



# **AGENDA**

## ***Regional Planning and Highways Committee Meeting***

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### **Committee Members**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Doug Chaffee  
Joe Muller  
Richard Murphy  
Miguel Pulido

Orange County Transportation Authority  
Headquarters  
Conference Room 07  
550 South Main Street  
Orange, California  
**Monday, May 4, 2020 at 10:30 a.m.**

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

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

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

### **Guidance for Public Access to the Board of Directors/Committee Meeting**

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

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



# **AGENDA**

*Regional Planning and Highways Committee Meeting*

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## **Guidance for Public Access to the Board of Directors/Committee Meeting (continued)**

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to [boardofdirectors@octa.net](mailto:boardofdirectors@octa.net).

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 Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, **please submit your public comments 30 minutes prior to the start time of the Board and Committee meeting date.**



**Call to Order**

**Roll Call**

**Pledge of Allegiance**

Committee Chairman M. Murphy

**1. Public Comments**

**Special Calendar**

There are no Special Calendar matters.

**Consent Calendar (Items 2 through 7)**

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

**2. Approval of Minutes**

Approval of the minutes of the Regional Planning and Highways Committee meeting of April 6, 2020.

**3. 2020 State Transportation Improvement Program Update**

Ben Ku/Kia Mortazavi

**Overview**

On March 26, 2020, the California Transportation Commission approved the final 2020 State Transportation Improvement Program, which will provide \$200 million to six high-priority projects throughout Orange County. An update on the programming actions and related changes is provided for review and approval.

**Recommendations**

- A. Authorize the use of up to \$3 million in Measure M2 funds for the Interstate 605 Katella Interchange Project.
- B. Authorize the use of up to \$5.5 million in federal Surface Transportation Block Grant funds for the Interstate 5 Managed Lanes Project from Avenida Pico to the Orange County/San Diego County line area.



**3. (Continued)**

- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

**4. Regional Planning Update**  
Warren Whiteaker/Kia Mortazavi

**Overview**

Regional planning updates are provided periodically to highlight transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on federal rulemaking regarding fuel efficiency and greenhouse gas emission standards, the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, and the California Department of Transportation's approach to evaluating transportation impacts under the California Environmental Quality Act.

**Recommendation**

Receive and file as an information item.

**5. Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Improvement Project**  
Josue Vaglienty/James G. Beil

**Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for the preparation of plans, specifications, and estimates, and advertisement and award of the construction contract for the Interstate 605/Katella Avenue Interchange improvement project.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2199 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$300,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the Interstate 605/Katella Avenue Interchange improvement project.



**6. Cooperative Agreements with the California Department of Transportation for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project**  
Josue Vaglienty/James G. Beil

**Overview**

The Orange County Transportation Authority proposes to enter into two cooperative agreements with the California Department of Transportation to define roles, responsibilities, and funding obligations for the design and construction phase of the 91 Express Lanes toll entrance gantries infrastructure project.

**Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2275 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$115,000, to provide reimbursement for final plans, specifications, and estimate, construction bid documents, and advertisement and award of the construction contract for the 91 Express Lanes toll entrance gantries infrastructure project.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2276 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,950,000, to provide reimbursement for construction capital funding and construction management services for the 91 Express Lanes toll entrance gantries infrastructure project.

**7. Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 - Utility Work at Almond Avenue**  
Jeff Mills/James G. Beil

**Overview**

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is needed to provide additional utility work to support Southern California Edison and Frontier Communications relocation efforts on Almond Avenue in the City of Seal Beach.



**7. (Continued)**

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 72 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,843,329, to provide additional utility work to support Southern California Edison and Frontier Communications relocation efforts on Almond Avenue.

**Regular Calendar**

**8. Comprehensive Transportation Funding Programs - 2020 Call for Projects Programming Recommendations**

Alfonso Hernandez/Kia Mortazavi

**Overview**

The Orange County Transportation Authority issued the 2020 annual Measure M2 Comprehensive Transportation Funding Programs - Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2019. This call for projects made available up to \$40 million in Measure M2 competitive grant funding for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for review and approval.

**Recommendations**

- A. Approve the award of \$23.4 million in 2020 Measure M2 Regional Capacity Program (Project O) funds to eight local agency projects.
- B. Approve the award of \$12.1 million in 2020 Measure M2 Regional Traffic Signal Synchronization Program (Project P) funds to six local agency projects.

**9. Interstate 405 Improvement Project Update**

Jeff Mills/James G. Beil

**Overview**

The Orange County Transportation Authority is currently underway with the implementation of the Interstate 405 Improvement Project. This report provides a project update.



**9. (Continued)**

**Recommendation**

Receive and file as an information item.

**10. Update on State Route 55 Improvement Project from Interstate 405 to Interstate 5**

Ross Lew/James G. Beil

**Overview**

The Orange County Transportation Authority is currently underway with the implementation of the State Route 55 improvement project from Interstate 405 to Interstate 5. This report provides a project update.

**Recommendation**

Direct staff to continue the implementation of the State Route 55 improvement project from Interstate 405 to Interstate 5 through construction as included in the Next 10 Delivery Plan.

**Discussion Items**

**11. Chief Executive Officer's Report**

**12. Committee Members' Reports**

**13. Closed Session**

There are no Closed Session items scheduled.

**14. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, June 1, 2020**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



**Committee Members Present  
Via Teleconference:**

Mark A. Murphy, Chairman  
Barbara Delgleize, Vice Chair  
Lisa A. Bartlett  
Doug Chaffee  
Joe Muller  
Richard Murphy

**Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Laurena Weinert, Clerk of the Board  
Martha M. Ochoa, Assistant Clerk of the Board  
James M. Donich, General Counsel (Via Teleconference)  
OCTA Staff and members of the General Public

**Committee Members Absent**

Miguel Pulido

**Call to Order**

The April 6, 2020 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:31 a.m.

**Roll Call**

The Assistant Clerk of the Board conducted an attendance Roll Call and announced that there was a quorum of the Regional Planning and Highways Committee.

**Pledge of Allegiance**

Committee Chairman M. Murphy led in the Pledge of Allegiance.

**1. Public Comments**

No public comments were received.

**Special Calendar**

There were no Special Calendar matters.

**Consent Calendar (Items 2 through 7)**

**2. Approval of Minutes - February 3, 2020**

A motion was made by Director Muller, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to approve the minutes of the Regional Planning and Highways Committee meeting of February 3, 2020.



**3. Approval of Minutes - March 2, 2020**

A motion was made by Director Muller, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to approve the minutes of the Regional Planning and Highways Committee meeting of March 2, 2020.

**4. Supplemental Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 - Archaeological Treatment Plan**

A motion was made by Director Muller, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 57.1 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,300,000, to develop, implement, and maintain an archaeological treatment plan, and continue archaeological monitoring for the Interstate 405 Improvement Project from State Route 73 to Interstate 605.

**5. Agreement with Center for Demographic Research at California State University, Fullerton**

A motion was made by Director Muller, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer to negotiate and execute an agreement with the California State University, Fullerton Center for Demographic Research, in an amount not to exceed \$331,504, for a term of three years, to provide Orange County demographic data.

**6. Measure M2 Eligibility for the City of Santa Ana**

A motion was made by Director Muller, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Approve the City of Santa Ana as eligible to receive Measure M2 net revenues.
- B. Direct staff to reinstate payments to the City of Santa Ana for Measure M2 net revenues, which were held during its period of ineligibility (less fiscal year 2018-19 audit costs).



**7. Measure M2 Eligibility for the City of Stanton**

A motion was made by Director Muller, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Approve the City of Stanton as eligible to receive Measure M2 net revenues.
- B. Direct staff to reinitiate payments to the City of Stanton for Measure M2 net revenues, which were held during its period of ineligibility (less fiscal year 2018-19 audit costs).

**Regular Calendar**

**8. Consultant Selection for Construction Management Support Services for the Interstate 5 Widening Project Between Alicia Parkway and El Toro Road**

Niall Barrett, Program Manager, Capital Programs, reported on the following:

- Summary of Segment 3, Interstate 5 (I-5) widening project between Alicia Parkway and El Toro Road in the cities of Laguna Hills and Lake Forest.
- Highlighted the procurement process and staff's recommendations.

A discussion ensued regarding the Board of Directors (Board) adopted procurement policies, project funding, price proposal, level of effort, and cost.

A motion was made by Director Bartlett, seconded by Director R. Murphy, and following a roll call vote, declared passed 6-0, to:

- A. Approve the selection of Jacobs Project Management Co., as the firm to provide construction management support services for the Interstate 5 widening project between Alicia Parkway and El Toro Road.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1605 between the Orange County Transportation Authority and Jacobs Project Management Co., as the firm to provide construction management support services for the Interstate 5 widening project between Alicia Parkway and El Toro Road.



**9. Fiscal Year 2020-21 Updates to the Measure M2 Eligibility, Local Signal Synchronization Plan, and Pavement Management Plan Guidelines**

Joseph Alcock, Section Manager III, Measure M2 (M2) Local Programs, reported on the following:

- Summary of eligibility guidelines used to administer and complete the required M2 annual eligibility review process for all local agencies in the county.
- Highlighted updates to due dates, discussion on audits, Maintenance of Effort (MOE) benchmarks streamlining, and updates to the masterplan of arterial highways and congestion management program sections.

