



AGENDA

Technical Advisory Committee

Committee Members

Ken Rosenfield, Chair
Tom Wheeler, Vice-Chair
Nasser Abbaszadeh, City of Laguna Niguel
George Alvarez, City of San Juan Capistrano
Jim Biery, City of Buena Park
Khalid Bazmi, County of Orange
Michael Belnap, City of La Palma
Mark Chagnon, City of Mission Viejo
Bill Cameron, City of San Clemente
Stephanie Camorlinga, City of Stanton
Doug Dancs, City of Cypress
Joe DeFrancesco, City of Orange
Luis Estevez, City of Placentia
Brad Fowler, City of Dana Point
William Galvez, City of Santa Ana
Manuel Gomez, City of Irvine
Travis Hopkins, City of Huntington Beach
Don Hoppe, City of Fullerton
Dave Hunt, City of Los Alamitos
Michael Ho, City of Seal Beach
Akram Hindiyeh, City of Villa Park
Chris Johansen, City of La Habra
Mark Lewis, City of Fountain Valley
Raul Lising, City of Brea
E. Maximous, City of Rancho Santa Margarita
Natalie Meeks, City of Anaheim
Ernesto Munoz, City of Costa Mesa
William Murray, City of Garden Grove
Shaun Pelletier, City of Aliso Viejo
Doug Reilly, City of Laguna Woods
Doug Stack, City of Tustin
Christina Templeton, City of Laguna Beach
David Webb, City of Newport Beach
Rick Yee, City of Yorba Linda
Marwan Youssef, City of Westminster

Orange County Transportation Authority
600 South Main Street, Room 103/104
Orange, California
February 24, 2016 1:30 p.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Measure M2 Local Programs section, telephone (714) 560-5673, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems



AGENDA

Technical Advisory Committee

to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Measure M2 Local Programs office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Call to Order and Self Introductions

Consent Calendar Items

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

- 1. Approval of January 27, 2016 Technical Advisory Committee Minutes – pg. 4**

Regular Calendar Items

- 2. Bicycle Corridor Improvement Program Call for Projects – pg. 8**
Louis Zhao

Overview

The Orange County Transportation Authority Board of Directors will consider issuing a Bicycle Corridor Improvement Program 2016 Call for Projects in March 2016. Staff is presenting revised guidelines for the Technical Steering Committee and the Technical Advisory Committee review and comment.

Recommendation

Recommend approval of the Bicycle Corridor Improvement Program Guidelines to the Orange County Transportation Authority Board of Directors.

- 3. 2016 Comprehensive Transportation Funding Programs Call for Projects – Programming Recommendations - pg. 47**
Sam Kaur

Overview

The Orange County Transportation Authority issued the 2016 annual Measure M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2015. This call for projects made available approximately \$50 million in grant funding for streets and roads projects countywide. A list of projects recommended for funding is presented for review and approval.



Recommendation

- A. Recommend for Board of Directors approval the programming recommendations for the 2016 Regional Capacity Program to fund 13 projects, in an amount totaling \$36.88 million.
- B. Recommend for Board of Directors approval the programming recommendations for the 2016 Regional Traffic Signal Synchronization Program to fund 7 projects, in an amount totaling \$12.33 million.

4. Correspondence

OCTA Board Items of Interest

- Monday, January 25, 2016
http://atb.octa.net/agendapdfsite/2117_SynopsisH.pdf
 - Item 2: Public Hearing for the Proposed 2016 Bus Service Plan
 - Item 8: OC Bus 360 Update
 - Item 9: Central Harbor Boulevard Transit Corridor Study
- Monday, February 8, 2016
http://atb.octa.net/agendapdfsite/2118_SynopsisH.pdf
 - Item 11: Measure M2 Environmental Cleanup Program – 2016 Tier 1 Water Quality Grant Program Call for Projects

Announcements by Email

- OCTA Prequalification of Pavement Inspectors – Deadline January 29, 2016 – *sent January 28, 2016*
- March 2016 Semi-Annual Review Open – *sent February 1, 2016*
- February 10, 2016 Technical Steering Committee *Agenda* – *sent February 8, 2016*
- Pavement Management Plan due June 30. 2016 – *sent February 18, 2016*

5. Committee Comments

6. Local Assistance Update

7. Staff Comments

8. Items for Future Agendas

9. Public Comments

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at 1:30 p.m. on Wednesday, March 23, 2016, at the OCTA Headquarters.



MINUTES Technical Advisory Committee

January 27, 2016

Voting Representatives Present:

Natalie Meeks City of Aliso Viejo
 City of Anaheim
 City of Brea

James Biery City of Buena Park
 Ernesto Munoz City of Costa Mesa
 Kamran Dadbeh City of Cypress
 County of Orange

Brad Fowler City of Dana Point
 Mark Lewis City of Fountain Valley
 Don Hoppe City of Fullerton
 City of Garden Grove
 City of Huntington Beach

Manuel Gomez City of Irvine

Chris Johansen City of La Habra
 City of La Palma

Christina Templeton City of Laguna Beach
 Ken Rosenfield City of Laguna Hills
 Nasser Abbaszadeh City of Laguna Niguel
 City of Laguna Woods
 Tom Wheeler City of Lake Forest
 City of Los Alamitos
 City of Mission Viejo
 David Webb City of Newport Beach

Frank Sun City of Orange
 City of Placentia

E. Maximous City of Rancho Santa Margarita
 Bill Cameron City of San Clemente
 City of San Juan Capistrano
 City of Santa Ana
 City of Seal Beach

Stephanie Camorlinga City of Stanton
 Doug Stack City of Tustin
 City of Villa Park

Marwan Youssef City of Westminster
 Michael Wolfe City of Yorba Linda
 Jim Kauffman Caltrans

Guests Present:

Rudy Emami, City of Anaheim
 Temo Galvez, City of Fountain Valley
 Mark Lopez, County of Orange
 Joe Sarmiento, County of Orange
 Mark Vukojevic, City of Newport Beach

Staff Present:

Kameron Altar
 Kurt Brotcke
 Brandon Bullock
 Sam Kaur
 Dave Simpson
 Harry Thomas
 Louis Zhao



MINUTES
Technical Advisory Committee
January 27, 2016

Meeting was called to order by Mr. Ken Rosenfield at 1:31 p.m.

Self-Introductions

CONSENT CALENDAR ITEMS

1. **Approval of Minutes for October 28, 2015** (*Meeks/Wheeler*)
2. **Approval of Minutes for December 20, 2015 Special Meeting** (*Meeks/Wheeler*)

REGULAR ITEMS

3. Bicycle Corridor Improvement Program Call for Projects

Mr. Louis Zhao introduced the item to the committee and gave a PowerPoint presentation (see agenda) to review the recommendations and for the Bicycle Corridor Improvement Program (BCIP) guidelines and application. Mr. Zhao reviewed the proposed changes and directed attention to Attachment D of the staff report to address the comments from the January 13, 2016 Technical Steering Committee. Mr. Zhao reviewed the estimated schedule for the BCIP call for projects and invited the committee to consider volunteering for the review panel, as two seats were set aside for Technical Advisory Committee members.

Mr. Bazmi inquired about the design phase and if the environmental phase is included.

Mr. Brotcke clarified that the design phase is defined as final design so the environmental phase would not be included.

Mr. Rosenfield expressed concern over the separation of the design phase and the environmental phase and asked if there are constraints to implementing the two phases together.

Mr. Brotcke stated that it would be a policy issue.

Mr. Rosenfield reminded the committee that historically, the TAC focused on getting funds to projects that would get bikes on the road.

Mr. Lewis agreed with Mr. Rosenfield and stated that there should be a focus on construction phases.

Mr. Sethuraman inquired about the environmental process requirements for federally-funded projects in relation to the BCIP.

Mr. Stack inquired about adopting DBE.

Mr. Kaufman encouraged the committee to submit 9D calculation process project by project. Caltrans has a 20 minute slideshow presentation available to review the requirements.



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Technical Advisory Committee
January 27, 2016

Mr. Emami suggested modifying the point system in the BCIP application to provide additional points to projects that do not need funding for an environmental phase.

Mr. Zhao directed attention to page 6 of the BCIP application and reviewed the point breakdown with the committee to show that project readiness is already included.

Mr. Rosenfield asked the committee if any local agencies had environmental phases complete for upcoming projects they may submit for BCIP funding.

Mr. Emami suggested including a section in the application that subtracts points from projects that do not have a completed environmental phase.

A motion was made and accepted by the committee to add a way to add an environmental phase to the application that would not take away funding for projects ready for construction. *(Meeks/Gomez)*

Ms. Meeks stated that local agencies should be able to apply for funding for NEPA clearance and adding the environmental phase would help get projects “shovel ready” for future calls.

Mr. Brotcke expressed concern over potential project delays.

Mr. Lewis expressed concern over applications that may request funding for all phases that would tie up funding that could go toward shovel-ready projects.

There was no further discussion.

The committee approved the proposed Bicycle Corridor Improvement Program Guidelines and recommended approval to the Orange County Transportation Authority Board of Directors. (Meeks/Gomez)

DISCUSSION ITEMS

4. Active Transportation Legislative Update

Mr. Paul Martin introduced the item to the committee and gave a PowerPoint presentation (see agenda). Mr. Martin explained that Staff felt the TAC would benefit from learning about recent legislation passed within the State of California. Mr. Martin reviewed legislation affecting bikeway design standards, electric skateboards, electric bicycles, and diversion school. Mr. Martin announced that local agencies could begin designing Class IV separated bikeways and encouraged communication with local police departments in regard to diversion programs for active transportation citations.

Mr. Cameron asked about the Caltrans-required 5 foot horizontal separation for Class I bikeways.

Mr. Martin stated that the separation may be tighter as long as there is a vertical barrier.

Mr. Fowler requested clarification on Figure 3.0 in the PowerPoint presentation.

Mr. Martin reviewed the figure with the committee.



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Technical Advisory Committee

January 27, 2016

Ms. Templeton inquired about electric skateboards and if users should be allowed access to full lanes of traffic.

Mr. Martin reviewed the average speed for electric skateboards.

There was no further discussion.

This item was received and filed as an information item.

