



AGENDA

Technical Advisory Committee

Committee Members

Shaun Pelletier, Chair	<i>City of Aliso Viejo</i>
Raja Sethuraman, Interim Vice Chair	<i>City of Costa Mesa</i>
Rudy Emami	<i>City of Anaheim</i>
Michael Ho	<i>City of Brea</i>
Mina Mikhael	<i>City of Buena Park</i>
Doug Dancs	<i>City of Cypress</i>
Matthew Sinacori	<i>City of Dana Point</i>
Hye Jin Lee	<i>City of Fountain Valley</i>
Meg McWade	<i>City of Fullerton</i>
William Murray	<i>City of Garden Grove</i>
Chau Vu	<i>City of Huntington Beach</i>
Jaimee Bourgeois	<i>City of Irvine</i>
Albert Mendoza	<i>City of La Habra</i>
Michael Belknap	<i>City of La Palma</i>
Mark Trestik	<i>City of Laguna Beach</i>
Joe Ames	<i>City of Laguna Hills</i>
Jacki Scott	<i>City of Laguna Niguel</i>
Akram Hindiye	<i>City of Laguna Woods</i>
Tom Wheeler	<i>City of Lake Forest</i>
Chris Kelly	<i>City of Los Alamitos</i>
Mark Chagnon	<i>City of Mission Viejo</i>
David Webb	<i>City of Newport Beach</i>
Christopher Cash	<i>City of Orange</i>
Luis Estevez	<i>City of Placentia</i>
Brendan Dugan	<i>City of Rancho Santa Margarita</i>
Kiel Koger	<i>City of San Clemente</i>
Tom Toman	<i>City of San Juan Capistrano</i>
Rudy Rosas	<i>City of Santa Ana</i>
Iris Lee	<i>City of Seal Beach</i>
Cesar Rangel	<i>City of Stanton</i>
Doug Stack	<i>City of Tustin</i>
Hamid Torkamanha	<i>City of Villa Park</i>
Jake Ngo	<i>City of Westminster</i>
Jamie Lai	<i>City of Yorba Linda</i>
Fiona Man	<i>County of Orange</i>
Jonathan Lawhead	<i>Caltrans ex officio</i>

Orange County Transportation Authority
550 South Main Street
Orange, California
November 9, 2022 1:30pm

Teleconference Site

*City of Dana Point – Public Works
33282 Golden Lantern, Suite 212
Dana Point, California*

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) 560-5528, 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 OCTA Clerk of the Board's office at 600 South Main Street, Orange, California.

In-Person Comment

Members of the public may attend in-person (subject to OCTA's coronavirus (COVID-19) safety protocols) and address the Committee regarding any item. Members of the public will be required to complete a COVID-19 symptom and temperature screening.

Written Comment

Written public comments may also be submitted by emailing them to kmartinez@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 June 22, 2022 meeting.

Regular Items

2. 2023 Technical Steering Committee Membership – Charvalen Alacar

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on local streets and roads related items. The Technical Advisory Committee relies on a Technical Steering Committee made up of nine representatives from local jurisdictions to provide guidance on major technical items. Proposed 2023 Technical Steering Committee membership recommendations are presented for review and approval.

Recommendation

Approve proposed 2023 Technical Steering Committee membership recommendations and further recommend Board of Directors approval.

Discussion Items

3. Correspondence

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

4. Committee Comments

5. Staff Comments

- a. Comprehensive Transportation Funding Programs Semi-Annual Review – September 2022 Update – Charvalen Alacar
- b. Measure M2 2023 Comprehensive Transportation Funding Programs 2023 Call for Projects Update – Charvalen Alacar
- c. Comprehensive Transportation Funding Programs Cost Escalation Update – Charvalen Alacar
- d. Comprehensive Transportation Funding Programs – Project X Tier 1 2022 Call for Projects Programming Recommendations – Adriann Salazar