A motion was made by Director R. Murphy, seconded by Director Bartlett, and following a roll call vote, declared passed 6-0, to:

- A. Approve proposed revisions to the Fiscal Year 2020-21 Measure M2 Eligibility Guidelines.
- B. Direct staff to reevaluate maintenance of effort requirements for fiscal year 2020-21 pending a review of the economic impacts of the Coronavirus.
- C. Approve proposed revisions to the Guidelines for the Preparation of Local Signal Synchronization Plans 2020.
- D. Approve proposed revisions to the Countywide Pavement Management Plan Guidelines.

**10. South County Traffic Relief Effort Update and Next Steps**

Kurt Brotcke, Director, Strategic Planning, provided a PowerPoint presentation as follows:

- Overview;
- Scoping Period Comments; and
- Agreed Upon Next Steps.



**10. (Continued)**

Directors Bartlett and Muller discussed Recommendation A and noted that multiple agencies may need to be consulted in the development of the Los Patrones Extension, including but not limited to City of San Juan Capistrano, OC Waste & Recycling, etc. As such, Recommendation A was amended to allow for engagement of all potential stakeholders.

A motion was made by Director Bartlett, seconded by Director Muller, and following a roll call vote, declared passed 6-0 as amended, to:

- A. Direct staff to work with the Transportation Corridor Agencies, County of Orange, and all relevant stakeholders in the preparation of a project development plan for a non-tolled extension to Los Patrones Parkway.
- B. Direct staff to work with the California Department of Transportation and the City of San Juan Capistrano to advance funding for the final design for the widening of Ortega Highway.
- C. Direct staff to work with the California Department of Transportation and the San Diego Association of Governments to advance funding for the environmental process for Interstate 5 high-occupancy vehicle lane improvements.
- D. Direct staff to return in summer 2020 with a status report on the South Orange County Multimodal Transportation Study.

**11. Beach Boulevard Corridor Study Final Report**

Sam Sharvini, Transportation Analyst provided a PowerPoint presentation as follows:

- Overview;
- Purpose and Need;
- Public Engagement;
- Toolbox Development;
- Toolbox;
- Case Studies;
- Eight-Lane Roadway Segment Case Study;
- Next Steps; and
- Improvements Toolbox.

No action was taken on this receive and file as an information item.



## **Discussion Items**

### **12. Chief Executive Officer's Report**

Darrell E. Johnson, Chief Executive Officer (CEO), reported on the following:

- Thanked Director Chamberlain and Mike Kraman, CEO of the Transportation Corridor Agencies (TCA) for their support and help on Item 10 on today's agenda and is looking forward to working on the next steps.
- Today, the Executive Committee was presented a comprehensive and extensive overview of the Orange County Transportation Authority's (OCTA) efforts as a result of Coronavirus (COVID-19) which will be presented to the Board on Monday, April 13.
- Staff will transmit a COVID-19 email to the Board attaching the staff report and latest information.
- Traffic volumes on the freeway system have dropped as much as 60 percent since the stay-at-home order.
- OCTA is making every effort to speed up construction, extend hours of freeway and lane closures for the 405 Improvement Project, both overnight and daytime closures allowing to specifically work on bridges.
- Many of the businesses in downtown Santa Ana in the 4th Street area are closed due to the stay-at-home order allowing 24-hour road closures for the OC Streetcar Project, and crews are working both day and night to install water pipelines.
- Thanked the Board and the entire OCTA workforce, from the coach operators, maintenance and service workers, to all of the administrative employees whom have exemplified OCTA's values and been proactive, flexible, and innovative to adapt to these changing times.
- Nearly 600 OCTA employees are working remotely, and OCTA continues to provide bus service on a Sunday schedule with rear door boarding.

### **13. Committee Members' Reports**

Director Bartlett thanked staff and everyone who has been involved on Alternative 22 and moving the Ortega widening forward along with the continuation of the high-occupancy vehicle lanes in south orange county from Avenida Pico to the county line. She stated those three projects are going to set south county in good stead for regional mobility and enhanced public safety for the long-term, as well as recognized the stakeholders efforts.



**13. (Continued)**

Director Muller thanked TCA and OCTA for working hard and all the other stakeholders on the South Orange County Traffic Mobility Study.

Director Delgleize piggybacked on Director Muller's comments and stated this has been a long time coming and appreciates when coming to a solution.

Committee Chairman M. Murphy stated his appreciation to see all the stakeholders collaboration to increase mobility.

**14. Closed Session**

There were no Closed Session items scheduled.

**15. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, May 4, 2020**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

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Mark A. Murphy  
Committee Chairman

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Martha M. Ochoa  
Assistant Clerk of the Board



**May 4, 2020**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer   
**Subject:** 2020 State Transportation Improvement Program Update

### **Overview**

On March 26, 2020, the California Transportation Commission approved the final 2020 State Transportation Improvement Program, which will provide \$200 million to six high-priority projects throughout Orange County. An update on the programming actions and related changes is provided for review and approval.

### **Recommendations**

- A. Authorize the use of up to \$3 million in Measure M2 funds for the Interstate 605 Katella Interchange Project.
- B. Authorize the use of up to \$5.5 million in federal Surface Transportation Block Grant funds for the Interstate 5 Managed Lanes Project from Avenida Pico to the Orange County/San Diego County line area.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

### **Background**

The State Transportation Improvement Program (STIP) is a major source of funding for transportation improvements throughout the State of California. Every two years, state transportation revenues are forecasted and programmed for the subsequent five-year period. STIP revenues are derived from gasoline fuel sales.

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The Orange County Transportation Authority (OCTA) is responsible for the development and programming of the five-year STIP for Orange County, which is submitted to the California Transportation Commission (CTC) for approval and adoption. CTC provided OCTA with an initial funding target of \$183.245 million for programming between fiscal year (FY) 2020-21 and FY 2024-25. Based on Board of Directors (Board) direction on September 23, 2019, staff submitted OCTA's STIP funding request over the initial target for a total of \$203.645 million in STIP funding to support seven Measure M2 (M2) projects, including OCTA planning activities. This request was approximately \$20.400 million over the initial STIP target which, when approved by CTC, advanced funding from future STIP cycles to fulfill OCTA's early project delivery goals.

Additionally, the Trade Corridor Enhancement Program (TCEP) is a statewide, competitive program that provides funding for infrastructure improvements along designated corridors that have a high volume of freight movement. The TCEP was created through the passage of SB 1 (Chapter 5, Statutes 2017) in 2017, and provides approximately \$300 million per year for goods movement projects. Revenues for the TCEP are derived from diesel fuel sales.

### ***Discussion***

The CTC adopted the 2020 STIP on March 25, 2020, which includes \$200.645 million of the \$203.645 million requested by OCTA and will support six of the seven projects as originally requested. While this is a slight reduction from OCTA's submittal request, the approved program exceeds the Orange County programming target of \$183.245 million, by \$17.400 million. It should be noted that OCTA was successful in advancing \$80 million for the State Route 55 (SR-55) Improvement Project from Interstate 405 (I-405) to Interstate 5 (I-5) as part of the adopted 2020 STIP. An advancement of this type was not allowed for many agencies; however, OCTA's strategy was recognized as supporting the CTC request for this cycle and was approved.

The approved projects, funding amounts, and funding year are provided in the table below:

OCTA Projects Approved by CTC for 2020 STIP		
Project	2020 STIP (\$ millions)	STIP Year
I-5 improvements from I-405 to Yale Avenue (Segment 1) (construction phase)	\$95.338	2024-25
SR-55 improvements from I-405 to I-5	\$80.000	2020-21
State Route 74 (SR-74) Ortega Highway improvements – Calle Entradero to City/County line	\$8.540	2024-25
I-5 improvements from State Route 73 to El Toro Road (replacement planting/landscaping)	\$6.000	2024-25
I-5 Managed Lanes Project from Avenida Pico to Orange County/San Diego County line	\$5.500	2023-24
Planning, programming, and monitoring	\$5.267	Varies
Total:	\$200.645	

The difference between OCTA's submittal and the adopted 2020 STIP is \$3 million, which was originally proposed for the Interstate 605 (I-605)/Katella Avenue Interchange Project in FY 2020-21. As part of the Next 10 Delivery Plan update that was approved by the Board in November 2019, the design phase for the I-605 Katella Avenue Project was advanced from FY 2024-25 to FY 2020-21. However, CTC indicated that as part of this 2020 STIP cycle, new projects could not be funded in the first three years of the STIP. Given CTC action, staff recommends alternative sources of funding for this project.

In order to maintain the current schedule for the I-605 Katella Avenue Project, staff is requesting Board authorization to use up to \$3 million of M2 funds for the project. Again, this project was identified in the Next 10 Delivery Plan early delivery and will improve freeway access, traffic operations, enhance safety, and improve pedestrian and bicycle facilities. This request will allow the project to remain on schedule.

CTC has approved \$5.5 million in FY 2023-24 for the project approval and environmental document (PA&ED) phase of the I-5 Managed Lanes Project from Avenida Pico to the Orange County/San Diego County line. However, consistent with discussions between OCTA, the Transportation Corridor Agencies, and the California Department of Transportation (Caltrans), related to phasing transportation improvements in south Orange County (South County Traffic Relief Effort [SCTRE]), this project will be advanced to FY 2020-21. The STIP funds will remain on the project in the 2020 STIP as a placeholder for now, but the funds will be recommended for the next project phase or a different project, if necessary, in the 2022 STIP cycle. Staff is therefore recommending that \$5.5 million in federal Surface Transportation Block Grant (STBG) funding be used in place of the STIP to accommodate the advancement of the project into

FY 2020-21. The use of STBG funding for this project is consistent with OCTA's Capital Programming Policies, which directs STBG funding to be used for projects that are consistent with the M2 Freeway Program and complementary projects. This project is an extension of Project C in the M2 Freeway Program, which extended the high-occupancy vehicle lane from San Juan Creek Road to Avenida Pico.