5. Correspondence

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

6. Committee Comments

- Mr. Cameron asked about marketing for the Active Transportation Program. Mr. Martin reviewed the different programs including (B)right, Bike Salmon, Rules of the Road, Bike Month, and informed the committee that there is dedicated information on the OCTA website.
- Ms. Meeks stated that one piece missing from most educational programs is the importance of using crosswalks and encouraged OCTA staff to include that information in future programs.

7. Local Assistance Update

- Mr. Kauffman announced the upcoming Phase 1 call for projects for Systemic Safety Analysis Report Program (SSARP). Mr. Kauffman informed the committee that SSARP is intended to assist local agencies in performing a collision analysis and to identify safety issues on roadways, which may assist future applications for the Highway Safety Improvement Program.
- Mr. Kauffman informed the committee of DLA-OB 10-01 Cargo Preference Act, issued on January 21, 2016. The Implementation of Cargo Preference Act Requirements now include the requirement to insert a contract clause referencing and requiring compliance with the Cargo Preference Act for at least 50 percent of any equipment and materials purchased with federal funds that must be transported by ocean ship to be done so on privately owned U.S. flagged ships.
- Mr. Kauffman expects the next Highway Safety Improvement Program call for projects (Cycle 8) to be announced in April.

8. Staff Comments

- Mr. Harry Thomas reviewed the California Needs Assessment letter (handouts provided) with the committee.
- Ms. Kaur announced the upcoming MicroPaver/StreetSaver training, reminded the committee that information for the annual process to pre-qualify county inspectors is due January 29, 2016, and informed the committee that BCIP scoring committee volunteers are needed by March 31, 2016.

9. Items for Future Agendas

10. Public Comments

11. Adjournment at 2:48 p.m.



February 24, 2016

To: Technical Advisory Committee
From: Orange County Transportation Authority Staff
Subject: Bicycle Corridor Improvement Program 2016 Call for Projects

Overview

The Orange County Transportation Authority Board of Directors will consider issuing a Bicycle Corridor Improvement Program 2016 Call for Projects in March 2016. Staff is presenting revised guidelines for the Technical Steering Committee and the Technical Advisory Committee review and comment.

Recommendation

Recommend approval of the revised Bicycle Corridor Improvement Program Guidelines to the Orange County Transportation Authority Board of Directors.

Background

Congestion Mitigation and Air Quality Program Improvement Program (CMAQ) funds are made available through Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act. The CMAQ funds are apportioned to counties that are in non-attainment areas that do not meet current air quality standards including Orange County. MAP-21 authorizes federal transportation funding through federal fiscal year (FFY) 2015-2016 and FAST authorized federal transportation funding through FFY 2019-2020.

In December 2014, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the Capital Programming Guidelines (CPG) which again included the use of 10 percent of annual CMAQ program funds for bicycle and pedestrian projects. The OCTA is moving forward with a call for projects (Call) now based on the amount of CMAQ apportionment that is anticipated to be available to ensure that projects will be ready to proceed in FFY 2016-2017 through FFY 2017-2018.

Discussion

Approximately \$20 million will be made available for the Bicycle Corridor Improvement Program (BCIP) 2016 Call to fund projects in

FFY 2016-2017 through FFY 2017-2018. Based on information collected during the BCIP 2012 Call and BCIP 2014 Call, the guidelines have been updated. The BCIP Guidelines and Procedures are provided in Attachment A. The proposed BCIP 2016 Call OCTA Application form is provided in Attachment B. A summary of changes to the application are listed in Attachment C. The guidelines include the following key provisions:

- Eligible projects (projects that are beginning a phase of work in FFY 2016-2017 and FFY 2017-2018) include: Bicycle facilities and bicycle trails
- Eligible applicants: 35 local agencies (cities and County of Orange)
- Funding:
 - \$20 million in CMAQ is available for the BCIP 2016 Call
 - \$3 million grant per project (maximum per project submittal)
 - \$100,000 minimum grant per phase
 - 12 percent local match per phase
 - Funds are reimbursable following proof of expenditures
- Project selection is based on the following criteria:
 - State and Federal Compliance
 - Financial Viability and Technical Capacity
 - Air Quality
 - Coordination demonstrated through Planning Documents
 - Connectivity, Relationships, and Priority
 - Project Readiness
 - Cost-Benefit
 - Safety Enhancements
 - Public Participation
- Provisions of use/timely use of funds
 - Specific deadlines for submittal of documents required for Federal Highways Administration approval for obligation of funds
 - Contract award within nine months of obligation of funds
 - Adherence to California Department of Transportation Local Assistance procedures
 - Semi-annual project status reports

Staff presented the draft guidelines and application to the Technical Steering Committee (TSC) on January 13, 2016, and the Technical Advisory Committee (TAC) on January 26, 2016 for review. The comments were incorporated into the draft guidelines and application and presented to the TSC on February 10, 2016. The comments received and staff responses are provided in Attachment D.

Based on comments received from the TAC, modifications have been made to the draft guidelines and application. The modification includes awarding the funds in two tiers to accommodate pre-final design phases of work. Tier 1 projects include final design, right-of-way, and construction phases. Tier 2 projects include environmental and preliminary engineering phases. Consistent with the TAC request, Tier 1 projects will be prioritized for funding. Should the Tier 1 projects not exhaust the funds, up to \$1 million of the remaining funds may be awarded to Tier 2 projects.

Next Steps

Staff will convene an advisory panel to assist with the review and ranking of applications. The panel may include one representative from South Coast Air Quality Management District, the Orange County Bicycle Coalition, OCTA staff and two representatives from OCTA's Technical Advisory Committee.

- March 14, 2016 – Expected Board approval for issuance of BCIP 2016 Call
- March 30, 2016 – BCIP 2016 Call workshop
- May 9, 2016 – Applications due to OCTA
- May through July 2016 – Review and rank applications
- August 8, 2016 – Board approval of program of projects

Summary

Approximately \$20 million will be made available for the Bicycle Corridor Improvement Program for fiscal year 2016-2017 through fiscal year 2017-2018. Staff is seeking comments and a recommendation for Orange County Transportation Authority Board of Directors' approval from the Technical Steering Committee and the Technical Advisory Committee on the guidelines prior to proceeding to the Orange County Transportation Authority Board of Directors for the issuance of a call for projects to program these funds for bicycle facilities.

Attachments

- A. Program Guidelines and Procedures - Bicycle Corridor Improvement Program (BCIP) - 2016 Call for Projects - Orange County Transportation Authority Application Guidelines and Procedure
- B. Bicycle Corridor Improvement Program (BCIP) Application Form
- C. Bicycle Corridor Improvement Program (BCIP) 2016 Call for Projects – Summary of Changes
- D. Bicycle Corridor Improvement Program (BCIP) 2016 Call for Projects – Technical Steering Committee and Technical Advisory Committee Comments



Bicycle Corridor Improvement Program

2016 Call for Projects

Orange County Transportation Authority Guidelines and Procedures

PURPOSE AND AUTHORITY

The Bicycle Corridor Improvement Program (BCIP) is funded using federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) authorized under Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST). The CMAQ program provides funding through annual appropriations to Orange County to be used for transportation-related projects that reduce congestion and improve air quality. The Orange County Transportation Authority (OCTA) is responsible for selecting regionally significant projects for Orange County and working with the California Department of Transportation (Caltrans) in administering selected projects. On December 8, 2014, the Board of Directors (Board) adopted the Capital Programming Guidelines which include a ten percent set aside of CMAQ funds for bicycle and pedestrian projects that are ready to go as determined through competitive calls for projects.

The goals of the BCIP are to:

- Increase the number of biking and walking trips.
- Provide regional linkages to key destinations.
- Close bikeways corridor gaps.
- Promote mobility options by increasing safety.
- Implement projects with community support.
- Improve air quality across Orange County.

Applications are due May 9, 2016 by 4:00 PM. See page 9 for submittal information.

BCIP GRANTS

Each BCIP grant will be a minimum of \$100,000 in CMAQ funds per phase of work. The total project maximum is limited to \$3 million in total CMAQ funds. However, projects requiring more than \$3 million can be segmented into smaller phases and submitted as individual projects. The BCIP 2016 Call for Projects covers Fiscal Year (FY) 2016-17 through 2017-18 and is funded using 10 percent of OCTA's annual CMAQ apportionment, prior project savings, and five percent over programming, currently estimated to be approximately \$20 million. Funding levels may change contingent on distribution of CMAQ through the new federal FAST Act.

Projects will be awarded by tiers based on phase of work. Priority will be given to Tier 1 projects. Should the Tier 1 projects not exhaust the funds, up to \$1 million in remaining funding may be awarded to Tier 2 projects.

Tier 1 projects include:

- Final design, and
- Real property acquisition, and
- Construction and construction management costs associated with conducting an eligible activity.

Tier 2 projects include:

- Environmental, and
- Preliminary engineering.

All projects must provide a measureable air quality benefit and are subject to Caltrans review before and after OCTA project selection.

ELIGIBLE APPLICANTS

Eligible applicants include the 35 local government agencies in Orange County. Eligible agencies must be able to receive federal funding through OCTA, and must be able to provide authorizing resolutions and cooperative agreements from their controlling bodies or through Caltrans as a direct recipient of Federal Highway Administration (FHWA) funds. Two or more eligible local agencies may participate together on a project. Additionally, non-profit organizations may also nominate projects through an eligible local agency that is willing and able to take on the responsibility for implementing and maintaining the project.

BCIP ELIGIBLE PROJECTS

Applicants can receive funding for bicycle facility projects that have a measureable air quality improvement. If project eligibility is not clear, the local agency will be asked to provide reasoning and an eligibility determination will be made by OCTA and/or Caltrans. Final approval is contingent upon Caltrans and FHWA eligibility determination. Examples of eligible projects include, but are not limited to the following:

- New bicycle (Class I, Class II, Class III) or multi-use facilities
- Bicycle boulevard and sharrows
- Bicycle racks, lockers, and parking
- Bicycle crossings and associated traffic control devices necessary for the function of the bicycle facility, consistent with CMAQ requirements
- Improvements on existing bicycle facilities
- Pedestrian improvements when constructed with bicycle facilities

All projects must comply with CMAQ requirements and provide a measureable air quality benefit.