AGENDA

Technical Advisory Committee

6. Items for Future Agendas
7. Caltrans Local Assistance Update
8. Public Comments
9. Adjournment

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



June 22, 2022 Minutes



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Technical Advisory Committee

Voting Representatives Present:

Shaun Pelletier	City of Aliso Viejo
Rudy Emami	City of Anaheim
Mina Mikhael	City of Buena Park
Raja Sethuraman	City of Costa Mesa
Hye Jin Lee	City of Fountain Valley
Meg McWade	City of Fullerton
Chau Vu	City of Huntington Beach
Jaimee Bourgeois	City of Irvine
Mark Trestik	City of Laguna Beach
Amber Shah	City of Laguna Hills
Kathy Nguyen	City of Laguna Niguel
Tony An	City of La Habra
Tom Wheeler	City of Lake Forest
Jim Houlihan	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
Hamid Torkamanha	City of Villa Park
Jake Ngo	City of Westminster
Rick Yee	City of Yorba Linda
Fiona Man	County of Orange

Voting Representatives Absent:

Michael Ho	City of Brea
Doug Dancs	City of Cypress
Matthew Sinacori	City of Dana Point
William Murray	City of Garden Grove
Michael Belknap	City of La Palma
Akram Hindiye	City of Laguna Woods
Chris Kelley	City of Los Alamitos
Mark Chagnon	City of Mission Viejo
Zdenek Kekula	City of Santa Ana
Kiel Koger	City of San Clemente
Reza Faraz	Caltrans Ex-Officio

Orange County Transportation Authority
550 South Main Street, Room 09
Orange, California
June 22, 2022 1:30 PM

Guests Present:

Oliver Luu, Caltrans

Staff Present:

Kurt Brotcke
Adriann Cardoso
Charvalen Alacar
Francesca Ching
Adrian Salazar
Jonathan Lee
Cynthia Morales
Amy Tran
Alicia Yang
Paul Rodriguez



The meeting was called to order by Chair Pelletier at 1:30 p.m.

Self-Introductions

CONSENT CALENDAR

1. Approval of Minutes

Mr. Stack motioned to approve the Minutes of the May 25, 2022 Technical Advisory Committee regular meeting.

Mr. Emami seconded the motion.

The Minutes were approved with no further discussion.

REGULAR ITEMS

2. Measure M2 2023 Comprehensive Transportation Funding Programs – Proposed Guidelines Modifications for the 2023 Call for Projects

Ms. Alacar presented proposed revisions to the Comprehensive Transportation Funding Programs (CTFP) Guidelines for the 2023 Project O and P call for projects (call).

Ms. Alacar noted that for Project O the proposed changes were relative minor – including emphasizing safety improvements, incentivizing active transportation program (ATP) attributes, including incorporated project elements from an approved ATP plan, and clarifying elements of utility relocation expenses.

Ms. Alacar stated that the most significant proposed changes included revisions to the points assigned and the point spread for Operational Attributes in the scoring criteria, the addition of Elements of Approved Active Transportation Plan as a new Operational Attribute for all Project O programs, reallocation of the categorical criteria point spread, and clarification on the eligibility of utility relocations with local agency-demonstrated prior rights.

Ms. Alacar shared that at the June 2022 TSC meeting a comment was made requesting for lane conversions not considered gap closures to be considered as an allowable project feature, and potentially adding competitive value for repurposing existing lanes that do not require additional right of way acquisitions.

Ms. Alacar clarified that the current CTFP Guidelines (Guidelines) do not preclude lane conversions in project applications; however, at this point no additional points



would be awarded for lane conversions of this nature, but staff would revisit this request ahead of the next Guidelines update for the 2024 call.

Ms. Alacar stated that with respect to Project P, the proposed changes emphasized the more critical project elements that enhance signal synchronization with greater consideration to existing corridor conditions, incentivized expedited project delivery, and updated the Guidelines language to be consistent with the supplemental application requirements.