Related to the SCTRE, OCTA is working with Caltrans and other agencies to advance the final design for the widening of SR-74 between Calle Entradero to the city/county line. Caltrans is seeking to advance STIP funds from FY 2024-25 to FY 2020-21 to finalize project development efforts (e.g., 100 percent design/construction-ready plans). Updates on this activity will be provided in future state/federal programming updates.

Finally, when the Board approved the 2020 STIP submittal to CTC in September 2019, staff was directed to seek out funding options for the State Route 57 Truck Climbing Lane Phase II – Lambert Road to County Line Project, which had been programmed to utilize STIP funds in the 2018 STIP but was subsequently removed from the 2020 STIP. At the time this report is being drafted, OCTA and Caltrans are in discussions to submit this project to CTC for consideration of TCEP funding for the PA&ED phase. Following the TCEP awards announcement anticipated in late 2020 or early 2021, staff will return to the Board to request authorization to accept the award or seek approval for a recommendation to use alternative funding to advance the project.

The 2020 STIP funding and programming adjustments are detailed in Attachment A. The CTC project listing, including total funding by project, is provided in Attachment B. The initial OCTA 2020 STIP submittal is included in Attachment C. Project descriptions are provided in Attachment D. A Capital Funding Program detailing the funding changes to projects is provided as Attachment E.

#### Novel Coronavirus (COVID-19) Pandemic Impacts

On March 4, 2020, Governor Gavin Newsom declared a State of Emergency related to COVID-19 and later implemented a stay-at-home order to prevent the virus from spreading. Subsequently, this order has had a significant impact on fuel sales. Since the STIP is primarily funded through sales tax on fuels, OCTA anticipates the 2020 STIP fund estimate will need to be adjusted to accommodate for this loss of revenue. CTC has indicated that if the available funding is less than what was assumed in the 2020 STIP fund estimate, CTC may be forced to delay or restrict allocations through the use of allocation plans. Staff will provide the Board an update on this issue as information is available from the CTC.

**Summary**

CTC adopted the 2020 STIP, which included changes to OCTA's 2020 STIP submittal. As a result, staff is recommending the use of M2 funds for the design phase of the I-605 Katella Avenue Interchange Project and federal STBG for the PA&ED phase of the I-5 Managed Lanes Project from Avenida Pico to the Orange County/San Diego County line. Future updates will include information related to COVID-19 impacts on STIP funding.

**Attachments**

- A. Individual Changes to Projects Submitted for the 2020 STIP
- B. Funding Plan for 2020 STIP - CTC Approved Projects
- C. Funding Plan for 2020 STIP - OCTA Submitted Projects
- D. 2020 State Transportation Improvement Program, Project Descriptions
- E. Capital Funding Program Report

**Prepared by:**



Ben Ku  
Section Manager,  
Formula Funding Programs  
(714) 560-5473

**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741

**Individual Changes to Projects Submitted for the 2020 STIP**

<b>Approved 2020 STIP</b>	<b>STIP Requested (\$ million)</b>	<b>STIP Approved (\$ million)</b>	<b>Change</b>
I-5 Improvements from I-405 to Yale Avenue (Segment 1) (construction phase)	\$95.338	\$95.338	No change.
SR-55 Improvements from I-405 to I-5	\$80	\$80	No change.
SR-74 Ortega Highway Improvements – Calle Entradero to City/County Line	\$8.540	\$8.540	No change.
I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping)	\$6	\$6	No change.
I-5 Managed Lanes Project from Avenida Pico to San Diego County line	\$5.500	\$5.500	Add \$5.500 million in STBG funding to advance the project to FY 2020-21. Reprogram STIP funds in the 2022 STIP cycle.
Planning, Programming, and Monitoring	\$5.267	\$5.267	Advance \$1 million from FY 2021-22 to FY 2020-21.
I-605/Katella Avenue Interchange	\$3	\$0	Remove funding and supplement M2 funds to keep the project on schedule.
<b>TOTAL</b>	<b>\$203.645</b>	<b>\$200.645</b>	

## **Individual Changes to Projects Submitted for the 2020 STIP**

### I-5 Managed Lane Project from Avenida Pico to San Diego County Line

CTC recommendations approved OCTA's request to add \$5.5 million for the design phase in FY 2023-24 of I-5 Improvements from Avenida Pico to the Orange County/ San Diego County line. However, this project is being advanced to FY 2020-21 consistent with discussions with the Transportation Corridor Agencies and the California Department of Transportation. The STIP funds will remain on the project for now as a placeholder and the funds will be reprogrammed to another project or another phase in the 2022 STIP cycle. Staff is therefore recommending the use of up to \$5.5 million in federal STBG funding to advance the project into FY 2020-21. This is adjacent and complementary to Project C in the Next 10 Delivery Plan.

### Planning, Programming, and Monitoring

In order to support planning studies that must start in FY 2020-21, staff requested an advancement of \$1 million in STIP funds for planning, programming, and monitoring activities from FY 2021-22 to FY 2020-21.

### I-605/Katella Avenue Interchange

Because the Board approved advancing the I-605/Katella Avenue Interchange Project into FY 2020-21 from FY 2024-25, CTC staff indicated that the STIP did not have sufficient capacity to fund it in the earlier year. Staff removed it from the OCTA submittal and is proposing that it be funded with M2.

### Acronyms

Board – Board of Directors

CTC – California Transportation Commission

FY – Fiscal year

I-405 – Interstate 405

I-5 – Interstate 5

I-605 – Interstate 605

OCTA – Orange County Transportation Authority

M2 – Measure M2

SR-55 – State Route 55

SR-73 – State Route 73

SR-74 – State Route 74

STBG – Surface Transportation Block Grant

STIP – State Transportation Improvement Program

**Funding Plan for 2020 STIP - CTC Approved Projects**

STIP Funding								Other Funding					Total Project Cost
2020 STIP (In Thousands)	Prior	2020-21	2021-22	2022-23	2023-24	2024-25	Total STIP	STBG/ CMAQ	STBG/CMAQ Pending Approval	M2	M2 Pending Approval	Other <sup>1</sup>	
<b>Carry Over Projects</b>													
SR-55 Improvement Project from I-405 to I-5		80,000					80,000	103,805		48,607		116,800	349,212
I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping)						6,000	6,000			6,365			12,365
Planning, Programming, and Monitoring		1,000	848	1,848	515	1,056	5,267						5,267
<b>New Additions</b>													
I-5 Improvements from I-405 to Yale Avenue - Segment 1 (Con)						95,338	95,338	55,884		27,417		44,791	223,430
SR-74 Ortega Highway Improvements - Calle Entradero to City/County Line (PS&E)						8,540	8,540			1,950		6,163	16,653
I-5 Managed Lane from Avenida Pico to San Diego County Line (ENV)			-		5,500		5,500	571	5,500				11,571
I-605 / Katella Avenue Interchange (PS&E)			-			-	-			1,824	3,000		4,824
<b>2020 STIP subtotal</b>	<b>-</b>	<b>81,000</b>	<b>848</b>	<b>1,848</b>	<b>6,015</b>	<b>110,934</b>	<b>200,645</b>	<b>160,260</b>	<b>5,500</b>	<b>86,163</b>	<b>3,000</b>	<b>167,754</b>	<b>623,322</b>

1. Other funds include \$44.791 million in pending SB 1 (Chapter 5, Statutes 2017) LPP formula, \$47.05 million in State Highway Operations and Protection Program, \$70 million in unfunded need, \$0.4 million in Developer Fees, \$5.513 million in interregional STIP, and \$9.388 million in approved LPP funds.

- Acronyms**  
 STIP - State Transportation Improvement Program  
 CTC - California Transportation Commission  
 STBG - Surface Transportation Block Grant Program  
 CMAQ - Congestion Mitigation and Air Quality  
 M2 - Measure M2  
 SR-55 - State Route 55  
 I-405 - Interstate 405  
 I-5 - Interstate 5  
 SR-73 - State Route 73  
 CON - Construction  
 SR-74 - State Route 74  
 PS&E - Plans, Specifications, and Engineering  
 ENV - Environmental  
 I-605 - Interstate 605  
 LPP - Local Partnersio Program

**Funding Plan for 2020 STIP - OCTA Submitted Projects**

2020 STIP (In Thousands)	STIP Funding							Other Funding			Total Project Cost
	Prior	2020-21	2021-22	2022-23	2023-24	2024-25	Total STIP	STBG/ CMAQ	M2	Other <sup>1</sup>	
<b>Carry Over Projects</b>											
SR-55 Improvement Project from I-405 to I-5		80,000					80,000	103,805	48,607	116,800	349,212
I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping)						6,000	6,000		6,365		12,365
Planning, Programming, and Monitoring			1,848	1,848	515	1,056	5,267				5,267
<b>New Additions</b>											
I-5 Improvements from I-405 to Yale Avenue - Segment 1 (Con)						95,338	95,338	55,884	27,417	44,791	223,430
SR-74 Ortega Highway Improvements - Calle Entradero to City/County Line (PS&E)						8,540	8,540		1,950	6,163	16,653
I-5 Managed Lane Project from Avenida Pico to San Diego County Line (ENV)			-		5,500		5,500	571			6,071
I-605 / Katella Avenue Interchange (PS&E)		3,000					3,000		1,824		4,824
<b>2020 STIP subtotal</b>	<b>-</b>	<b>83,000</b>	<b>1,848</b>	<b>1,848</b>	<b>6,015</b>	<b>110,934</b>	<b>203,645</b>	<b>160,260</b>	<b>86,163</b>	<b>167,754</b>	<b>617,822</b>

1. Other funds include \$44.791 million in pending SB 1 (Chapter 5, Statutes 2017) LPP formula, \$47.050 million in State Highway Operations and Protection Program, \$70.000 million in unfunded need, \$0.400 million in Developer Fees, \$5.513 million in interregional STIP, and \$9.388 million in approved LPP funds.