Capital construction projects must be constructed on public right-of-way or include a lease agreement with a minimum of 20 years from the property owner. License agreements are not valid.

ELIGIBLE EXPENDITURES

Eligible project activities include **environmental, preliminary engineering**, final design, right-of-way acquisition, or capital improvements. Maintenance and/or rehabilitation work is not an eligible expenditure, nor are capital projects with a life of less than 5 years or one-time temporary improvements. If project is a Class I facility, minimum useful life of 20 years is required.

Only direct project costs are eligible for reimbursement. The local agency may retain consultants after satisfying federal and state requirements for selecting consultants (See Chapter 10 and Chapter 15 of the Caltrans Local Assistance Procedures Manual).

BCIP funds are not to be used for planning, environmental compliance/mitigation, and/or developer obligations.

BCIP project activities utilize public funds. These funds are to be used for facilities that are in public ownership for public use. Improvements to private property and commercial facilities are not eligible, even though they may include properties for public use or those owned by a public not-for-profit corporation.

LOCAL MATCH REQUIREMENT

A minimum local match of twelve (12) percent of each project phase cost is required for each grant application. The match may consist of local dollars, state dollars, non-transportation federal dollars, or private funding. Federal transportation funds are not an eligible match.

Overmatch. Local agencies may provide an “overmatch” for the project; that is, they can contribute additional match dollars beyond the 12 percent match requirement. Local agencies will receive additional points in the evaluation process for providing matching funds above the minimum requirement. Additionally, administering agencies must commit to cover any cost overruns. Any work not eligible for federal CMAQ reimbursement must be funded through other means by the administering local agency and will not count as part of the match requirement. These non-federally eligible items should be included in the grant application.

Reimbursements. The BCIP uses federal CMAQ program funds that are reimbursable through FHWA via Caltrans. Local agencies are expected to finance their projects as they proceed. Eligible expenditures — based on the local match rate/percentage provided for each phase and up to the ceiling of the federal funding share — will be reimbursed in

arrears with an acceptable invoice based on the match rate proposed in the original grant application.

Soft-Match Provisions. “Soft-match” and “in-kind match” refers to instances where the values of activities accomplished not verifiable or directly related to the project are credited towards the non-federal share (match) of the project (an example of these are administrative costs). Soft-match or in-kind match are not eligible for the BCIP.

Scope Reductions and Cost Savings. If the local agency reduces the scope of an approved project or the project phase experiences cost savings, a reduction in BCIP funds must be applied proportionally to maintain the approved local match percentage.

MINIMUM REQUIREMENTS AND EVALUATION CRITERIA (Screening Criteria)

BCIP grant applications will be screened before they are reviewed and scored in order to determine their project eligibility (See Part 3 of the BCIP grant application). Local agencies should consider the following elements when submitting their proposals. Each BCIP project nomination can receive a maximum of 100 points. (See summary of point distribution in the BCIP grant application.)

- A. **State and Federal Compliance.** Projects must comply with CMAQ, NEPA, federal, state, and OCTA requirements. Projects must be consistent (or not inconsistent) with federal, state, regional or local land use policies and regional transportation plans, goals, and other policies. Projects must also conform to the Americans with Disabilities Act and Buy America Provisions in MAP-21 and FAST.
- B. **Financial Viability and Technical Capacity.** The local agency must have the ability to meet financial processing requirements, have sufficient levels of funding to provide an adequate cash flow for the project, and be able to provide adequate personnel and technical capacity to manage and administer the project. Additionally, the administering agency must follow the federal procurement and federal contract administration requirements which will be included in the cooperative agreement signed by OCTA and the administering agency.
- C. **Air Quality.** Projects must demonstrate a measurable improvement in air quality. Local agencies must provide air quality measures with their application using the California Air Resource Board South Coast Methods Program software. A summary page must be attached to the application. The software can be found here: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>. Projects will be scored on a pass or fail basis. The burden to explain the air quality calculations and measures will be the responsibility of the applicant agency.
- D. **Coordination.** Projects must be in an adopted plan or the OCTA Commuter Bikeway Strategic Plan (CBSP). Examples of plans that demonstrate coordination include, but are not limited to, the Orange County Master Plan of Trails, local agency bicycle plan, OCTA Regional Bike Plans, and Safe Routes to Schools Plans. Additional consideration will be given to projects prioritized as part of a multi-jurisdictional collaborative strategy or similar effort.

- E. **Connectivity, Relationships, and Priority.** Projects must have at least one direct relationship to streets, pedestrian facilities, and/or the transit system in order to demonstrate a direct relationship to surface transportation. This relationship may be one of function, proximity, or impact.

Projects should enhance regional connectivity which is defined by the following activities: connecting existing bicycle and pedestrian commuter corridor facilities through gap closures or contributing to discontinuous segments, creating access, improving bicycle mobility, and increasing connections to employment and activity centers. In addition, bicycle projects that also include improvements to pedestrian mobility are encouraged. For a map of existing bikeways, please see Appendix 1.

Projects will be ranked and scored based on the Bikeway Priority Index Ranking (BPIR) after application submittal. The BPIR is an internal OCTA model that analyzes factors that may attract or discourage potential bike usage. Factors include population density, employment density, and certain conditions or uses (such as geographic features, schools, transit stops, etc. near the proposed project). Submittal of a Geographic Information System (GIS) shape file, detailed map, and exact project location are required for OCTA to process the project through the BPIR. For more information, please see Appendix 2.

- F. **Project Readiness.** Priority will be given to projects that can or will meet federal ready-to-list requirements for construction. This includes completion of National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements, and right-of-way certification. NEPA, CEQA, and the right-of-way certification must be completed before E-76 for construction will be approved. Secondary projects include projects applications for right-of-way activities. For more information on the E-76 submittal, please see the Caltrans Local Assistance Procedures Manual.
- G. **Cost Effectiveness.** Cost effectiveness will be measured using the Caltrans Active Transportation Program Cost Benefit Analysis Tool. Projects will be tiered and scored by the cost effectiveness score provided by the Caltrans tool. A link to the tool can be found here: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>
- H. **Safety Enhancements.** Projects should increase bicycle safety. Agencies are required to provide a map and data of injuries and fatalities within one mile of the project area. The Transportation Injury Mapping System (TIMS), Statewide Integrated Traffic Records System (SWITRS), or local law enforcement systems are acceptable databases for supporting documentation.
- I. **Public Participation and Agency Support.** The project should receive input and support from members of the public, stakeholders, and local agencies. Outreach activities and public meetings should be listed with appropriate back up documentation. Support from members of the public and stakeholders should be submitted in letter format from organizations, businesses, coalitions, business improvement districts, neighborhood organizations, etc. that will be affected by the project. Letters of support from individual members of the public will not be accepted.

MINIMUM INFORMATION FOR APPLICATION

The following information, including the BCIP grant application form is required by OCTA to evaluate and select projects. Grant applications submitted with incomplete information or lacking the required number of copies will not be evaluated.

Grant Application:

- A. Cover Letter
- B. Table of Contents (page-numbered)
- C. An **unbound, single sided original grant application, five copies** (total of six applications), and an electronic copy provided via a compact disk. Supporting documentation must be included where requested.
 - Part 1: General Project Information, including description, scope, and schedule.
 - Part 2: Funding
 - Part 3: Evaluation Criteria
 - Part 4: BCIP Agency Resolution (must be provided no later than April 30, 2016)
 - Part 5: Assurances
 - Part 6: Cooperative Agreement Concurrence

Exhibits:

- A. Environmental documentation
- B. Photos of the existing project site
- C. Project design or concept drawings
- D. Precise maps showing the proposed site(s) for the project and an Electronic GIS shape file
- E. Project completion schedule
- F. Right-of-Way map
- G. Right-of-Way Lease Agreement or Purchase Agreement (if applicable)
- H. Caltrans Active Transportation Program Cost Benefit Analysis Tool – Complete Microsoft file must be included on compact disk.
<http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>
- I. Bicycle and Pedestrians Injuries and Fatalities Map and Data
- J. Air Quality Calculations – Complete Access file must be included in compact disk.

Note: Part 1 through 6 may not exceed 30 pages. All pages must be numbered and printed on 8 1/2 x 11 sheets of white paper. Maps and drawings can be included on 11 x 17 inch sheets, folded into the proposal. **The original proposal should be left unbound for reproduction purposes.**

IMPLEMENTATION TIMELINE

Applications must be received by OCTA no later than 4:00 PM on Monday, May 9, 2016. OCTA is seeking applications for projects that can begin environmental, preliminary engineering, final design, right-of-way acquisition, or construction (whichever phase the BCIP funding would be applied to) no later than February 1, 2018. For the 2016 call, the program funds will be available for programming in FY 2016-17 through 2017-2018

After the applications are reviewed by OCTA for overall compliance, an advisory panel will review and rank projects. A recommended priority list of projects will be forwarded to the OCTA Board of Directors for approval in August 2016.

The estimated timeline for the 2016 BCIP list below is subject to change.

Call for Projects Open	March 14, 2016
Call for Projects Close / Application Due Date	May 9, 2016
Evaluation Panel Application Review	May 10, 2016 – July 5, 2016
Regional Planning and Highways Committee Approval of Projects	August 1, 2016
Board of Directors Approval of Projects	August 8, 2016

PROVISIONS OF USE

CMAQ

The BCIP and this call for projects is subject to the federal transportation act MAP-21 and FAST, a future extension, or passage of a new federal transportation authorization act. Projects awarded CMAQ funding through the call for projects will follow the FHWA process. Some of the requirements are outlined below.

For projects awarded funding, the process is as follows:

- Project must be programmed in the Federal Transportation Improvement Program (FTIP). The administering agency should consult with OCTA staff regarding modifications and amendments to the FTIP needed for the project. Once projects are programmed in the FTIP, the agency may proceed with the Authorization to Proceed (E-76 request)
- Execute the Cooperative Agreement between OCTA and the local administering agency.
- Environmental documentation (preliminary environmental study) should be submitted to Caltrans by November 1 of the program fiscal year. Agencies should target the November 1 date or risks losing project funding.
- Obtain NEPA and CEQA approval prior to January 1 of the program fiscal year.