Ms. Alacar noted that the most significant proposed changes included OCTA-led projects not being made available for this call, revisions to points spread for Vehicle Miles Traveled in the scoring criteria, modification to calculations of points assigned for Project Characteristics, reallocation of the category criteria point spread, elimination of Maintenance of Effort (MOE) in the scoring criteria, the addition of Timing 75% of New Eligible Project as a new eligible feature for Current Project status, and clarification on the ineligibility of regular signal operations and maintenance, specifically communication repairs.

Ms. Alacar shared that at the June 2022 TSC meeting staff received two comments regarding Project P guidelines. The first was to determine if Leading Pedestrian Intervals (LPI) was a specific configuration in the project categories.

Ms. Alacar stated that LPI that can be programmed on existing traffic signal controllers which do not require additional equipment can be implemented as a part of a project under the timing task. LPIs are not a stand-alone item in the Project Characteristics category.

Ms. Alacar shared that the second comment received pertained to clarifying language in the Project Characteristics criteria description which staff has updated.

Ms. Alacar added that with respect to the scoring criteria in the staff report, there are several significant and interrelated updates to four of the eight scoring categories.

Ms. Alacar stated that the proposed changes pertaining to the project characteristics section include a new scoring process and introduced Alicia Yang, Project Manager for Regional Modelling and Traffic Operations, to present the proposed changes.

Ms. Yang explained that during the January 26, 2022, TAC, OCTA presented their recommended approach to updating the Regional Traffic Signal Synchronization Program (RTSSP). The recommended updates to the CTFP Guidelines will assist



with the planned County-Wide Signal Synchronization baseline project and the next generation of signal synchronization in Orange County.

Ms. Yang stated that the purpose of the program is to revisit signal operations as frequently as possible to ensure timing is being adjusted to manage the change in traffic patterns.

Ms. Yang stated that the RTSSP is unique because it funds eligible equipment improvements that supports signal operations.

Ms. Yang emphasized that it was important for signal timing and eligible equipment improvements to be balanced and prioritize projects that best align with the future of signal synchronization in Orange County and to ensure all corridors have an opportunity to receive funding, especially as it relates to upgrading signal infrastructure.

Ms. Yang explained that the previous scoring criteria had eight scoring categories but that call 13 has proposed the removal of the MOE category which held a total of five points

Ms. Yang reasoned that the MOE category was a duplicate effort to the Signal Synchronization baseline project, and that the BMT would be reduced by five points to support smaller projects. The project characteristics category would be increased by 10 points to account for the difference and achieve a better balance between signal timing and eligible improvements.

Ms. Yang added that minor adjustments were made to the current project status that would allow previously funded projects to submit.

Ms. Yang stated that in an effort to balance timing and signal improvements a different approach was taken to obtain the maximum of 20 points. That approach was to place an emphasis on improvements that are critical to efficient signal operations such as signal controllers, proper detection and communication.

Ms. Yang added that given uncertainties in cost and lead time in construction, OCTA deemphasized the type of improvement that would traditionally impact the budget and the schedule for these signal synchronization projects, and placed greater emphasis on upgrading aging technology, to bring all signals up to the same level of operation.

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Ms. Yang explained that in the Project Characteristics scoring table, the Signal Timing No Capital category remained the same as it was before and can result in a maximum improvement score of 50 which equates to a maximum score of 20 for the Project Characteristics category. If equipment improvements are proposed, then the project cannot be reviewed using the Signal Timing No Capital category criteria.

Ms. Yang clarified that the maximum score depends on the status of the proposed improvements.

Ms. Yang stated that this is due to increasing costs, supply chain related issues, and a focus on discussions from the January 2022 TAC meeting regarding low cost and quick build projects.