**Acronyms**

- CMAQ - Congestion Mitigation and Air Quality
- CON - Construction
- ENV - Environmental
- I-405 - Interstate 405
- I-5 - Interstate 5
- I-605 - Interstate 605
- LPP - Local Partnership Program
- M2 - Measure M2
- OCTA - Orange County Transportation Authority
- PS&E - Plans, Specifications, and Engineering
- SR-55 - State Route 55
- SR-73 - State Route 73
- SR-74 - State Route 74
- STBG - Surface Transportation Block Grant Program
- STIP - State Transportation Improvement Program

**2020 State Transportation Improvement Program  
Project Descriptions**

**Interstate 5 (I-5) Improvements from Interstate 405 (I-405) to Yale Avenue (Segment 1) (Construction)**

This project will add one general-purpose lane in both directions of the I-5 from the I-405 to State Route 55 (SR-55). Additional features of the project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. The overall project length is approximately nine miles.

Currently, this segment of the I-5 corridor is experiencing congestion and long traffic delays due to demand exceeding capacity, primarily resulting from local, regional, and interregional traffic demand. In addition, forecasted local and regional traffic demand is expected to increase by over 10,000 vehicles per day by the year 2040. This is Project B in the Next 10 Delivery Plan.

**SR-55 Improvements from I-405 to I-5**

This project will add new high-occupancy vehicle (HOV), general-purpose and auxiliary lanes on SR-55 between the I-405 and the I-5 connectors to increase freeway capacity and reduce congestion in central Orange County areas. The project is located in the cities of Irvine, Santa Ana, and Tustin.

Future traffic demand is anticipated to increase traffic volumes to levels that will increase traffic congestion and travel delays and reduce travel speeds. It is anticipated that without additional major capital improvements, the level of service for the majority of the study area in the northbound and southbound directions would be unacceptable during AM and PM peak periods.

**State Route 74 (SR-74) Ortega Highway Improvements – Calle Entradero to City/County Line**

This project will widen SR-74/Ortega Highway from two to four lanes by adding one lane in each direction in the City of San Juan Capistrano from Calle Entradero to the city/county line.

**I-5 Improvements from State Route 73 (SR-73) to El Toro Road (Replacement Planting/Landscaping)**

This is part of Project C in the Next 10 Delivery Plan and is the replacement planting/landscaping component of the three segments of the I-5 Improvement Project from SR-73 to El Toro Road.

## **2020 State Transportation Improvement Program Project Descriptions**

### I-5 Managed Lane Project from Avenida Pico to San Diego County Line

State Transportation Improvement Program (STIP) funds are proposed for the environmental phase of the I-5 Managed Lane Project from Avenida Pico to the San Diego County line, which proposes to add a general-purpose or a managed lane in each direction on the I-5, re-establish existing auxiliary lanes, widen existing undercrossings, and replace existing overcrossings.

### Planning, Programming, and Monitoring

Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions are necessary for the future construction of improvements. STIP funds will be used to develop project study reports and provide environmental clearance for projects, thus creating a shelf of projects for the future. The California Transportation Commission sets aside five percent of the STIP for regional agencies to carry out planning activities.

Funded with Measure M2

### Interstate 605 (I-605) Katella Avenue Interchange

The I-605 Katella Avenue Interchange Project will improve freeway access, traffic operations, enhance safety, and improve pedestrian and bicycle facilities. This is Project M in the Next 10 Delivery Plan.

Seek Future Funding

### State Route 57 (SR-57) Truck Climbing Lane Phase II – Lambert Road to County Line

This project will construct a truck climbing lane on the SR-57 from the Lambert Road undercrossing to just north of the Orange County/Los Angeles County line. A climbing lane would improve truck traffic travel speeds and would increase the throughput of the northbound SR-57. This project is Project G in the Next 10 Delivery Plan.



# Capital Funding Program Report

Pending Board Approval - May 11, 2020

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$215,430	\$47,884			\$95,338	\$44,791			\$27,417	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$13,898	\$11,500							\$2,398	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$205,695	\$47,676		\$7,921					\$150,098	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,245				\$6,000				\$6,245	
I-5 at Los Alisos / El Toro: add ramps	D	\$4,400	\$4,400								
SR-55 (I-5 to SR-91)	F	\$13,921	\$5,000							\$8,921	
SR-55 OC Central Corridor improvements from I-405 to I-5 <sup>2</sup>	F	\$410,932	\$103,805		\$46,800	\$80,000	\$70,000			\$110,327	
SR-57 Orangewood Avenue to Katella Avenue	G	\$7,277	\$2,500							\$4,777	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$10,691	\$1,770							\$30	\$8,891
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$18,148	\$3,460							\$40	\$14,648
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$9,853	\$1,770							\$30	\$8,053
SR-91, SR-241 to I-15 <sup>3</sup>	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$1,900,000	\$35,000		\$10,648	\$82,000		\$7,771		\$1,135,651	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328				\$2,328					
I-605/ Katella Avenue interchange <sup>1</sup>	M	\$4,824								\$4,824	
241/91 Express Lanes (HOT) connector		\$33,728									\$33,728
SR-74 widening, Calle Entradero-City/County line		\$16,653				\$14,303				\$1,950	\$400
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
<b>State Highway Project Totals</b>		<b>\$3,406,822</b>	<b>\$392,305</b>		<b>\$76,530</b>	<b>\$381,946</b>	<b>\$124,179</b>	<b>\$37,603</b>		<b>\$1,632,189</b>	<b>\$762,070</b>
<b>Federal Funding Total</b>		<b>\$468,835</b>									
<b>State Funding Total</b>		<b>\$543,728</b>									
<b>Local Funding Total</b>		<b>\$2,394,259</b>									
<b>Total Funding (000's)</b>		<b>\$3,406,822</b>									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$71,558	\$11,796					\$20,789		\$38,973	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$71,100	\$13,472			\$46,779				\$10,849	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$90,441	\$31,741		\$1,600	\$43,735				\$13,365	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					

ATTACHMENT E



# Capital Funding Program Report

Pending Board Approval - May 11, 2020

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b Routes 91/55 - e/o Weir replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	M1/G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	M1/G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	M1/G	\$52,871						\$41,250		\$11,621	
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
<b>State Highway Project Completed Totals</b>		<b>\$999,455</b>	<b>\$140,771</b>		<b>\$97,888</b>	<b>\$180,786</b>		<b>\$380,452</b>	<b>\$20,578</b>	<b>\$162,378</b>	<b>\$16,602</b>

<b>Federal Funding Total</b>	<b>\$238,659</b>
<b>State Funding Total</b>	<b>\$561,238</b>
<b>Local Funding Total</b>	<b>\$199,558</b>
<b>Total Funding (000's)</b>	<b>\$999,455</b>

Acronyms

- Aux - Auxilliary
- Board - Board of Directors
- CMAQ - Congestion Mitigation and Air Quality
- E/B - Eastbound
- E/O - East of
- FTA - Federal Transit Administration
- HOT - High-Occupancy Toll
- HOV - High-Occupancy Vehicle
- I-15 - Interstate 15
- I-405 - Interstate 405
- I-5 - Interstate 5
- I-605 - Interstate 605
- M1 - Measure M1
- M2 - Measure M2
- N/B - Northbound

- PCH - Pacific Coast Highway
- S/B - Southbound
- S/O - South of
- SB 1 - Chapter 5, Statutes of 2017
- SR-133 - State Route 133
- SR-22 - State Route 22
- SR-55 - State Route 55
- SR-57 - State Route 57
- SR-73 - State Route 73
- SR-74 - State Route 74
- SR-91 - State Route 91
- STBG - Surface Transportation Block Grant
- STIP - State Transportation Improvement Program
- W/B - Westbound

Board Actions:  
 1. Authorize the use of up to \$3 million in M2 funds for I-605 Katella Interchange Project.

Project Notes:  
 2. Project has unfunded need of \$70 million. Staff will return to the Board with a funding plan at a later date.  
 3. This project includes Riverside County Transportation Commission funding.



**May 4, 2020**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Regional Planning Update

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is positioned to the right of the "From:" line.

**Overview**

Regional planning updates are provided periodically to highlight transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on federal rulemaking regarding fuel efficiency and greenhouse gas emission standards, the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, and the California Department of Transportation's approach to evaluating transportation impacts under the California Environmental Quality Act.

**Recommendation**

Receive and file as an information item.

**Background**

The Orange County Transportation Authority (OCTA) regularly coordinates with other planning and regulatory agencies within the Southern California region. This coordination is conducted at many levels, involving the OCTA Board of Directors (Board), executives, and technical staff. Some examples of the coordination through regional planning forums in which OCTA participates include:

- Southern California Association of Governments (SCAG) Regional Council, policy committees, and technical working groups;
- State Route 91 Advisory Committee;
- Regional Chief Executive Officers meetings;
- South Coast Air Quality Management District working groups; and
- Interregional planning coordination meetings (OCTA, SCAG, the San Diego Association of Governments [SANDAG], and the California Department of Transportation [Caltrans] districts 7, 11, and 12).