- Air quality analysis must be submitted as part of the application and to Caltrans.
- E-76 request must be submitted to Caltrans District 12 and copied to OCTA by February 1 of the program fiscal year.
- Once E-76 is approved the agency has nine (9) months to award a contract.
- Invoices for BCIP are submitted to and paid by Caltrans.
- Following contract award, an invoice must be submitted to Caltrans at least once every six (6) months or the project may risk losing its funds.
- Administering agency must submit semi-annual progress reports to OCTA by the 30th day of January and July for the prior 6 months through December and June respectively. An example of the required report is provided in Appendix 3. (Note: OCTA may require additional information for compliance with MAP-21 Performance Measure.)
- If right-of-way is funded, the agency must award a construction contract by the 10th fiscal year following the year of the right-of-way authorization to proceed or risk returning the funds to FHWA.

TIMELY USE OF FUNDS

BCIP projects funded through FHWA must be obligated by May 1 of the program fiscal year. If OCTA has not received proof of submittal of the E-76 to Caltrans by February 1 of the program fiscal year, or it is determined that the project cannot proceed, or has not received an approved time extension, the funding for the project will be **cancelled**.

Projects with environmental or preliminary engineering phases of work must advance to right-of-way and/or construction within the 10th fiscal year in which the funds are authorized or risk repayment of federal funds to FHWA.

Projects that are committed Transportation Control Measures (TCM) in the Federal Transportation Improvement Program and are cancelled will require the local agency to provide a substitution project that provides the same air quality benefits at the expense of the local agency.

TIME EXTENSIONS

Time extension will be considered on a case-by-case basis and are contingent on OCTA Board approval. An agency may request a standard one-year time extensions and scope changes in letter format. Extension requests beyond the standard one-year delay will be considered for projects with significant issues and may be granted on a case-by-case basis. All request must include an explanation of the issues and actions the agency has taken to correct the issues.

SUBMITTAL INFORMATION AND CONTACTS

Applications are due May 9, 2016 by 4:00 PM. Completed applications and questions regarding these procedures and criteria should be directed to Louis Zhao of OCTA at:

Mail:

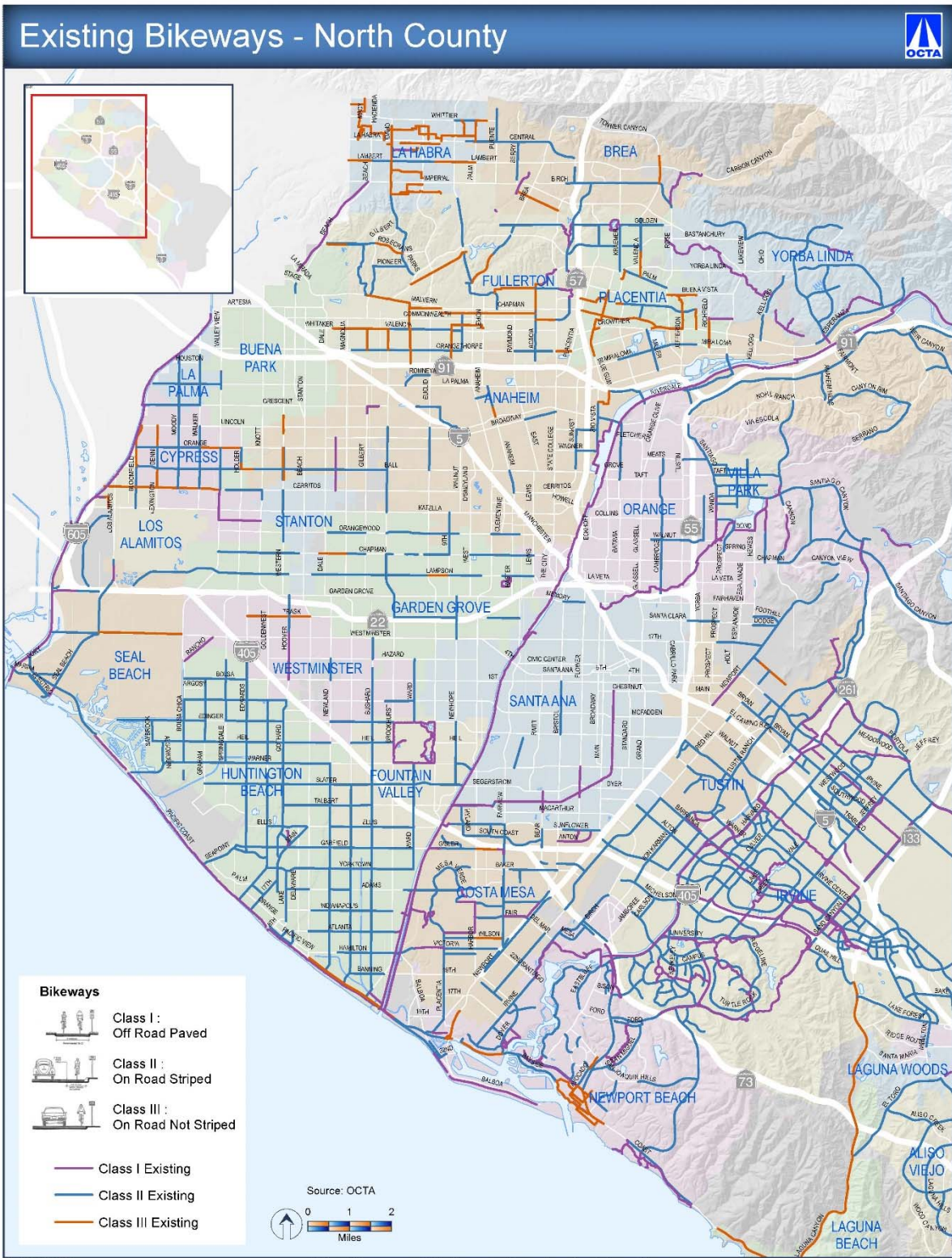
Louis Zhao
Senior Transportation Funding Analyst
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863-1584

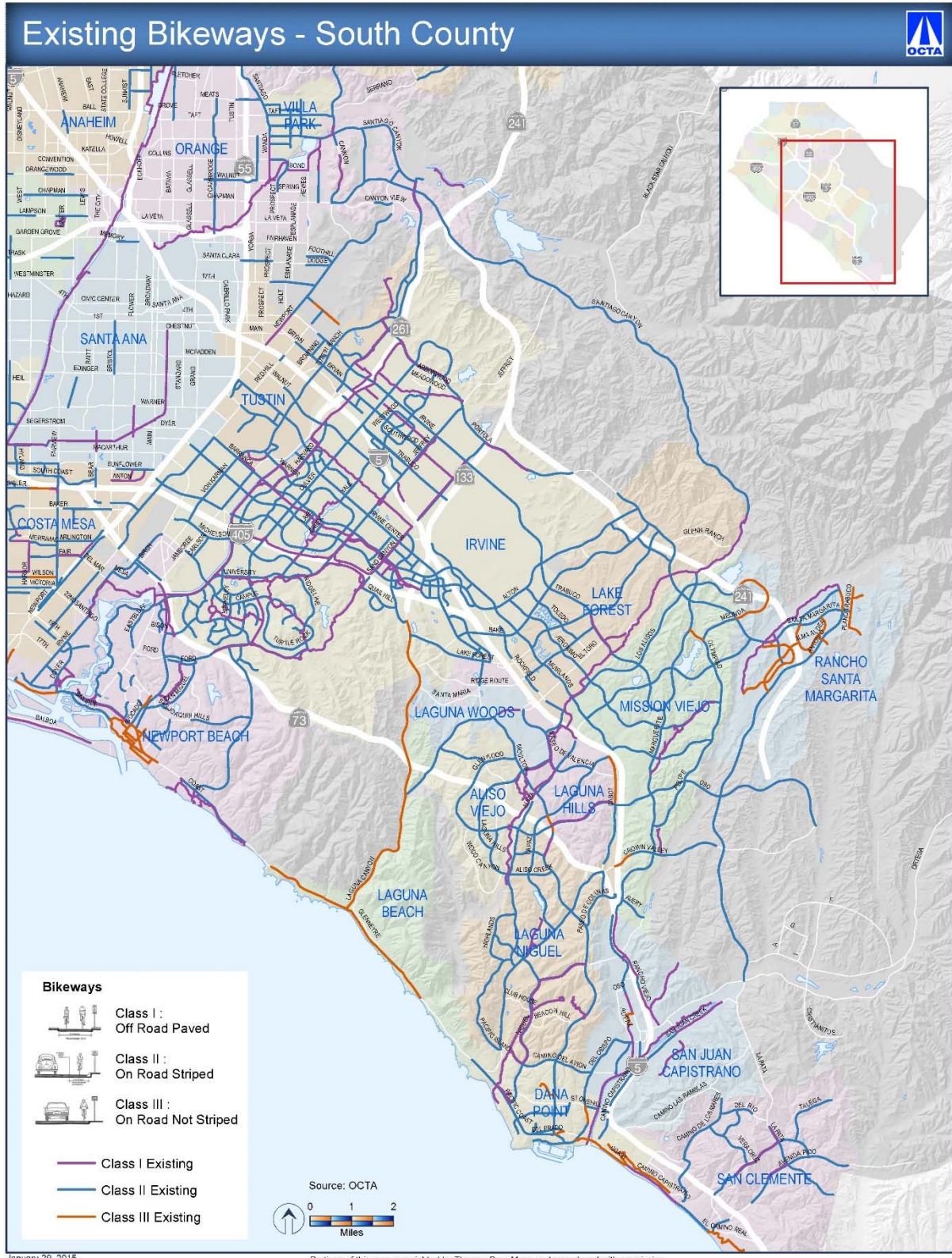
Tel: (714) 560-5494
Fax: (714) 560-5794

Drop Off:

Orange County Transportation Authority
600 S. Main Street
Orange, CA 92863-1584

APPENDIX 1: EXISTING BIKEWAYS MAP





APPENDIX 2: BIKEWAYS PRIORITY INDEX RANKING CRITERIA

The following is a list of criteria used to evaluate projects in the Bikeways Priority Index Ranking (BPIR). The BPIR sums criteria from origins and destinations. Origins include major residential areas with high population or high density. Destinations include major areas of employment and activity centers.