Ms. Yang explained that OCTA is understanding of agencies' concern regarding the level of effort for preparing and submitting these applications. OCTA made an update to the supplemental application, providing a table that auto populate based on the data entered. Additionally, OCTA provides training is available for questions throughout the application process. While the supplemental application may require greater effort, less effort will be necessary to submit in OCFundTracker.

Ms. Yang concluded by saying that OCTA aimed to make this program purposeful and equitable for the future of Traffic Signal Synchronization. OCTA is confident that despite the updates the agencies have the data necessary to complete the application.

Mr. Sethuraman asked about the application review process.

Ms. Yang clarified that the difference in the application this year is that you get an average score depending on the type of improvement and added that if the project scope changes during implementation, that undergoes the semiannual review process

Mr. Yee made a comment, asking OCTA and the TAC to consider broadening the language for the eligible components of ATP to include regional or local studies that include active transportation

Mr. Brotcke asked Mr. Yee what he would point to in his general plan to address active transportation.

Mr. Yee stated that he did not have a document on hand but was considering other avenues for addressing active transportation.



Mr. Brotcke stated that if the circulation element of a general plan included a bike lane network that would meet the intent however citing policies from the general plan would not meet intent.

Mr. Yee stated that he wouldn't rely on policy rather components inside of documents such as the circulation or transportation element.

Ms. McWade asked whether the pedestrian component of the ATP could be met with Fullerton's Bike Master Plan which includes sidewalks.

Mr. Stack stated that the emphasis on Project O is capacity for arterial highways. He added that there are alternative methods for addressing active transportation elements but that the program is specifically for arterial capacity enhancements.

Ms. McWade asked for ATP language and the points for an ATP to be removed, emphasizing that Project O is about the capacity and expansion of the Highway.

Mr. Stack agreed and expressed concern over the scoring system withholding points from capacity enhancements due to ATP.

Mr. Sethuraman commented that because of the increasingly important role of transportation at the state and local level, the ATP should not be ignored. Capacity should not be limited to cars, capacity to pedestrian and bicycle infrastructure should also be increased to encourage walking and biking.

Mr. Stack responded that looking at vehicle miles travelled, ADT, and the quantity of vehicles driving on arterial highways in comparison to pedestrians and cyclists, there is a huge discrepancy. Neither cyclists nor pedestrians being major drivers. He added that there are other avenues for ATP and suggested working with Caltrans.

Mr. Emami suggested that by removing ATP from the Regional Capacity Program, other avenues and funding sources could be used towards ATP. He mentioned pursuing ATP grants to obtain the match separately from the Regional Capacity Program.

Mr. Brotcke referenced page 7-23 which features the operational attributes and the change. In response to the City of Fullerton's request he states that pedestrian facilities are already included and awarded points for operational attributes. The changes being discussed are with respect to the elements of an ATP which can also include pedestrian elements.



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Ms. McWade asked for clarification on whether it would need to be an adopted ATP.

Mr. Brotcke confirmed that it would need to be an adopted ATP.

Ms. McWade asked whether that will add or detract points from eligibility and scoring

Mr. Brotcke responded that having an approved plan would be additive.

Mr. Yee provided an example of a joint ATP project between Yorba Linda and Placentia. The project cannot begin until November 2022. Both cities have circulation elements that guide their active transportation elements which are approved documents.

Mr. Yee added that the idea is that these documents would capture the approved Regional Bike Studies as well as other types of approved plans that cities may have but may not be categorized under ATP.

Mr. Sethuraman supported allowing documents that are a part of a general plan circulation element.

Mr. Brotcke verified that the Mr. Yee and Mr. Sethuraman supported broadening the language to include elements of an Active Transportation Plan or regional plan.

Mr. Sethuraman agreed with broadening the language

Ms. McWade asked for the language to be included as an encouraging statement and not as a scoring criterion.

Mr. Brotcke stated that operational attributes category was worth 15 points reasoned that the scoring criteria did not offer many points for an ATP and wouldn't take away from the overall capacity enhancement.