Staff most recently provided a regional planning update to the OCTA Board in September 2019. The current status of items previously presented and other ongoing regional planning activities is provided in Attachment A, which includes a matrix that identifies lead agencies, a summary of each activity, key dates, OCTA's interests, and current involvement.

Since the September update, new activities have emerged concerning rulemaking for nationwide fuel efficiency and greenhouse gas (GHG) emission standards, SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and Caltrans' approach to evaluating transportation impacts under the California Environmental Quality Act (CEQA). A discussion of each of these new activities is provided below.

### ***Discussion***

#### The Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks

On August 24, 2018, the United States Department of Transportation's National Highway Transportation and Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) jointly issued "The SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks." This proposed rule was designed to roll back previously established federal Corporate Average Fuel Economy (CAFE) and vehicle GHG emission standards.

On September 27, 2019, NHTSA and EPA jointly issued the "One National Program" (Part One Rule) to finalize elements of the proposed SAFE Vehicles Rule. Effective November 26, 2019, the Part One Rule affirms NHTSA's statutory authority to set nationally applicable fuel economy standards that preempt state and local programs. Additionally, under the Part One Rule, EPA withdrew the Clean Air Act (CAA) preemption waiver that it granted to the State of California. The waiver had allowed California to set its own, more stringent standards governing vehicle GHG emissions.

Due to the withdrawal of the waiver, California can no longer apply CARB's Emission Factor (EMFAC) model to demonstrate that California's transportation plans conform to CAA standards. Conformity of the transportation plans with CAA is a precondition to access federal transportation funds, which are derived from federal fuel excise taxes.

To address the issue, CARB released adjustment factors to account for the impact of the Part One Rule. These adjustments can be applied to emission outputs from the EMFAC model to account for the impact of the Part One Rule. On March 5, 2020, CARB officially submitted the off-model adjustment factors to EPA.

EPA affirmed the continuing use of EMFAC for transportation conformity determinations with CARB's EMFAC adjustment factors in California on March 12, 2020. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have since resumed their review and approval of new transportation conformity determinations.

On March 30, 2020, NHTSA and EPA jointly issued final rules (Part Two Rule) to amend and establish new GHG emissions and CAFE standards. Specifically, EPA is amending GHG emission standards for model years 2021 and later, and NHTSA is amending CAFE standards for the model year 2021, and setting new CAFE standards for model years 2022-2026. The final rules would require automakers to increase the average fuel economy of passenger vehicles by one and a half percent annually, compared with the previously established five percent annual increase.

The EMFAC off-model adjustment factors only account for the impact of the Part One Rule, not the pending Part Two Rule. The Part Two Rule will use the same 60-day effective date upon publication in the Federal Register as the Part One Rule. Since the Part Two Rule has emission impacts, it is anticipated to require further adjustments to the EMFAC emission model that need to be developed and approved by EPA, potentially delaying new transportation conformity determinations and plans/projects, which rely on those determinations. This issue is under discussion by state and regional agencies, and more information will be provided in future reports.

### SCAG's 2020-2045 RTP/SCS

The RTP/SCS documents major transportation investments in the SCAG region over a minimum 20-year horizon and is required to be updated every four years under state and federal law. On May 7, 2020, the SCAG Regional Council is scheduled to adopt the 2020-2045 RTP/SCS. The previously scheduled adoption date of April 2, 2020, was postponed as a result of the public health directive limiting public gatherings due to the novel coronavirus (COVID-19) pandemic and SCAG Regional Council rules (at the time) that did not allow for Regional Council meetings to be held via teleconference and/or videoconference.

Upon adoption by the SCAG Regional Council, SCAG staff will submit the RTP/SCS and their initial conformity determination to FHWA and FTA for review and approval, as required under the federal CAA. The review consists of a finding by FHWA and FTA that all conformity requirements have been met, including those regarding the acceptability of funding assumptions, emission analyses, and demonstration of timely implementation of transportation control measures. Given the uncertainty raised by the SAFE Part Two Rule and the typical federal review process timeframe of approximately 60 days, SCAG is seeking an expedited FHWA and FTA approval before June 2, 2020, when the

region's current transportation conformity determination expires. Without a positive conformity finding, many projects throughout the region would face significant delays, and the region could eventually face sanctions that limit funding and project implementation. The ability of the region to access new federal funding opportunities can also be affected due to a lack of a conformity determination.

SCAG staff is also required to submit the RTP/SCS to CARB for a technical review of the SCS element. This review focuses on the strategies and assumptions used to demonstrate how the SCAG region's GHG emission reduction targets can be met. The targets represent a per capita GHG emission reduction from 2005 levels and are currently set for the SCAG region at an eight percent reduction by 2020, and a 19 percent reduction by 2035. The RTP/SCS employs a mix of specific projects and regional strategies beyond the projects submitted by the county transportation commissions to demonstrate GHG emission reductions. It is anticipated that by June 2020, CARB will accept SCAG's determination that the RTP/SCS meets the reduction targets.

On December 9, 2019, the Board approved a set of staff comments on the draft 2020-2045 RTP/SCS that were submitted to SCAG. The draft RTP/SCS incorporated the projects and commitments identified in OCTA's 2018 Long-Range Transportation Plan (LRTP). However, the OCTA comment letter (Attachment B) focused on the regional strategies and assumptions developed by SCAG to demonstrate GHG emission reductions that go above and beyond the projects submitted by the county transportation commissions. These include the assumptions for new revenue sources, passenger rail service expansion assumptions, regional express lanes, and other investments beyond the LRTP. Additionally, the letter recommended that mapping of high-quality transit areas be refined to reflect areas of transit accessibility accurately.

SCAG staff acknowledged OCTA's concerns and, where feasible, made appropriate modifications for the final RTP/SCS. SCAG's responses to OCTA's comments are provided in Attachment C. It should be noted that OCTA's projects, including Measure M2, are reflected in the final RTP/SCS. Additionally, the RTP/SCS demonstrates conformity with the federal requirements (through SAFE Part One Rule) and state GHG emission reduction targets.

#### Caltrans SB 743 (Chapter 386, Statutes of 2013) Implementation

In January 2019, the California Natural Resources Agency finalized updates to the CEQA Guidelines, including the incorporation of SB 743. SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers (congestion), to measuring the impact of driving (vehicle miles traveled). The change is being made by replacing the level-of-service (LOS) analysis metric for congestion with a vehicle miles of travel (VMT) metric. It also provides a streamlined review of land use and transportation projects that will help reduce

future VMT growth. This shift in transportation impact focus is intended to better align transportation impact analysis and mitigation outcomes with the state's goals to reduce GHG emissions, encourage infill development, and improve public health through more active transportation investments. July 1, 2020, is the effective statewide implementation date, and agencies may opt-in use of the new metrics earlier, if desired.

In December 2018, the Governor's Office of Planning and Research (OPR) developed recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. For land-use projects, OPR identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA. For transportation projects; however, lead agencies for roadway capacity projects have discretion to choose which metric to use to evaluate transportation impacts.

Caltrans has chosen to use VMT as the CEQA transportation metric for projects on the state highway system and are developing guidance that provides:

- A phase-in process that avoids reanalysis of certain projects already undergoing CEQA environmental analysis and project delay;
- Clarification of the type of projects requiring detailed VMT analysis;
- Identification on acceptable mitigation, including but not limited to, VMT banking, regional investment programs, and exchange mechanisms;
- Quantification tools for VMT, including induced travel and methodology for VMT-based analyses; and
- Clarification on safety and operations analysis, including tools to assess safety impacts, which could include use of LOS as an input for the safety analysis.

There are many concerns and unresolved issues with Caltrans' proposed approach to transportation impacts under CEQA. Caltrans is deviating from standard CEQA practices for evaluating project impacts. Caltrans would also require use of a generic statewide tool for analyzing project impacts, rather than a validated local travel demand model that complies with state and federal congestion management program requirements. This proposed approach would likely show significant impacts for just about any state highway capacity project in Orange County. This would result in more Environmental Impact Reports (rather than simpler and less costly environmental documents) and would require investment in all feasible mitigation measures to reduce VMT, which could significantly increase costs to taxpayers. Additionally, Caltrans' proposal does not clearly address the possibility of subarea agencies (like OCTA) developing program-level environmental documents that may help to streamline project implementation. This may be an oversight, but it should be addressed.

Comments on Caltrans' proposed guidance are due June 15, 2020. OCTA continues to engage with Caltrans as they refine the guidance and is coordinating with SCAG, SANDAG, and the other county transportation commissions on the overarching concerns for our region. Further, OCTA is providing support to Orange County local agency efforts to prepare revised local transportation impact analysis tools that address SB 743 requirements.

**Summary**

Staff continues to coordinate ongoing activities regarding transportation planning in Orange County and Southern California. As drafts of these planning documents are released, staff will review and provide comments as needed to protect the interests of OCTA. Staff will continue to keep the Board informed on the status of these ongoing activities.