ORIGINS

FACTOR	MAX VALUE
Population Density (Base)	10
Population Growth (2035)	8
Population Density less than 18 years old (US CENSUS ACS)	8
Land-Use Mix	8
Bicycle to Work (US CENSUS ACS)	8
Bicycle Network Proximity (Existing)	8

DESTINATIONS

FACTOR	MAX VALUE
Employment Density (Base)	8
Employment Growth (2035)	8
Universities/Colleges (Enrollment)	8
Metrolink Rail Stations (AM Alightings)	8
Schools (Elementary, Middle, High School)	8
Parks, Local Retail/Public Services	4
Bus Stops (PM Trips)	6

APPENDIX 3: SEMI-ANNUAL REPORT FORM

Project Title: _____

Agency: _____ Date: _____

Schedule	Original Completion Date	Current Completion Date
Draft Environmental Document		
Final Environmental Document		
Start Design / Engineering		
Complete Design / Engineering		
Start Right-of-Way Acquisition		
Right-of-Way Certification		
Submit Request for Authorization for Construction (E-76)		
Ready to Advertise		
Award Construction		
Project Completion (open for use)		

Funding Table:

Environmental/Preliminary Engineering (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Current Estimates	Actual Expended	Remaining Allocation

Final Design (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Current Estimates	Actual Expended	Remaining Allocation

Right-of-Way (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Current Estimates	Actual Expended	Remaining Allocation

Construction (\$000's)

Fund Source	Fiscal Year	Planned Obligation	Revised Allocation	Actual Expended	Remaining Allocation

Major Activities:

Status:

Issues:

Name/Title:

Phone: _____ Email: _____

Note: OCTA may require additional information on performance of the project related to either air quality or transportation usage.

Bicycle Corridor Improvement Program (BCIP) Application Form

PART ONE: GENERAL PROJECT INFORMATION

Applications are due no later than May 9, 2016 at 4:00 PM

PROJECT TITLE: _____
 AGENCY: _____
 MAILING ADDRESS: _____

Phases of work this application is applying for:

TIER 1 PROJECT COMPONENTS

- Final Design
- Right-of-Way
- Construction

BCIP/CMAQ FUNDS REQUESTED	\$	-
LOCAL MATCH	\$	-
TOTAL TIER 1 PROJECT COST	\$	-

TIER 2 PROJECT COMPONENTS

- Environmental
- Preliminary Engineering

BCIP/CMAQ FUNDS REQUESTED	\$	-
LOCAL MATCH	\$	-
TOTAL TIER 2 PROJECT COST	\$	-

TOTAL TIER 1 PROJECT COST	\$	-
TOTAL TIER 2 PROJECT COST	\$	-
TOTAL BCIP PROJECT COST	\$	-

- Project is a stand alone project.
- Project is part of a larger project.
 Total Project Cost (if part of a larger project; round dollars to nearest thousands)

AGENCY CONTACT (Name, title, agency, address, phone, email)

Name / Title:
 Agency:
 Mailing Address:
 Phone:
 Email:

PARTNER(S) (Name, title, agency, address, phone, email)

Name / Title:
 Agency:
 Address:
 Phone:
 Email:

PROPOSED SCHEDULE:

	<u>Date</u>
Draft Environmental Document	_____
Final Environmental Document	_____
Start Design / Engineering	_____
Complete Design / Engineering	_____
Start Right-of-Way Acquisition	_____
Right-of-Way Certification	_____
Submit Request for Authorization (E-76) for Construction	_____
Ready to Advertise	_____
Award Construction	_____
Project Completion (open for use)	_____
Start Close Out Phase	_____
End Close Out Phase	_____

PART ONE: GENERAL PROJECT INFORMATION (cont.)

SCOPE AND LOCATION OF PROPOSED PROJECT

Describe the project's scope, location, limits of work, size, etc. (*Do not* include the justification or benefits).

PURPOSE, NEED, BENEFITS, AND FUNDING JUSTIFICATION OF PROPOSED PROJECT

Provide the purpose, need, benefits, and funding justification for the proposed project.

PROJECT IS ON PUBLIC RIGHT-OF-WAY

If yes, list corridor. If no, list corridor, property owner, and status of right-of-way agreement?

Yes _____
No (explain): _____

MAINTENANCE:

The project must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the BCIP funds may be required. With the exception of funds required for establishing landscaping, maintenance costs are ineligible for CMAQ funds and must be funded locally.)

Who will maintain? _____

What is the source of maintenance funds? _____

If project is within Caltrans Right-of-Way application, must be signed by Deputy District Director, Maintenance

DDD Maintenance Name: _____ Date: _____

Signature: _____

PART TWO: FUNDING

TIER 1 PROJECT COMPONENT COSTS

	Fiscal Year	BCIP Request	Match (12% or more)	Total	Percent Match
FINAL DESIGN					
Final Design	FY	\$ -	\$ -	\$ -	0.0%
TOTAL FINAL DESIGN	FY	\$ -	\$ -	\$ -	0.0%
RIGHT-OF-WAY PHASE (ACQUISITION):					
Capital	FY	\$ -	\$ -	\$ -	0.0%
Support Costs	FY	\$ -	\$ -	\$ -	0.0%
TOTAL RIGHT-OF-WAY	FY	\$ -	\$ -	\$ -	0.0%
CONSTRUCTION PHASE:					
Construction Contract Items	FY	\$ -	\$ -	\$ -	0.0%
Contingencies	FY	\$ -	\$ -	\$ -	0.0%
Construction Engineering	FY	\$ -	\$ -	\$ -	0.0%
TOTAL CONSTRUCTION	FY	\$ -	\$ -	\$ -	0.0%
TOTAL		\$ -	\$ -	\$ -	0%

TIER 2 PROJECT COMPONENT COSTS

	Fiscal Year	BCIP Request	Match (12% or more)	Total	Percent Match
ENVIRONMENTAL					
Final Design	FY	\$ -	\$ -	\$ -	0.0%
TOTAL ENVIRONMENTAL	FY	\$ -	\$ -	\$ -	0.0%
PRELIMINARY ENGINEERING					
Preliminary Engineering	FY	\$ -	\$ -	\$ -	0.0%
TOTAL PRELIMINARY ENGINEERING	FY	\$ -	\$ -	\$ -	0.0%
TOTAL		\$ -	\$ -	\$ -	0%

TOTAL PROJECT COMPONENT COSTS

	BCIP Request	Match (12% or more)	Total	Percent Match
TOTAL	\$ -	\$ -	\$ -	0%

ELIGIBLE SOURCE(S) OF MATCH

(spell out; no acronyms)

TIER 1 ELIGIBLE SOURCE(S) OF MATCH

Final Design	
Right-of-Way	
Construction	

TIER 2 ELIGIBLE SOURCE(S) OF MATCH

Environmental	
Preliminary Engineering	

Federal transportation funds may not be eligible source of match.

PART THREE: EVALUATION CRITERIA

PASS/FAIL CRITERIA

Use a separate sheet of paper if necessary. If any of the criteria below are not met, the proposal will not be ranked or evaluated. A "no" answer to any of the following questions immediately disqualifies the proposal. A "yes" still requires supporting evidence in order for the project to be considered for funding.

1 State and Federal Compliance

- a. Is the project consistent with CMAQ, federal, state, regional or local requirements, guidelines and policies? (CMAQ requirements can be found here: http://www.dot.ca.gov/hq/transprog/federal/cmaq/Official_CMAQ_Web_Page.htm)

Yes No

- b. Is the project, as proposed, in compliance with the Americans with Disabilities Act? What evidence is there to support this claim?

Yes No Not Applicable

- c. Is this project in compliance with Buy America requirements?

Yes No Not Applicable

2 Financial Viability and Technical Capacity

- a. Is the project financially viable? (The local agency must have the ability to meet financial processing requirements, must have a sufficient level of funding to provide cash flow for the project, and provide adequate personnel to manage and administer the project. Please describe any evidence supporting this conclusion. The governing body is required to submit a resolution to this effect along with the application.)

Yes No

3 Air Quality

Does the project provide an air quality benefit? (CMAQ projects must have a measureable and quantifiable air quality improvement. Please provide the improvements to the following air quality resources using the Southern California Air Quality Resources Board's (SCAQMD) South Coast Methods software. Results must be attached as part of the application package. The SCAQMD South Coast Methods software can be found here:

<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>.)

Yes No

AIR QUALITY DATA

The following material is provided by the Southern California Air Quality Management District (SCAQMD).

Local agencies will need the following materials to complete this requirement:

1. South Coast Methods Program
2. South Coast Emissions Factors Tables

The software, instructions, and data tables can be found here: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>.

The data tables can be found here: <http://www.arb.ca.gov/planning/tsaq/eval/evaltables.pdf>

PART THREE: EVALUATION CRITERIA (continued)

WEIGHTED CRITERIA

1 Matching Funds (15 points)

Minimum match of 12-13% (0 pts); 14-15% (1 pt); 16-17% (2 pts); 18-19% (3 pts); 20-21% (4 pts); 22-23% (5 pts); 24-25% (6 pts); 26-27% (7 pts); 28-29% (8 pts); 30-31% (9 pts); 32-33% (10 pts); 34-35% (11 pts); 36-37% (12 pts); 38-39% (13 pts); 40-41% (14 pts); 42% match or more receives 15 points.

What is the percent match being provided? _____ pts

2 Coordination (15 points)

a. List the plans that include the project. (examples: OCTA Commuter Bikeways Strategic Plan (CBSP), Safe Routes to Schools Plans, Local City Plan, etc.) 1 point per plan (10 points maximum).