Mr. Stack asked whether capacity enhancement projects would score higher effectively weeding out lower scoring ATP project in a call

Mr. Brotcke responded calling facility usage, economic effectiveness, and facility importance the key drivers of a project. He added that the ATP component was not significant as it only accounted for 15 points of the total, and that staff would be open to considering other plans.



Mr. Wheeler asked for clarification.

Mr. Yee explained that the proposal was to broaden the definition of an approved Active Transportation Plan to include a city study, general plan or circulation element.

Mr. Brotcke stated that the language would be amended accordingly to achieve maximum flexibility.

Ms. Iris Lee asked if a project adding a new bike lane identified in an active transportation plan would they receive the four points and the two points.

Mr. Brotcke stated that this was not a matter strictly related to roadway capacity but also considerate of other project elements and all users of the roadways system as per the direction of the State of California. He adds that this is a capacity program, but that bike lanes and other types of improvements are a part of the roadway.

Mr. Sethuraman motioned to approve the item.

Mr. Wheeler seconded the motion.

The item was passed with no further discussion.

3. Draft Proposals to Manage CTFP Cost Escalation

Ms. Alacar stated that as a follow up to the suggestions made during the May 2022 TAC meeting regarding potential accommodations for the reapplication process in the 2023 call for projects for Projects O and P, and for programming adjustments to reflect actual Engineering News Record Construction Cost Index (ENR CCI) escalation factors, staff has prepared draft proposals which consider these special allowances.

Ms. Alacar noted that of the suggestions made at the May 2022 TAC meeting, OCTA is not supportive of advancing an ordinance amendment. Ordinance amendments are proposed only when necessary to keep the M2 promises to voters and when there are no viable alternative options.

Ms. Alacar added that staff is recommending allowing agencies with previously awarded projects to reapply in the 2023 call without first having to cancel their



current grant. Projects would only be eligible for this exception if it has not yet been awarded or work has not yet started for that phase.

Ms. Alacar stated that per the staff recommendation, local jurisdictions will submit a request to cancel the existing grant in its entirety in February 2023 through the March 2023 semiannual review cycle instead of the September 2022 semiannual review cycle. This would allow agencies the flexibility to cancel the existing allocation if successful in the 2023 grant cycle or retain the existing grant if the application does not score competitively.

Ms. Alacar stated that regarding escalation adjustments with Board approval, OCTA would adjust to allocation for escalation based on the updated ENR CCI 20 City Average Escalation for eligible right of way and construction phases. Escalation adjustments would be calculated based on the ENR CCI rates published in June for FY 2021, June for FY 2022, and as published in September 2022 to account for FY 2023 estimates.

Ms. Alacar added that currently escalation is typically applied to Project O grants for right of way and construction phases, only when the M2 allocations are programmed out in years two or three of the funding cycle, given the exception of the most recent 2022 Project O and P recommendations. The escalation estimate for current projects is based on the current ENR CCI during the programming phase.

Ms. Alacar stated that except for the authorized project savings transfers, additional M2 funding above the original programmed amount is usually not allowed, this is a special allowance

Ms. Alacar added that given the exceptional nature of these proposals and the impacts they would have on the anticipated 2023 call for projects in August.

Mr. Sethuraman asked why escalation requests must be made to City Council.

Ms. Cardoso replied that going through council and obtaining a council resolution was the recommendation made by the TSC to ensure transparency and accountability.

Mr. Sethuraman asked for reconsideration.

Mr. Brotcke added that the original application already goes to council for approval. An escalation adjustment would result in additional funding; thus, the recommendation is a new resolution or amended resolution related to the



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application. By taking escalation requests to City Council, it clarifies and ensures city council supports the escalation adjustment after approving the original application.

Ms. Cardoso added that the requirement under escalation is that the match rate does not change, potentially requiring the city to contribute additional local funds, which is another reason to go before council.