**Attachments**

- A. May 2020, Regional Planning Activities
- B. Letter to Ms. Sarah Jepson, Planning Director, Southern California Association of Governments, From Kia Mortazavi, Executive Director, Planning, Orange County Transportation Authority, RE: Comments on the Draft 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy and Program Environmental Impact Report, Dated January 24, 2020
- C. Excerpt from 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Public Participation and Consultation Technical Report, Appendix 2, Comments and Responses, March 2020

**Prepared by:**

Warren Whiteaker  
Senior Transportation Analyst  
(714) 560-5748

**Approved by:**

Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741

## May 2020 Regional Planning Activities

### U.S. National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (EPA)

Summary	Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
<p><b>The Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks</b></p> <p>On September 27, 2019, U.S. Department of Transportation’s NHTSA and EPA jointly issued Part One Rule of the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule. Part One Rule affirms NHTSA’s statutory authority to set nationally applicable Corporate Average Fuel Economy (CAFE) standards that preempts state and local programs and withdraws the Clean Air Act preemption waiver that it granted to the State for the California Air Resources Board (CARB) greenhouse gas (GHG) and Zero-Emission Vehicle programs.</p> <p>In response, CARB developed and released off-model adjustment factors for the Emission Factor (EMFAC) emissions model to account for the impact of the Part One Rule. EPA subsequently affirmed the continuing use of EMFAC off-model adjustments for transportation conformity determinations.</p> <p>On March 30, 2020, NHTSA and EPA jointly issued final rules (Part Two Rule) to roll back the CAFE and vehicle GHG emissions standards promulgated under the Obama Administration.</p> <p>The EMFAC off-model adjustment factors only account for the impact of the Part One Rule, not the pending Part Two Rule. It is anticipated that the Part Two Rule will require further adjustments to the EMFAC emissions model, potentially delaying new transportation conformity determinations.</p>	<p><u>September 2019</u> – NHTSA and EPA issued final rule for Part One</p> <p><u>November 2019</u> – Part One effective</p> <p><u>March 2020</u> – Part One EMFAC adjustments approved</p> <p><u>March 2020</u> – NHTSA and EPA issued final rule for Part Two</p> <p><u>June 2020</u> – Part Two effective</p> <p><u>TBD</u> – Part Two EMFAC adjustments approved</p>	<p>Monitor rule making process to determine opportunities to limit delay or loss of funding for Orange County projects.</p>	<p>Coordinate with the Southern California Association of Governments (SCAG) and California Association of Councils of Government.</p>

## May 2020 Regional Planning Activities

### California Department of Transportation (Caltrans)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<b>Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes</b>	<p>Caltrans District 12 is studying implementation of HOT lanes on I-5 between the Los Angeles County line and State Route 55. Caltrans District 12 staff stated this effort is District 12's highest planning priority at this time. District 12 finalized a project study report (PSR) and a concept of operations (ConOps) in November 2019 and presented a summary to the OCTA Board of Directors (Board) in December 2019. The OCTA Board requested that Caltrans include an HOV 3+ occupancy alternative as part of the subsequent environmental studies.</p>	<p><u>January 2019</u> – Comments submitted on 65 percent draft ConOps and PSR</p> <p><u>April 2019</u> – Comments submitted on 95 percent draft PSR</p> <p><u>November 2019</u> – Caltrans finalized ConOps and PSR</p> <p><u>Summer 2020</u> – Caltrans anticipated to initiate environmental studies for I-5 Managed Lanes</p>	<p>Prioritize corridor-wide (general purpose and carpool lanes) operational benefits and reliability.</p>	<p>Coordinate with Caltrans and other partner agencies throughout development of the ConOps, PSR, and subsequent studies.</p>
<b>Updates to the California Environmental Quality Act (CEQA) Guidelines incorporating SB 743 (Chapter 386, Statutes of 2013)</b>	<p>A key element of the update is the focus on promoting the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses, as required by SB 743. This puts an emphasis on the use of vehicle miles traveled for determining transportation impacts in CEQA documents.</p> <p>For transportation projects, lead agencies have discretion over how to evaluate a project's transportation impact. However, the evaluation criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.</p> <p>Caltrans is drafting guidance for evaluation criteria consistent with SB 743 for transportation projects involving the state highway system.</p>	<p><u>December 2018</u> - Governor's Office of Planning and Research released technical advisory on evaluating transportation impacts in CEQA pursuant to SB 743</p> <p><u>January 2019</u> – Office of Administrative Law approved new regulations for implementing CEQA, including changes related to SB 743</p> <p><u>Anticipated April 2020</u> – Caltrans released guidance on evaluating transportation projects involving the state highway system</p> <p><u>July 2020</u> – Lead agencies must comply with latest CEQA guidelines, including those related to SB 743</p>	<p>Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.</p>	<p>Prepare internal procedures to address final rule.</p> <p>Coordinate with SCAG on opportunities to tier off programmatic-level environmental documents.</p>

## May 2020 Regional Planning Activities

### Caltrans (continued)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<b>California Transportation Plan (CTP) 2050</b>	Update to the state's Long-Range Transportation Plan (LRTP), which establishes strategic goals, policies, and recommendations to improve multimodal mobility and accessibility while reducing GHG emissions.	<p><u>2018</u> – Public and stakeholder engagement, tribal listening sessions, future of mobility white paper</p> <p><u>2019</u> – Transportation scenario development, economic and transportation modeling, and technical reviews</p> <p><u>2020</u> – Public workshop report, implementation plan, and final plan</p> <p><u>2021</u> – Implement CTP strategies and recommendations</p>	<p>Ensure that the goals, policies, and strategies do not conflict with OCTA plans or projects.</p> <p>Emphasize the need for any CTP strategies to be vetted at the local and regional levels, prior to including in local/regional plans.</p>	<p>Participate in stakeholder workshops.</p> <p>Provide comments.</p> <p>Coordinate with Caltrans.</p>

## May 2020 Regional Planning Activities

### South Coast Air Quality Management District (AQMD)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>Sales Tax Ballot Initiative Authorization</b></p>	<p>AQMD sponsored SB 732, which would have authorized the AQMD Board, or the voter initiative process, to place a sales tax increase proposal ranging from a quarter-cent up to one-cent on the 2020 ballot to fund the strategies identified in the 2016 Air Quality Management Plan. The proposal was estimated to generate up to \$1.4 billion a year for air pollution emission reduction, including providing incentives to businesses to promote the development and deployment of clean technology and facilitate truck fleet turnover.</p> <p>It is anticipated that the same language from the prior SB 732 bill will be carried over into a new bill, AB 2241 (Calderon, Whittier).</p>	<p><u>May 2019</u> – OCTA Board adopted oppose position on SB 732</p> <p><u>January 2020</u> – AQMD requested bill be pulled to secure additional support</p> <p><u>February 2020</u> – AB 2241 introduced</p>	<p>Ensure funding sources currently utilized by OCTA are not diverted.</p> <p>Identify opportunities for funding that could benefit OCTA plans and projects.</p>	<p>Monitoring and communicating with AQMD.</p>

## May 2020 Regional Planning Activities

### SCAG

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy (2020 RTP/SCS)</b></p>	<p>Federally required transportation planning document. Addresses needs over a 20-plus year planning horizon and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity and GHG emissions reductions with budgeted levels set by EPA and CARB.</p> <p>SCAG has branded the 2020 RTP/SCS as “Connect SoCal”.</p>	<p><u>November 2018</u> – OCTA submitted projects consistent with 2018 LRTP</p> <p><u>May – June 2019</u> – SCS workshops</p> <p><u>November 2019</u> – Release draft RTP/SCS for public review</p> <p><u>January 2020</u> – OCTA submitted comments on the draft 2020 RTP/SCS</p> <p><u>May 2020</u> – SCAG to adopt final 2020 RTP/SCS</p>	<p>Ensure inclusion of projects identified in the final 2018 LRTP.</p> <p>Support policies that are consistent with OCTA positions.</p>	<p>Coordinate with SCAG and other partner agencies.</p> <p>Participate in working groups.</p> <p>Monitor SCAG policy committees.</p> <p>Review and comment on related materials.</p>
<p><b>Sustainable Communities Program</b></p>	<p>Grant program that funds sustainability planning efforts and development of local plans that support the implementation of the 2016 RTP/SCS. The grant program is comprised of three main categories: active transportation, integrated land use, and green region initiative projects.</p> <p>Four Orange County projects were selected for funding through the 2018 Sustainable Communities Program. Seven Orange County projects were selected for funding through the 2017 active transportation call for proposals. An additional seven Orange County projects were previously selected through the 2016 call for proposals.</p>	<p><u>March 2019</u> – SCAG Regional Council approved 2018 Sustainable Communities Program</p>	<p>Funding opportunity for Orange County planning efforts.</p>	<p>Coordinate with SCAG and partner agencies, as necessary, to initiate the projects in a timely manner.</p>

## May 2020 Regional Planning Activities

### San Diego Association of Governments (SANDAG)

Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>2019 Federal RTP and 2021 Regional Plan</b></p> <p>Federal and state laws require that SANDAG complete an RTP/SCS every four years. Under this timeline, the next RTP/SCS would have been required by October 2019. In February 2019, the SANDAG Board approved an action plan to postpone the next RTP/SCS to late 2021.</p> <p>To do so, AB 1730 was passed, which allows SANDAG's current 2015 RTP/SCS and its associated CEQA document to remain valid after October 2019.</p> <p>SANDAG prepared the 2019 Federal RTP to comply with federal requirements and obtain an air quality conformity finding from the U.S. Department of Transportation.</p>	<p><u>February 2019</u> – SANDAG Board approved action plan to develop 2021 Regional Plan</p> <p><u>October 2019</u> – SANDAG Board adopted 2019 Federal RTP</p> <p><u>Late 2021</u> – SANDAG Board to adopt 2021 RTP/SCS</p>	<p>Monitor development of plans and projects that approach the Orange County border.</p>	<p>Monitoring.</p>

