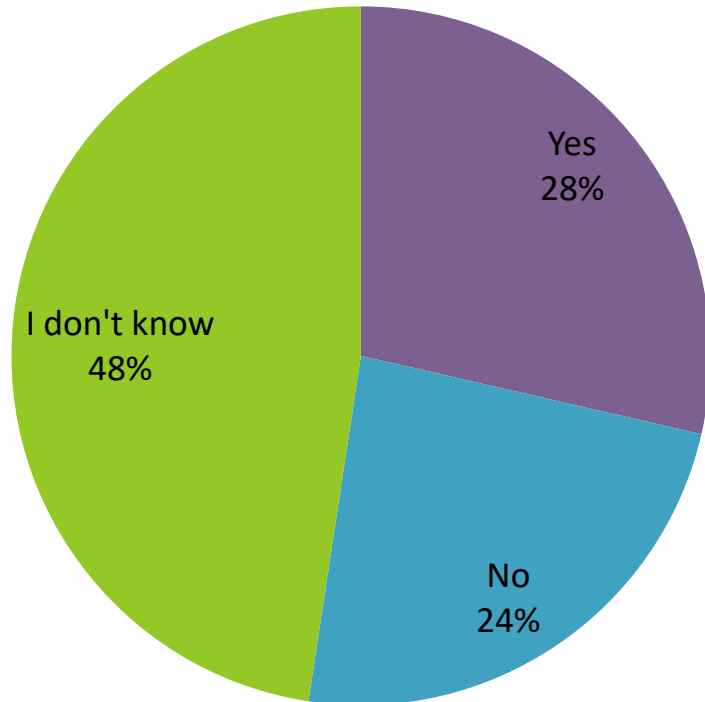
Enforcement and Concerns

What are respondent's city/agency concerns pertaining to e-bikes?

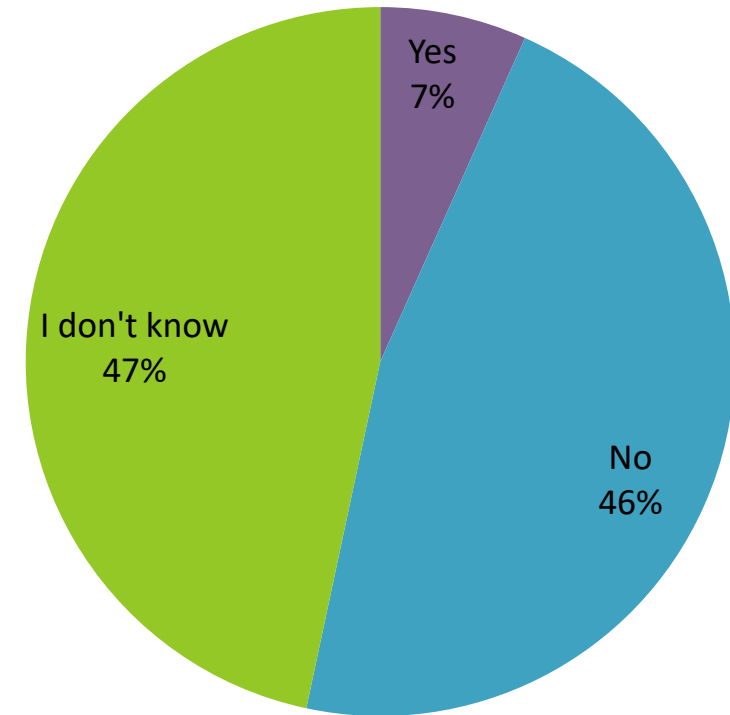


Enforcement and Concerns

Does local law enforcement undertake enforcement activities specific to e-bikes?



Do local law enforcement have the resources to undertake enforcement activities



Key Takeaways

- In most respondents' jurisdictions e-bike usage is increasing.
- Recreation is almost universally seen as the largest use for e-bikes, but half of respondents identified, school, personal errand, and commuter trips as uses for e-bikes in their jurisdictions.
- Speed was respondents' largest concern, but general behavior of e-cyclists (adherence to traffic laws and conflicts with other users) was also identified as a prominent concern.
- There is a lack of resources available for e-bike enforcement and education.

Questions/Discussion



Correspondence



AGENDA

Technical Advisory Committee

Item# 4

Item 4, Attachment A: OCTA Board Items of Interest

- **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
- **Monday, March 14, 2022**
Item# 10: Measure M2 Quarterly Progress Report for the Period of October 2021 Through December 2021
Item# 11: Revisions to the Measure M2 Eligibility Guidelines
Item #12: Measure M2 Environmental Cleanup Program – Tier 1 Call for Projects



AGENDA

Technical Advisory Committee

Item# 4

Item 4, Attachment B: Announcements by Email

- 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*
- March 2022 M2 CTFP Semi-Annual Review, Extended to March 25th, *sent 3/9/2022*
- M2 Eligibility Workshop on Thursday, March 24, 2022 from 10:00AM - 11:30AM, *sent 3/9/2022*