Ms. Nguyen asked whether a resolution was necessary for cancelling a project.

Ms. Cardoso replied that a resolution would not be necessary for cancellation and reapplication but would still need a resolution to apply

Mr. Ngo stated that at the TSC meeting his agency had asked about the CCI in comparison to the CPI.

Ms. Cardoso replied that the CCI is generally higher than the CPI and would be generally preferred. An alternative could be considered if requested by the TAC.

Mr. Yee asked for clarification on Attachment C of the staff report.

Ms. Cardoso clarified that under the current proposal OCTA would only escalate for FY 2021, FY 2022, and FY 2023. She added that in the 2020 call for example, one project had already received an escalation adjustment and would have to be readjusted, replacing the previous escalation rate with the new escalation rate.

Mr. Yee asked for the timing regarding the request. The recommendation of the guidelines is that the request must be done no later than October 14th and there is a stipulation that you could not have awarded a contract as well.

Mr. Yee asked if an agency wanted to award a contract in September is there any limitation on how early they can submit a request?

Ms. Cardoso stated OCTA is planning on going to Board in August. She recommended waiting until it was approved by the board but suggested that Mr. Yee would be able to meet his deadline.

Mr. Brotcke stated that OCTA is planning on going to their Regional Planning and Highways Committee and Board in August.

4. Correspondence

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

5. Committee Comments - No comments

6. Staff Comments

Mr. Brotcke stated that OCTA and the local jurisdictions are nearing a \$1 billion milestone of streets and roads improvements funded through the Measure M Program. He added that OCTA would reach out to the local agencies to request information on improvements funded by the Measure M that they would like to highlight in communications to the Board and the public regarding this milestone achievement.

7. Items for Future Agendas – None

8. Local Assistance Update

Mr. Luu provided an overview of upcoming California Department of Transportation (Caltrans) and Local Assistance deadlines. He noted the following:

- The deadline to submit allocation requests and time extensions to Caltrans District 12 was August 15, 2022, for the October 2022 CTC meeting and October 10, 2022, for the December 2021 CTC meeting.
- The next active quarter would begin on July 1, 2022. He also stated that Caltrans headquarters recently changed the formatting for their official inactive list on the Caltrans webpage. If you have any questions about whether invoices are active or inactive you can reach out to your area engineer or planner
- The deadline to submit DB Exhibit 9-B and 9-C was June 30, 2022. The Quality Assurance Program must also be submitted. These documents must be approved to be eligible to receive federal funding.
- The deadline to submit ATP project applications for cycle six ended about one week prior to this meeting. The current schedule indicates that statewide projects will be adopted in December 2022 and NPO projects in June 2023.
- The deadline to submit HSIP cycle 11 applications was September 12, 2022.
- There are new guidelines for bridge project type selection reports and a new Attachment B



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- Based on new guidelines from FHWA, iron, steel or manufactured goods used in awards on federal projects on or after May 14, 2022, must be purchased under Buy America requirements. There is a waiver for construction materials until November 10, 2022.
- Upcoming Local Assistance training would include the Federal Aid Series, Labor Compliance, and Resident Engineers Academy. He also stated the Resident Engineers Academy is extremely popular.

Mr. Luu concluded by stating that all local agencies continue to be required to comply with all Title VI requirements.

9. Public comments – None

10. The meeting was adjourned at 2:32 p.m.



AGENDA

Technical Advisory Committee

Item# 2

2023 Technical Steering Committee Membership



November 9, 2022

To: Technical Advisory Committee
From: Orange County Transportation Authority Staff
Subject: 2023 Technical Steering Committee Membership

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on local streets and roads related items. The Technical Advisory Committee relies on a Technical Steering Committee made up of nine representatives from local agencies to provide guidance on major technical items. Proposed 2023 Technical Steering Committee membership recommendations are presented for review and approval.

Recommendation

Approve proposed 2023 Technical Steering Committee membership recommendations and further recommend Board of Directors approval.