## May 2020 Regional Planning Activities

### Los Angeles County Metropolitan Transportation Authority (Metro)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>2028 Olympics</b></p>	<p>The Greater Los Angeles Area must begin preparing for the 2028 Olympics. This will include greater coordination between OCTA, Metro, and other planning agencies in the area</p> <p>OCTA, in collaboration with Metro and other transit operators along the county line, recently initiated the LA-OC Transit Connections Study. The study will develop recommendations for both short-term route changes and long-term improvements based on existing and future transit needs. The effort will build on recent bus restructuring efforts at OCTA, Metro, Long Beach Transit, and Foothill Transit. In addition, the study will consider existing service and future changes to Metrolink and Metro rail transit services.</p>	<p><u>November 2, 2017</u> – Memorandum of understanding signed between OCTA and Metro</p> <p><u>November 30, 2017</u> – Metro announced the Twenty-Eight by '28 initiative</p> <p><u>January 2018</u> – Metro Board approved a list of projects, 20 of which are already slated for completion by 2028 and eight require additional funding (estimated at \$26.2 billion) to deliver by 2028</p> <p><u>September 2018</u> – Metro Board directed development of Twenty-Eight by '28 funding plan</p> <p><u>December 2018</u> – Twenty-Eight by '28 Program Financing/Funding White Paper, which included recommendations for congestion pricing as new source of revenue</p> <p><u>June 2019</u> – OCTA executed contract to begin the LA-OC Transit Connections Study</p> <p><u>September 2019</u> – Metro initiated for Congestion Pricing Feasibility Study</p>	<p>Coordinate with Metro and the City of Los Angeles as preparations begin for the 2028 Olympics.</p> <p>Monitor development of financing/ funding strategy and potential implementation of the Twenty-Eight by '28 program of projects.</p> <p>Coordinate with Metro on a new intercounty study.</p>	<p>Coordinate with Metro and other partner agencies.</p>

## May 2020 Regional Planning Activities

### Metro (continued)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<b>Gold Line Eastside Transit Corridor Phase 2</b>	<p>Study of three alternatives for extending the Metro L Line (Gold) to more eastern Los Angeles County communities. One alternative traverses the northern side of State Route 60 (SR-60), another travels along Washington Boulevard, terminating near Orange County, and the third would build both the SR-60 and Washington Boulevard alignments.</p> <p>In February 2020, the Metro Board of selected the “Washington Alternative” for further evaluation.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>February 2020</u> – Metro Board approved proceeding with CEQA only for the project’s environmental process and withdrawing the SR-60 and combined alternatives from further consideration in the environmental study</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>

## May 2020 Regional Planning Activities

### Metro (continued)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<b>West Santa Ana Branch Transit Corridor Project</b>	<p>A new 19-mile light rail transit line that would connect downtown Los Angeles to southeastern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>Summer 2017</u> – Initiated environmental studies and conducted public scoping meetings</p> <p><u>March 2018</u> – Four additional northern alignment options evaluated</p> <p><u>May 2018</u> – Two of the four northern alignment options added to environmental studies</p> <p><u>July 2018</u> – Additional scoping meetings</p> <p><u>December 2020</u> – Anticipate release of draft environmental document for public comment</p> <p><u>April 2021</u> – Anticipate selection of a locally preferred alternative</p> <p><u>2028</u> – Anticipate opening service</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>
<b>Countywide Express Lanes Strategic Plan</b>	<p>Establishes a vision for a system of Express Lanes for Los Angeles County that is intended to address federal performance standards and provide a more reliable and faster travel option, utilizing existing capacity in carpool lanes.</p> <p>Express lanes on Interstate 105 and Interstate 10 (from Interstate 605 to San Bernardino County line) included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>Pending</u> – Initiation of planning studies and a financial plan for the Tier 1 projects that are intended to be delivered in the next five to ten years</p>	<p>Monitor development of plans and projects that approach the Orange County border.</p>	<p>Monitoring.</p>

## May 2020 Regional Planning Activities

### Transportation Corridor Agencies (TCA)

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>South County Traffic Relief Effort Project Approval/Environmental Review</b></p>	<p>Project initiation document (PID) developed by TCA to identify and analyze potential alternatives for toll road alignments in southern Orange County.</p> <p>With PID approval from Caltrans, TCA initiated scoping for the Project Approval/Environmental Document (PA/ED) phase of project development.</p> <p>Based on technical work, public input, and policy direction, three alternatives are proposed to move forward in the project development process. These include a non-tolled extension of Los Patrones Parkway from Cow Camp Road to Avenida La Pata, widening of Ortega Highway between Calle Entradero to Reata Road, and extension of the I-5 carpool lane from Avenida Pico to the San Diego County line.</p>	<p><u>November 2018</u> – TCA Board approved a \$5 million contract to initiate PA/ED and directed TCA staff to return at the conclusion of the scoping phase to seek authorization to proceed.</p> <p><u>May 2019</u> – Caltrans approved PID</p> <p><u>November 2019 through February 2020</u> – formal scoping period</p> <p><u>March 2020</u> – TCA Board direct staff to work with the County of Orange and other stakeholders to prepare a project development plan for the Los Patrones Parkway non-tolled extension, approved recommendations to support Caltrans and OCTA efforts to advance the I-5 carpool lane improvements from Avenida Pico to the San Diego County line area, and approved supporting plans to complete the widening of Ortega Highway in the City of San Juan Capistrano.</p>	<p>Ensure consistency with OCTA plans and projects.</p>	<p>Coordinate with TCA and other stakeholder agencies. Provide comments as necessary.</p>

**TCA (continued)**

	Summary	Key Dates	(OCTA) Interest	OCTA Role
<p><b>Transportation Control Measure (TCM) substitution</b></p>	<p>TCA is seeking to remove the TCM designation from three portions of TCA facilities: 1) the San Joaquin Hills Transportation Corridor (FTIP Project ID: ORA10254), 2) the Eastern Transportation Corridor (ORA050), and 3) the Foothill Transportation Corridor-North (ORA051).</p> <p>TCA is working with OCTA and SCAG on next steps, including a formal substitution. TCA will participate in interagency consultation on any requested TCM substitutions through SCAG's Transportation Conformity Working Group.</p> <p>As part of the 2020-2045 RTP/SCS development process, SCAG, TCA, and OCTA were able to extend the TCM deadline for these three projects from December 31, 2020, to December 31, 2022.</p>	<p><u>Summer 2020</u> – Initiate formal substitution process with SCAG</p> <p><u>Fall 2020</u> – Presentation to the SCAG Transportation Conformity Working Group</p> <p><u>Fall 2020</u> – Present to the SCAG Energy and Environment Committee and Regional Council for approval</p> <p><u>2021</u> – Anticipate CARB and EPA concurrence</p>	<p>Avoid potential impacts to regional transportation funding.</p>	<p>Coordinating with SCAG and TCA.</p>



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Ms. Sarah Jepson  
Planning Director  
Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700  
Los Angeles, CA 90017

Re: **Comments on the Draft 2020-2045 Regional Transportation Plan/  
Sustainable Communities Strategy and Program Environmental Impact  
Report**

Dear Ms. Jepson:

Thank you for the opportunity to comment on the Southern California Association of Governments' (SCAG) draft 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), and associated Program Environmental Impact Report (PEIR). The draft RTP/SCS and PEIR reflect the transportation and funding challenges that the region will face in the coming years. These documents are critical to the region's ability to improve mobility, and to operate and maintain the transportation system.

The Orange County Transportation Authority (OCTA) appreciates that SCAG has included the commitments identified in OCTA's 2018 Long-Range Transportation Plan (LRTP), as well as demographic forecasts approved and submitted by the Orange County Council of Governments. Additionally, OCTA recognizes the hard work and cooperation of SCAG staff throughout the RTP/SCS and PEIR development process.

In reviewing the draft RTP/SCS and PEIR, OCTA has identified several policy and technical matters that require attention. These primarily focus on regional strategies that go above and beyond the projects submitted by the county transportation commissions (CTCs). The regional strategies include assumptions for new revenue sources, passenger rail assumptions, regional express lanes, and other investments beyond the LRTP. Additionally, OCTA recommends refining the mapping of High-Quality Transit Areas (HQTAs) to accurately reflect areas of transit accessibility.

**New Revenue Sources and Innovative Financing Strategies**

The draft RTP/SCS suggests that without the use of anticipated new revenue sources and innovative financing strategies, the region faces a funding shortfall of approximately \$139.4 billion (in year-of-expenditure dollars [YOES]). The following

guiding principles were used to identify reasonably available funding sources to address the shortfall:

- Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for transportation funds, and ensures an equitable distribution of costs and benefits.
- Promote national and state programs that include return-to-source guarantees, while maintaining flexibility to reward regions that continue to commit substantial local resources.
- Leverage locally available funding with innovative financing tools (e.g., tax credits and expansion of the Transportation Infrastructure Finance and Innovation Act) to attract private capital and accelerate project delivery.
- Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability, and resilience.

Utilizing these principles, the draft RTP/SCS identifies seven anticipated revenue sources and innovative funding strategies projected to generate \$139.4 billion (YOES) over the planning horizon. Two sources combined (mileage-based user fee and local road charge program) would account for nearly 86 percent of the identified new revenues sources. As noted in the draft RTP/SCS, several requisite actions are anticipated before full deployment of these new transportation user fees would be realized.

OCTA recommends that SCAG staff provide regular updates to the SCAG Transportation Committee and Regional Council regarding the key implementation factors of new transportation user fees, including but not limited to:

- Technology and associated privacy issues,
- Cost of implementation and administrative methods for fee collection/revenue allocation,
- Equity concerns and exemptions/credits, as applicable,
- Rate structures and associated impacts including evaluation of flat rates, differential pricing by type of vehicle including size and weight, time-of-day, and potentially emissions (including GHG emissions), and
- Economic assessment.