_____ pts.

b. Is the project prioritized as part of a multi-jurisdictional collaborative strategy or similar effort? List below. (5 points)

_____ pts.

3 Connectivity, Relationships, and Priority (20 points)

For **bicycle facility** projects, item 3a will be completed by OCTA. Use the box provided in 3b to describe the direct relationship to streets, bicycle facilities, pedestrian facilities, transit systems, employment centers, and activity centers. A Geographic Information Systems (GIS) Shape File, detailed map, and exact location must be provided.

a. Bikeway Priority Index Ranking

The Bikeway Priority Index Ranking (BPIR) generates a score for each project. Points will be assigned by score. 0-99 (0 pts); 100-199 (1 pts); 200-299 (2 pts); 300-399 (3 pts); 400-499 (4 pts); 500-599 (5 pts); 600-699 (6 pts); 700-799 (7 pts); 800-899 (8 pts); 900-999 (9 pts); 1,000 + (10 pts).

_____ pts.

BPIR SCORE _____ (to be filled in by OCTA)

b. List the project's direct relationships to streets, bicycle facilities, pedestrian facilities, transit systems, employment centers and activity centers. Also include additional important information not noted in this application. (10 points maximum).

4 Project Readiness (20 points total)

If item is not complete, mark "N/A" under Document Type and Date Approved/Completed.

a. Is preliminary engineering complete*? (5)

b. Is the signed CEQA documentation complete? (5)

c. Is the signed NEPA documentation complete? (5)

d. Is ROW possession complete? (5)

* Complete PE = 30% or more engineering drawings

Document Type	Date Approved/Completed

_____ pts.

_____ pts.

_____ pts.

_____ pts.

5 Cost-benefit (10 points total)

Fill out the cost-benefit from the Caltrans Active Transportation Program Benefit Cost Tool. Back-up must be provided as part of the applicatoin. Scoring will be ranked once all project applications have been received. A link to the tool can be found here: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>

Projects will be ranked by tiers. Tier 1 (10 points). Tier 2 (8 points). Tier 3 (6 points). Tier 4 (4 points), Tier 5 (2 points), Tier 6 (0 points)

COST _____

Total Points Page 6 _____ pts.

PART THREE: EVALUATION CRITERIA (continued)

WEIGHTED CRITERIA (CONTINUED)

6 Safety Enhancements (15 points maximum)

a. Provide the number of pedestrian and bicycle injuries and fatalities within one mile of the proposed project area in the last five years. Map and details of accidents are required. Transportation Mapping Injury and Mapping System (TIMS), Statewide Integrated Traffic Record System (SWITRS), and/or local law enforcement reports are acceptable databases for supporting documentation. (5 points maximum)

--	--

_____ pts.

b. Does the project also service pedestrians? Examples include multi-use facilities or Class I Bikeways facilities. If yes, please describe. (5 points maximum)

--	--

_____ pts.

c. List and describe the improvements that will be made to increase bicycle safety and reduce bicycle related accidents at and around the project area. Eligible improvements include but are not limited to: bicycle boxes, bicycle parking, bicycle detection at signals. (1 point for each safety improvement and amenity - 5 points maximum)

1		
2		
3		
4		
5		

_____ pts.
 _____ pts.
 _____ pts.
 _____ pts.
 _____ pts.

7 Public Participation and Agency Support (5 points maximum)

a. Describe the public participation process and dates of public meetings. How did the agency consider comments and responses from meetings when designing the project? (2 points maximum)

--	--

b. Provide a list of organizations and agencies that have or will provide letters of support for the project. Letters should be attached to the application or may be sent directly to OCTA. (1 point for each public organization or agency letter - 3 points maximum)

List of Supporting Organizations and Agencies	
1	
2	
3	
4	
5	

_____ pts.
 _____ pts.
 _____ pts.
 _____ pts.
 _____ pts.

Total Points Page 6 _____ - pts.
 Total Points Page 7 _____ pts.
Total Points: _____ pts.

PART FOUR: BCIP AGENCY RESOLUTION

SAMPLE AGENCY RESOLUTION REQUESTING FUNDS FOR APPROVED PROJECT RESOLUTION MUST BE RECEIVED BY OCTA NO LATER THAN THE JUNE 30, 2016.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL/BOARD OF DIRECTORS OF THE CITY/COUNTY OF _____ AUTHORIZING APPLICATION FOR FUNDS FOR THE BICYCLE CORRIDOR IMPROVEMENT PROGRAM FUNDED WITH CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING UNDER THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY AND FIXING AMERICAS SURFACE TRANSPORTATION FEDERAL TRANSPORTATION ACT FOR (NAME OF PROPOSAL) PROJECT.

WHEREAS, the United State Congress enacted the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act on July 6, 2012 and Fixing America's Surface Transportation (FAST) Federal Transportation Act on December 4, 2015, which makes Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds available to the Orange County Transportation Authority (OCTA); and

WHEREAS, OCTA has established the procedures and criteria for reviewing proposals; and

WHEREAS, (ADMINISTERING AGENCY) possesses authority to nominate bicycle projects funded using Congestion Mitigation and Air Quality Improvement Program funding and to finance, acquire, and construct the proposed project; and

WHEREAS, by formal action the (GOVERNING BODY) authorizes the nomination of (NAME OF PROPOSAL), including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the (ADMINISTERING AGENCY) to act in connection with the nomination and to provide such additional information as may be required; and

WHEREAS, the (ADMINISTERING AGENCY) will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity; and

WHEREAS, with the approval of the California Department of Transportation (Caltrans) and/or OCTA, the (ADMINISTERING AGENCY) or its successors in interest in the property may transfer the responsibility to maintain and operate the property; and

WHEREAS, the (ADMINISTERING AGENCY) will give Caltrans and/or OCTA's representatives access to and the right to examine all records, books, papers or documents related to the bicycle project; and

WHEREAS, the (ADMINISTERING AGENCY) will cause project work to commence within six months following notification from the State or OCTA that funds have been authorized to proceed by the Federal Highway Administration or Federal Transit Administration and that the project will be carried to completion with reasonable diligence; and

WHEREAS, the (ADMINISTERING AGENCY) commits (MATCH DOLLAR VALUE) of (MATCHING FUND SOURCE) and will provide (PERCENT LOCAL AGENCY MATCH) of the total project cost as match to the requested (REQUESTED CMAQ DOLLAR VALUE) in OCTA CMAQ funds for a total project cost estimated to be (TOTAL PROJECT COST).

WHEREAS, the (ADMINISTERING AGENCY) will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the American with Disabilities Act, Federal Title VI, Buy America provision, and any other federal, state, and/or local laws, rules and/or regulations; and

WHEREAS, the (ADMINISTERING AGENCY)'s (GOVERNING BODY) authorize the execution of any necessary cooperative agreements between the (ADMINISTERING AGENCY) and OCTA to facilitate the delivery of the project; and

PART FOUR: BCIP AGENCY RESOLUTION (continued)

SAMPLE AGENCY RESOLUTION REQUESTING FUNDS FOR APPROVED PROJECT

WHEREAS, (ADMINISTERING AGENCY) will amend the agency Capital Improvement Program (CIP) to include the project if selected for funding; and

NOW, THEREFORE, BE IT RESOLVED that the City/County of _____, hereby authorizes (NAME OF AGENCY REPRESENTATIVE) as the official representative of the (ADMINISTERING AGENCY) to apply for the Congestion Mitigation and Air Quality funding under the Moving Ahead for Progress in the 21st Century Federal Transportation Act and Fixing Americas Surface Transportation Act for (NAME OF PROPOSAL).

BE IT FURTHER RESOLVED, that the City/County of _____ agrees to fund its share of the project costs and any additional costs over the identified programmed amount.

Signed _____ Date _____
Mayor

Printed (Name and Title) _____

Signed _____ Date _____
Clerk Recorder

Printed (Name and Title) _____

PART FIVE: ASSURANCES

This page must be signed in order for the project to be considered for funding.

(APPLICANT AGENCY) possesses legal authority to nominate this bicycle project and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency's governing body authorizes the nomination of the bicycle project, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

(APPLICANT AGENCY) will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the OCTA, California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

(APPLICANT AGENCY) will give the OCTA or California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

(APPLICANT AGENCY) will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, Buy America provision, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, if applicable, FHWA Congestion Mitigation and Air Quality Guidance, Caltrans Local Assistance Procedures Manual, if applicable, any other federal, state, and/or local laws, rules and/or regulations.

If Congestion Mitigation and Air Quality funds or projects are used for other than the intended purposes as defined by federal or state guidelines, the implementing agency may be required to remit all state and federal funds back to the OCTA.

I certify that the information contained in this Bicycle Corridor Improvement Program application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed _____

Date _____

(Administering Agency Representative)

Printed (Name and Title) _____

Administering Agency _____

PART SIX: COOPERATIVE AGREEMENT CONCURRENCE

This page must be signed in order for the project to be considered for funding.

Project Implementing Agency has reviewed the attached draft Bicycle Corridor Improvement Program cooperative agreement template and has determined that the cooperative agreement is:

Sufficient and meets the expectations of the Project Implementing Agency. No further changes necessary.

Sufficient, with the suggested modifications:

Please list and explain:

Bicycle Corridor Improvement Program cooperative agreement will be finalized and executed between Project Implementing Agency and OCTA if the project is selected for funding.

I certify that the information contained in this Bicycle Corridor Improvement Program application, including required attachments, is accurate and that I have read and understood the important information and agree to the assurances on this form.

Signed _____
(Administering Agency Representative)

Date _____

Printed (Name and Title) _____

Administering Agency _____

CHECK LIST AND EVALUATION CRITERIA

Check list of Application Items (check all items included in this package)

- Application (Part 1 - 3)
- Cover Letter
- Table of Contents
- Unbound, original single sided copy
- 5 Copies
- PART 1 - General Project Information
- PART 2 - Funding
- PART 3 - Evaluation Criteria
- Draft Resolution (PART 4)
- Signed Final Resolution (when available)
- Assurances (PART 5)
- Cooperative Agreement Concurrence (PART 6)
- Environmental Documentation
- Project Site Photos
- Design / Concept Drawing
- Project Maps
 - GIS Map and Shape File
 - Project Site Maps
- Right of Way
 - Right of Way Map
 - Right of Way Certification (if applicable)
- Caltrans Active Transportation Program Cost Benefit Analysis Tool
- TIMS, SWITRS, or Other Injury/Fatalities Map and Data
- Air Quality Calculations

Evaluation Criteria and Point Distribution

Weighted Criteria	Points	Percentage
Matching Funds	15	15%
Coordination	15	15%
Connectivity, Relationships and Priority	20	20%
Project Readiness	20	20%
Cost Benefit	10	10%
Safety Enhancements	15	15%
Public Participation and Agency Support	5	5%
Total	100	100%

Pass/Fail Criteria

- State and Federal Compliance
 - Financial Viability
 - Air Quality
-

**Bicycle Corridor Improvement Program 2016 Call for Projects
Summary of Changes**

The The Bicycle Corridor Improvement Program (BCIP) 2016 Call for Projects (call) includes changes to the guidelines and procedures (Guidelines) and application. Changes include alignment of questions and data sources with the California Active Transportation Program (ATP), and reformatting the guidelines and application for consistency. Details of the changes are provided below.