Background

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) provides input regarding the allocation of Measure M2 competitive grant funds. The TAC also provides technical advice to staff on issues related to streets and roads planning. The TAC is comprised of representatives from all Orange County cities and the County of Orange (County). It also includes non-voting representatives from the California Department of Transportation and the Transportation Corridor Agencies. The TAC uses a Technical Steering Committee (TSC) to vet, review, and discuss major technical items prior to submittal to the TAC for final review and consideration. The chair and vice chair of the TAC also serve as the chair and vice chair of the TSC.

The TSC consists of a total of nine voting members recommended for approval by the TAC and appointed by the OCTA Board of Directors (Board). There is one position for each of Orange County's five supervisorial districts, two at-large positions, and chair and vice chair positions. The chair and vice chair positions are appointed for one-year terms. All other positions are appointed for two-year terms.

The TSC membership selection process is administered by the President of the City Engineers Association of Orange County (CEAOC) and the TAC/TSC chair (with staff support from OCTA) before recommendations are advanced to the full TAC for consideration. In recommending and selecting TSC members, priority is generally given to maintaining a balance between small and large jurisdictions (small jurisdictions are currently defined as those with populations equal to/or less than 61,792). Balance among supervisorial districts and north/south Orange County jurisdictions is also evaluated.

Discussion

In October 2022, OCTA solicited letters of interest from local jurisdictions to fill TSC vacancies for the 2023 calendar year. At that time, it was noted that six of the nine regular TSC positions were open for consideration and appointment. These positions included the Chair, Vice Chair, Second District, Third District, Fifth District and one At-Large position. The current First District representative has also resigned his remaining term on the TSC. It should be noted that the recommended representatives are now aligned with Districting changes made by the County Board of Supervisors in January of 2022. Letters of interest from eight eligible TAC members were received. In accordance with OCTA procedures for administering the TSC, the president of the CEAOC and the chair of the TSC/TAC reviewed all letters of interest and with input from OCTA developed 2023 TSC membership recommendations (see Attachment A).

Consistent with past practice, the Vice Chair is recommended to become the 2023 Chair. The City of Yorba Linda is being recommended for the 2023 Vice Chair position. The First District position is recommended to be filled with the representative from the City of Seal Beach to complete the resigning representative's current term. The Second District position is recommended for appointment by the representative of the City of Santa Ana. The Third District position is recommended for appointment by the representative of the City of Lake Forest. The Fifth District is recommended for appointment by the representative for the City of Laguna Beach, and the open At-Large position is recommended for appointment by a representative of the City of Laguna Niguel.

In finalizing these recommendations, the president of the CEAOC and the TSC chair emphasized the need to generally maintain a balance between both

small/large and north/south Orange County cities, and their consensus recommendations are now recommended for consideration and approval.

Summary

The TSC provides guidance and direction on major technical issues before presentation to the full TAC. Members of the TSC serve two-year terms, with the exception of the Chair and Vice Chair, who serve one-year terms. There are six regular positions recommended for appointment in the next calendar year. There is one out of cycle position open due to the existing representative's resignation. Presented for consideration and approval is a recommended list of 2023 TSC appointments.

Attachment

- A. Proposed 2023 Technical Steering Committee Membership List

Proposed 2023 Technical Steering Committee Membership List†

NAME	AGENCY	2022* POPULATION	MEDIAN POPULATION SIZE	DISTRICT	NORTH/ SOUTH	SEAT EXPIRES
Raja Sethuraman	Costa Mesa	111,3494	Large	Chair	North	December 31, 2023
Jaime Lai	Yorba Linda	67,233	Large	Vice Chair	North	December 31, 2023
Iris Lee	Seal Beach	24,846	Small	1**	North	December 31, 2023
Nabil Saba	Santa Ana	308,459	Large	2	North	December 31, 2024
Tom Wheeler	Lake Forest	86,775	Large	3	South	December 31, 2024
Rudy Emami	Anaheim	341,245	Large	4	North	December 31, 2023
Mark Trestik	Laguna Beach	22,706	Small	5	South	December 31, 2024
Jacki Scott	Laguna Niguel	64,316	Large	At-Large	South	December 31, 2024
Fiona Man	County of Orange	3,162,245	N/A	At-Large	North/ South	December 31, 2023

† Shading indicates positions recommended for consideration for the 2023 Technical Steering Committee.