Guidelines Changes

Major changes from the BCIP 2014 Application Guidelines to the BCIP 2016 Guidelines are summarized below.

- The BCIP 2016 Guidelines have been reformatted to provide better organization and flow.
- Clarify minimum and maximum grant value. Each BCIP grant will be a minimum of \$100,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds per phase of work. The project submittal maximum is limited to \$3 million in total CMAQ funds.
- Update eligible phases of work to include environmental, preliminary engineering, and final design. Project applications will be separated into two separate Tiers. Tier 1 projects include final design, right-of-way, and construction phases. Tier 2 projects include environmental and preliminary engineering. Priority will be given to Tier 1 projects. Should the Tier 1 projects not exhaust the funds, up to \$1 million of the remaining funds may be awarded to Tier 2 project.
- The dates in the implementation timeline have been changed to reflect the BCIP 2016 call.
- The BCIP 2016 call is funded only with federal CMAQ funds. The Transportation Alternatives Program funds administered by the state through the California ATP and Federal Transit Administration funds are not included in the BCIP 2016 call, consistent with the Capital Programming Guidelines.
- A list of BCIP-eligible projects is provided. Examples of eligible projects include, but are not limited to the following:
 - New bicycle (Class I, Class II, Class III) or multi-use facilities
 - Bicycle boulevard and sharrows
 - Bicycle racks, lockers, and parking
 - Bicycle crossings and associated traffic control devices necessary for the function of the bicycle facility, consistent with CMAQ requirements
 - Improvements on existing bicycle facilities
 - Pedestrian improvements when constructed with bicycle facilities

- The BCIP 2016 Guidelines clarify that capital construction projects must be constructed on public right-of-way (ROW) or include a lease agreement with a minimum of 20 years from the property owner. License agreements are not valid.
- In the 2014 BCIP call, cost-effectiveness for bicycle facility projects was measured by analyzing the total of direct expenditures and the total project length.

In the BCIP 2016 call, cost-effectiveness will be measured using the California Department of Transportation (Caltrans) ATP Cost Benefit Analysis Tool at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. Projects will be tiered and scored by the cost-effectiveness score provided by the Caltrans tool.

- In the BCIP 2016 call, additional data will be required for measuring increase in bicycle safety. Agencies are required to provide a map and data of injuries and fatalities within one mile of the project area. The Transportation Injury Mapping System, Statewide Integrated Traffic Records System, or local law enforcement systems are acceptable databases for supporting documentation. The use of the data better aligns with the California ATP, allowing interchangeability of data.
- Additional exhibits are required in the BCIP 2016 call including:
 - ROW map
 - ROW Lease Agreement or Purchase Agreement (if applicable)
 - Caltrans ATP Cost Benefit Analysis Tool – Complete Microsoft file must be included on compact disk. <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>
 - Bicycle and Pedestrians Injuries and Fatalities Map and Data
- In the BCIP 2016 call, projects that are committed Transportation Control Measures and are cancelled will require substitution of a similar project that provides the same benefits at the expense of the local agency.
- In the BCIP 2016 call, the allowance for consideration of time extension is added on a case-by-case basis and contingent on the Orange County Transportation Authority Board of Directors approval. An agency may request a standard one-year time extensions and scope changes in letter format. Extension requests beyond the standard one-year delay will be considered for projects with significant issues and may be granted on a case-by-case basis. All request must include an explanation of the issues and actions the agency has taken to correct the issues.

Application Changes

Application was revised to align with California ATP questions. Doing so will allow transfer of information between applications. A summary of the changes, by page, are listed below.

- The BCIP 2016 application has been reformatted to provide better organization and flow, consistent with the Guidelines.
- Restructure point scale and priorities for the following questions
 - Increase Question 2 “Coordination” from ten points to 15 points.
 - Decrease Question 3 “Connectivity, Relationships, and Priority” from 23 points to 20 points.

- Revise point scale on Question 3 “Connectivity, Relationships, and Priority” to create more tiers.
- Decrease Question 5 “Cost-Benefit” from 12 to 10 points.
- Revise Question 6 “Safety Enhancements and Amenities”. Change to “Safety Enhancements”. Include pedestrian element as a separate question and increase from one point to five points.
- Update Page 1 through 3 to include environmental, preliminary engineering, and final design. Add Tier 1 and Tier 2 project types.
- Update language on resolution and include the federal Fixing Americas Surface Transportation Act.

**Bicycle Corridor Improvement Program 2016 Call for Projects
Technical Steering Committee and Technical Advisory Committee Comments**

The Bicycle Corridor Improvement Program (BCIP) 2016 draft guidelines and application were presented to the Technical Steering Committee (TSC) on January 13, 2016 and to the Technical Advisory Committee (TAC) on January 27, 2016. The following is a summary of comments received from the TSC and TAC. Orange County Transportation Authority (OCTA) staff comments are listed after each TSC and TAC comment.

Comment	Guidelines Page 4	The current schedule is very short and may not allow agencies to properly prepare project applications. The schedule also interferes with the current budget development at the local agencies.
Response		OCTA staff will take the schedule into consideration for the future cycle. The BCIP will follow the federal fiscal year (October through June), which should coincide well with the estimated schedule of the 2016 BCIP.

Comment	Guidelines Page 2, 3	The BCIP 2016 call for projects should fund environmental and preliminary engineering. The Technical Advisory Committee deferred to staff to include environmental and preliminary engineering components in 2016 BCIP.
Response		Update eligible phases of work to include environmental, preliminary engineering. Project applications will be separated into two separate Tiers. Tier 1 projects include final design, right-of-way, and construction phases. Tier 2 projects include environmental and preliminary engineering. Priority will be given to Tier 1 projects. Should the Tier 1 projects not exhaust the funds, up to \$1 million of the remaining funds may be awarded to Tier 2 project.

Comment	Guidelines Page 2, 3	The BCIP 2016 call for projects should fund design for larger projects.
Response		Design phase has been added with a minimum request of \$100,000 in Congestion Mitigation and Air Quality Improvement Program funds.

Comment	Guidelines Page 5, 11	The Bicycle Priority Index Ranking (BPIR) may or may not reflect the actual or potential use of the bicycle facilities. In some cases a cyclist may go out of their way to use a bikeway that connects to a regional bikeway. An example is the Santa Ana River trail.
Response		The BPIR includes Bicycle to Work data (provided by the United States Census) and proximity to the existing bicycle network to analyze factors that may attract or discourage potential bicycle usage. Predicted usage is an included

		metric to the California Department of Transportation (Caltrans) Active Transportation Program benefit cost tool, which uses existing methodology to forecast potential usage. Applicants may include qualitative information in question 3b that may not be captured in question 3a.
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Comment	Guidelines Page 7, 8	Many agencies will not submit authorizations to proceed prior to the execution of the cooperative agreements. Typically the cooperative agreements take several months to process.
Response		Additional language has been added to the draft guidelines: Once projects are programmed in the Federal Transportation Improvement Program, the agency may proceed with the Authorization to Proceed (E-76 request).

Comment	Guidelines Page 7, 8	Re-evaluate the preliminary environmental study (PES) deadline of November 1. The environmental on the projects may require additional studies which could delay the final approval of the PES.
Response		Revised the guidelines to show the November 1 PES date as a submittal target. The local agencies should submit PES forms by November 1 of the fiscal year in which the funding for the project is programmed.

Comment	Guidelines Page 8	Clarification of the agency invoice submittal deadlines as required by Caltrans.
Response		Clarification has been included in the guidelines to state that invoices are required every six months.

Comment	Guidelines Page 8	Contract award deadline in the staff report is not consistent with the contract award deadline in the guidelines.
Response		The staff report for the Technical Advisory Committee has been corrected to reflect nine months, consistent with the draft guidelines.



Technical Advisory Committee

February 24, 2016



Bicycle Corridor Improvement Program

February 2016 Technical Advisory Committee



2016 Call for Projects

Draft Guidelines and Application

TAC Request

- January 27, 2016 – Technical Advisory Committee (TAC) requested addition of environmental and preliminary engineering.
- TAC deferred to staff to include environmental and preliminary engineering with priority to final design, right-of-way, and construction phases.



3

Guidelines Changes

- Tier 1 – Final Design, Right-of-Way, Construction
- Tier 2 – Environmental and Preliminary Engineering.
- Tier 1 projects will receive priority.
- If Tier 1 does not exhaust funds, up to \$1 million of the funding will be awarded to Tier 2 projects.



4

Application Changes

- One application.
- Tier 1 and Tier 2 will be evaluated at the same time.
- Tier 1 and Tier 2 funding requests will be separated for during approval.
- Agencies will have the opportunity to withdrawal project before OCTA Board of Directors approval.



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Estimated Schedule

OCTA Board of Directors Approval and Release of Call	March 14, 2016
BCIP Application Deadline	May 9, 2016
BCIP Advisory Panel Review	May through July 2016
OCTA Board Approval of Projects	August 2016



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Review Panel Volunteers

- Two members from the Technical Advisory Committee
- One member from the Bicycle and Pedestrian Sub-Committee
- One OCTA Staff
- One member from Caltrans or the South Coast Air Quality Management District



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Contact Information

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February 24, 2016

To: Technical Steering Committee

From: Orange County Transportation Authority Staff

Subject: Comprehensive Transportation Funding Programs - 2016 Call for Projects Programming Recommendations

Overview

The Orange County Transportation Authority issued the 2016 annual Measure M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2015. This call for projects made available approximately \$50 million in grant funding for streets and roads projects countywide. A list of projects recommended for funding is presented for review and approval.

Recommendations

- A. Recommend for Board of Directors approval the programming recommendations for the 2016 Regional Capacity Program to fund 13 projects, in an amount totaling \$36.88 million.
- B. Recommend for Board of Directors approval the programming recommendations for the 2016 Regional Traffic Signal Synchronization Program to fund 7 projects, in an amount totaling \$12.33 million.

Background

The Regional Capacity Program (RCP), Project O, is the Measure M2 (M2) funding program through which Orange County Transportation Authority (OCTA) supports streets and roads capital projects. The Regional Traffic Signal Synchronization Program (RTSSP), Project P, is the M2 program which provides funding for multi-jurisdictional signal synchronization projects. Both programs are included in the Comprehensive Transportation Funding Programs (CTFP). The CTFP allocates funds through a competitive call based on a common set of guidelines and scoring criteria approved by the OCTA Board of Directors (Board). The CTFP may include state and federal sources as well.

On August 10, 2015, the Board authorized staff to issue a call for projects (call) making available approximately \$38 million in RCP funding and \$12 million in RTSSP funding.

Discussion

On October 23, 2015, OCTA received 27 applications requesting \$80 million in RCP funding and 13 applications requesting \$15.6 million in RTSSP funding. Applications were reviewed for eligibility, consistency, and adherence to guidelines and program objectives. Staff worked with the local agencies to address technical issues related to excess right of way, construction unit costs, and project scopes. Policy issues related to the projects were submitted to the Technical Steering Committee (TSC) for discussion and further direction on February 10, 2016. Recommendations presented in the report are consistent with the direction provided by the TSC for specific policy issues and for other issues where TSC deferred to the staff.

It is recommended to program \$49.21 million for 20 projects. Brief program descriptions are provided below.

Regional Capacity Program

The RCP provides funds for capital improvements to congested streets, roads, intersections and interchanges. The CTFP guidelines require a minimum starting level of service (LOS) of 0.81 for a project to be eligible for consideration, but grant provisional eligibility to projects that have a starting LOS of 0.71, dependent on availability of funding. For the 2016 call, programming capacity is not available to fund projects with an LOS that fell between 0.71 and 0.80. A total of 27 project applications requesting \$80 million were received for this program.

Staff's recommendation is to program approximately \$36.88 million to fund 13 projects through the Arterial Capacity Enhancement and Intersection Capacity Enhancement categories. The details of projects recommended and not recommended for the RCP funding are shown in Attachment A.

The approximately \$1.12 million in remaining programming capacity available as part of the 2016 Call will be carried over to the next call cycle.

Regional Traffic Signal Synchronization Program

The RTSSP is a significant funding source for multi-agency, corridor-based signal synchronization along Orange County streets and roads. Funding is provided for a three-year period that includes the implementation of signal synchronization,

as well as a limited amount of funding for ongoing maintenance and monitoring to keep the investments in optimal condition. A total of 13 project applications requesting \$15.6 million were received for this program. As noted previously, the Board authorized \$12 million in funding for the 2016 call cycle. Staff recommends programming \$12.33 million to fund the seven highest scoring projects. All of the recommended projects will be implemented in fiscal year (FY) 2016-17. The details of projects recommended for funding for the RTSSP are shown in Attachment B.

The table below provides an overall summary of the funding recommendations:

2016 CTFP Call for Projects Summary (\$ in millions)

	RCP	RTSSP	Total
Number of Applications Recommended for Approval	13	7	20
Amount Recommended for Approval (escalated)	\$36.88	\$12.33	\$49.21

Next Steps

The recommended project programming, if approved by the TSC, will be forwarded to the Technical Advisory Committee (TAC) for consideration. If approved by the TAC, the project programming will go to the Regional Planning and Highways Committee and Board in April for final approval. Once approved, the new projects will be incorporated into the master funding agreement between OCTA and all local agencies. Staff will continue to monitor project status and project delivery through the semi-annual review process.

Summary

Proposed programming recommendations for projects in the Regional Capacity Program and Regional Traffic Signal Synchronization Program have been developed by staff. Funding for 20 projects totaling \$49.21 million in Measure M2 funds is proposed. Staff is seeking Technical Steering Committee approval of the programming recommendations presented.

Attachments

- A. 2016 Measure M2 Regional Capacity Program Call for Projects – Programming Recommendations

- B. 2016 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects – Programming Recommendation

2016 Measure M2 Regional Capacity Program Call for Projects - Programming Recommendations

AGENCY	PROJECT	FUND	ENG	ROW	CON	TOTAL REQUEST	EXISTING LOS	SCORE
Costa Mesa	Newport Boulevard Widening from 19th St to Superior Ave	ACE	281,250			281,250	1.30	69
Orange County	Oso/Antonio Parkway Intersection Improvements	ICE			792,669	792,669	0.81	60
Santa Ana	Warner Ave Improvements and Widening (Main St to Oak St)	ACE		17,790,750		17,790,750	1.01	59
Irvine	University Drive Widening (MacArthur to Campus)	ACE			4,104,971	4,104,971	0.88	58
Anaheim	Lincoln Avenue from Harbor Blvd. to West Street	ACE		10,174,241		10,174,241	1.22	55
Mission Viejo	Alicia Parkway and Marguerite Parkway Intersection	ICE	19,565		252,424	271,989	0.81	53
* Irvine	Jamboree Road Widening (600 feet north of Main to Barranca)	ACE	801,000			801,000	0.88	53
La Palma	La Palma Ave / Del Amo Blvd over Coyote Creek Bridge	ACE	975,000			975,000	1.12	51
Tustin	Newport Ave and SR-55 NB Ramps/Del Amo Avenue Modification	ICE	8,670		108,668	117,338	1.01	51
Irvine	University Dr/Ridgeline Dr/Rosa Drew Ln Intersection Improvements	ICE		127,163		127,163	1.01	50
Santa Ana	Bristol St. and Memory Ln. Intersection Widening	ICE	67,500			67,500	0.88	47
La Habra	Whittier Blvd. and Hacienda Rd. Intersection Improvements	ICE			1,230,548	1,230,548	0.86	43
Mission Viejo	Marguerite Pkwy and Santa Margarita Pkwy Intersection	ICE	10,236		133,062	143,298	0.82	42
						\$ 36,877,718		

* Applicant requested fast track funding for ROW and construction phases. Staff recommends Engineering funding only at this time due to concerns regarding project readiness.

UNFUNDED (Beyond available programming capacity)

Tustin	Red Hill Ave Widening (Dyer Rd/Barranca Pkwy to Edinger Avenue)	ACE			6,000,000	6,000,000	0.84	42
Tustin	El Camino Real/Jamboree Road Modification	ICE	5,362		65,757	71,119	0.97	41
Costa Mesa	Wilson Street Widening from College Av to Fairview Rd	ACE	281,250			281,250	0.96	41
Brea	SR-57 & Lambert Road Interchange Improvements Project	FAST		13,797,000		13,797,000	0.90	41
Santa Ana	Warner Avenue and Flower Street Intersection Improvements	ICE	6,750			6,750	0.83	35
Orange	Tustin/Meats Intersection Right Turn Lane Addition	ICE		1,800,000		1,800,000	0.82	35

UNFUNDED (Below minimum existing congestion threshold)

Mission Viejo	Los Alisos Blvd and Santa Margarita Pkwy Intersection	ICE					0.76	39
Anaheim	Lincoln Avenue Widening - East Street to Evergreen Street	ACE					0.80	33
Costa Mesa	Fairview Road at Wilson Street Intersection Widening RoW	ICE					0.73	25
Laguna Hills	Paseo De Valencia Widening	ACE					0.66	50

UNFUNDED (Project withdrawn by applicant - will repackage and resubmit in future call)

Los Alamitos	Los Alamitos Blvd Gap Closure	ACE						
Newport Beach	Old Newport Blvd and PCH Intersection Improvement	ICE						
Mission Viejo	Felipe Road and Oso Parkway Intersection	ICE						

UNFUNDED (Application materials incomplete - evaluation could not be completed - recommend resubmittal in future call)

Irvine	Sand Canyon/Marine Intersection Improvement	ICE						
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2016 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects - Programming Recommendation

AGENCY	PROJECT	FUND	TOTAL REQUEST	SCORE	CUMULATIVE
Anaheim	Brookhurst Street TSS (Commonwealth to PCH)	TSSP	\$ 2,895,884	88	\$ 2,895,884
Anaheim	Magnolia Avenue TSS (Commonwealth to Banning)	TSSP	\$ 2,711,694	83	\$ 5,607,578
* Mission Viejo	Marguerite Parkway Corridor Signal Synchronization	TSSP	\$ 655,752	78	\$ 6,263,330
Costa Mesa	Fairview Road Signal Synchronization	TSSP	\$ 1,695,150	67	\$ 7,958,480
Lake Forest	El Toro Road Traffic Signal Synchronization Project	TSSP	\$ 1,112,447	60	\$ 9,070,927
Irvine	Irvine Center Drive / Edinger Avenue Signal Synchronization	TSSP	\$ 1,824,000	58	\$ 10,894,927
Irvine	Von Karman Ave/Tustin Ranch Rd Signal Synchronization	TSSP	\$ 1,439,980	57	\$ 12,334,907
			\$ 12,334,907		

* Request value reflects removal of off-corridor redundant improvements. Final budget to be revised by Applicant prior to final allocation approval.

UNFUNDED (Beyond available programming capacity)

** Fullerton	Gilbert Street/Idaho Street Corridor RTSSP	TSSP	\$ 1,093,448	50	
Costa Mesa	Fair Drive Signal Synchronization	TSSP	\$ 387,076	37	
Costa Mesa	Bear Street Signal Synchronization	TSSP	\$ 473,522	36	
Mission Viejo	Olympiad RD - Felipe RD Corridor	TSSP	\$ 632,912	30	
San Clemente	Camino Vera Cruz	TSSP	\$ 429,044	29	
Costa Mesa	Anton Boulevard Signal Synchronization	TSSP	\$ 237,752	20	

** Request value reflects removal of corridor improvements that are not part of the MPAH. Formal budget revision pending funding recommendations.