* State of California, Department of Finance, *E-1 Population Estimates for cities, counties, and the state with annual percent change — January 1, 2021, and 2022*. Sacramento, California, May 2022.

** Current District 1 representative has resigned for the remainder of his term. The District 1 position is recommended to be filled with a representative from the City of Seal Beach to complete the resigning representative's current term.



Correspondence



Item 3, Attachment A: OCTA Board Items of Interest

- **Monday, July 11, 2022**
Item# 5: Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations
Item# 8: Comprehensive Transportation Funding Programs Semi-Annual Review - March 2022
- **Monday, July 25, 2022**
Item# 20: Measure M2 Community Based Transit Circulators Program Project V Ridership Report
- **Monday, August 8, 2022**
Item# 16: Temporary Policy Change to Address Extraordinary Inflation for Prior Regional Capacity Program and Regional Traffic Signal Synchronization Program Allocations
Item# 17: Release 2023 Annual Call for Projects for Measure M2 Comprehensive Transportation Funding Programs
- **Monday, August 22, 2022**
Item# 7: SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2022-23
Item# 8: Federal Transit Administration Program of Projects for Federal Fiscal Year 2021-22
- **Monday, September 12, 2022**
Item# 6: 2023 Active Transportation Program Regional Project Prioritization Point Assignments for Orange County
Item# 11: Measure M2 Quarterly Progress Report for the Period of April 2022 Through June 2022
- **Monday, October 24, 2022**
Item# 14: Acceptance of Grant Award from Federal Transit Administration Low or No Emission Grant Program and Department of Homeland Security Transit Grant Program



Item 3, Attachment B: Announcements by Email

- June 22, 2022 OCTA Technical Advisory Committee Agenda and Meeting Information (IN-PERSON), *sent 6/17/2022*
- MSRC Transformative Transportation Grant Opportunity, *sent 6/17/2022*
- July 13, 2022 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 7/5/2022*
- Build America, Buy America Act, and a Temporary Waiver, *sent 7/15/2022*
- July 27, 2022 OCTA Technical Advisory Committee Meeting Cancellation Notice, *sent 7/22/2022*
- M2 \$1 Billion Streets and Roads Milestone - Reminder - Due July 29, *sent 7/22/2022*
- REMINDER: M2 \$1 Billion Streets and Roads Survey Still Accepting Submissions, *sent 8/2/2022*
- Message Sent on Behalf of Caltrans: DOT Request for Information - Buy America Construction Materials Provisions, Due 8/12/22, *sent 8/3/2022*
- August 10, 2022 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 8/4/2022*
- 2023 Call for Projects for M2 Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP) Now Open, *sent 8/16/2022*
- Temporary Policy Changes to Address Extraordinary Inflation for M2 CTFP Projects, *sent 8/18/2022*
- September 2022 M2 Comprehensive Transportation Funding Programs (CTFP) Semi - Annual Review is Now Open, *sent 8/31/2022*
- September 14, 2022 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 9/9/2022*
- October 12, 2022 OCTA Technical Steering Committee Meeting Cancellation Notice, *sent 10/11/2022*
- 2023 Call for Projects RCP and RTSSP closes on Thurs., Oct. 20 at 5:00pm, *sent 10/17/2022*
- 2023 Measure M2 CTFP (Projects O and P) Call for Projects Final Deadline Reminder, *sent 10/20/2022*