Further, OCTA recommends that SCAG staff also work with the CTCs and other stakeholders to evaluate the impacts of the new transportation user fees on existing local transportation funding mechanisms including local option sales tax measures, express lanes and toll facilities, and consider how best to integrate the various transportation funding mechanisms. Additionally, any new user fees should include return-to-source criteria to ensure equitable distribution of funds.

Passenger Rail Assumptions

The draft RTP/SCS assumes the Metrolink Southern California Optimized Rail Expansion (SCORE) Program capital components are completed by 2035 at a cost of \$10.5 billion (YOES). The SCORE Program would accommodate a significant increase in Metrolink service with up to 15-minute peak-period service on much of the Metrolink system. The draft RTP/SCS also assumes SCORE Program operating costs between 2035 and 2045 of \$3.2 billion (YOES), funded by new revenue sources and innovative funding strategies.

The draft RTP/SCS further includes phase one of the California High-Speed Rail (CHSR) Project at a regional cost of \$34.6 billion (YOES). The CHSR 2018 Business Plan redefined the initial operating segment from between the City of Merced (in the San Joaquin Valley) and the Burbank Bob Hope Airport station to between the cities of Merced and Bakersfield, with revenue service starting in late 2028. Phase one, which would span from the City of San Francisco to the City of Anaheim, is anticipated to start revenue service in 2033.

OCTA recommends that SCAG staff provide regular updates to the SCAG Transportation Committee and Regional Council regarding both the CHSR Project and the Metrolink SCORE Program. OCTA recommends that SCAG staff coordinate efforts to develop an integrated capital and operating plan for the CHSR Project and the Metrolink SCORE Program. Additionally, OCTA suggests that SCAG staff assist Metrolink and the CTCs in detailing implementation steps for the SCORE Program including securing new revenue sources to support operations at the levels assumed in the draft RTP/SCS.

Regional Express Lane Network

The draft RTP/SCS generally carries over the proposed regional express lane network included in the adopted 2016-2040 RTP/SCS. The draft RTP/SCS proposed regional express lane network segments would add the following Orange County express lane segments:

Facility	From	To
I-405	SR-55	Los Angeles County line
SR-73	MacArthur Boulevard	I-405
SR-55	I-405	SR-91
I-605	I-405	Los Angeles County line

I-405 – Interstate 405  
SR-91 – State Route 91

SR-55 – State Route 55  
I-605 – Interstate 605

SR-73 – State Route 73

The draft RTP/SCS proposed regional express lane network also identifies express lane connectors in Orange County at the following interchanges: I-405/I-605, I-405/SR-73, I-405/SR-55, SR-55/I-5, and SR-55/SR-91.

The draft RTP/SCS should recognize that the OCTA Board of Directors has not approved conversion from high-occupancy vehicle to tolled express lanes for SR-55, SR-73, I-605, or on I-405 north of I-605 as depicted in the proposed regional express lanes network. Furthermore, the draft RTP/SCS should clearly recognize that the proposed regional express lane network is subject to further study to evaluate right-of-way impacts, community issues, and overall feasibility.

#### Other Investments Beyond the 2018 LRTP

The draft RTP/SCS proposes several other investments in addition to those noted herein that affect Orange County and go beyond the LRTP. Examples include:

- \$6 billion (YOES) to expand bus service in high-quality transit corridors,
- \$2 billion (YOES) for a plug-in electric vehicle rebate program,
- \$5 billion (YOES) for safety initiatives,
- \$2 billion (YOES) in a mobility equity fund,
- \$3 billion (YOES) for housing-supportive infrastructure, and
- \$2 billion (YOES) for pooled incentives.

SCAG staff have stated that these investments are being funded with new revenue sources and innovative financing strategies.

An additional emphasis is also placed on active transportation improvements with the draft RTP/SCS proposing to invest \$22.5 billion (YOES). About \$3.7 billion (YOES) of the total investment reflects active transportation projects submitted by CTCs. SCAG proposes investing another \$14 billion (YOES) from the draft RTP/SCS new revenue sources and innovative financing strategies. SCAG then estimates that the remaining \$4.8 billion (YOES) would be invested in active transportation components of roadway operations and maintenance efforts.

OCTA recognizes that it is within SCAG's purview to plan for regional strategies that enhance transportation; however, it should be noted that OCTA is committed to delivering the projects within the LRTP. The draft RTP/SCS should clearly state that the regional strategies suggest improvements beyond the projects submitted by OCTA, and that the implementation of the strategies is subject to availability of new revenue sources and the necessary project development and review processes by the implementing agencies. OCTA will only consider additional investments after new revenues are realized and identified to account for these additional improvements.

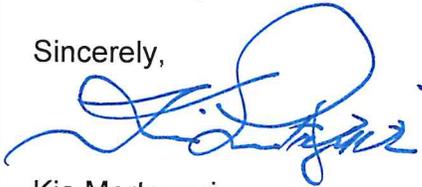
Ms. Sarah Jepson  
January 24, 2020  
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Mapping of HQTAs

As noted in the draft RTP/SCS, HQTAs are defined as “generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, and is within one half-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.” The draft RTP/SCS further notes that SCAG based the definition on language in SB 375 (Chapter 728, Statutes of 2008), which defines Major Transit Stops and HQTcs. OCTA recommends revising the mapping of HQTAs in the RTP/SCS to reflect the nuance with certain HQTcs that fail to meet the “walkable corridor” characterization. Namely, freeway-running segments of HQTcs are clearly not walkable and should be treated like a rail transit service, focusing only on stop locations when operating on a freeway. Additionally, OCTA notes that subsequent use of HQTAs for other planning activities and/or policy decisions should recognize that transit agencies adjust existing service on a regular basis and planned improvements are expected to be implemented by the RTP/SCS horizon year of 2045. For example, planned improvement could fall outside the Sixth Cycle Regional Housing Needs Assessment timeframe. Transit planning studies may also be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG.

Additional technical comments will be submitted separately. OCTA appreciates SCAG’s work on the RTP/SCS and PEIR and looks forward to the adoption of the final 2020-2045 RTP/SCS and PEIR in April. If you have further questions, please contact Greg Nord, Section Manager II, at (714) 560-5885 or [gnord@octa.net](mailto:gnord@octa.net).

Sincerely,



Kia Mortazavi  
Executive Director, Planning

KM:ww

c: Executive Staff

ATTACHMENT C

**Excerpt from 2020-2045 Regional Transportation Plan/  
Sustainable Communities Strategy**

**Public Participation and Consultation Technical Report  
Appendix 2, Comments and Responses**

**March 2020**

ID	Comment	Response
<i>Submitted by</i> <b>Orange County Council of Governments</b>		Submittal 0001497 <a href="#">Related Documents Link</a>
0001497.09	p. 37, column 1[see redline edit #18 on pg.63 of attachment]	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001497.10	p. 37, column 2[see redline edit #19 on pg.63 of attachment]	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001497.11	p. 38, column 1[see redline edit #12 on pg.64 of attachment]	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001497.12	p. 38, column 2[see redline edit #21 on pg.64 of attachment]	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001497.13	Pg. 39 4th bullet: sentence is not finished	Comment noted. The Transportation Safety & Security Technical Report has been updated to reflect the following combined action: SCAG will continue to represent Southern California on the California Strategic Highway Safety Plan (SHSP) Steering Committee, the California Walk Bike Technical Advisory Committee, and the Active Transportation Program Technical Advisory Committee.
0001497.14	Pg. 39 5th bullet: First part of the sentence is missing	Comment noted. The Transportation Safety & Security Technical Report has been updated to reflect the following combined action: SCAG will continue to represent Southern California on the California Strategic Highway Safety Plan (SHSP) Steering Committee, the California Walk Bike Technical Advisory Committee, and the Active Transportation Program Technical Advisory Committee.
0001497.15	Pg. 40 Urban areas are usually multi-modal and have more conflict points. Asspeed increases, driver focuses less on surroundings, [and the driver's]field of vision & ability to see pedestrians, bicyclists or carsentering the roadway is diminished.	Comment noted. The Transportation Safety & Security Technical Report has been updated.
<i>Submitted by</i> <b>Orange County Transportation Authority</b>		Submittal 0001498 <a href="#">Related Documents Link</a>
0001498.01	1.All Documents Multiple locations Define acronyms before first use. For example, SB 375 appears first on page 2 but initially defined on page 41 of the main book.	Comment noted. The edits have been made to text wherever applicable.
0001498.02	2.All documentsMultiple locations Improve consistency in writing style—examples include spelling out percent vs. %, inconsistent number of decimal places when directly comparing values, uses of dash vs. en dash / em dash, capitalization of Plan vs. plan (when it is referring to Connect SoCal), etc.	Comment noted. The edits have been made to text wherever applicable.
0001498.03	3.All documentsMultiple locations Consider adding “Note: Numbers may not sum to total due to rounding” to applicable tables and graphics.	Comment noted. SCAG will consider your suggestion in the Final Connect SoCal.
0001498.04	4.pg. 5; right column; Core VisionDifferentiate the following text with formatting and/or spacing: “Progress and next steps to advance the Core Vision can be found throughout Chapter 3”. Otherwise, it appears to be part of the Core Vision.	Comment noted. The edits have been made to text wherever applicable.
0001498.05	5.Pg. 5; right column; Key Connections Differentiate the following text with formatting or spacing: “Key connections can be found in Chapter 3”. Otherwise, it appears to be part of the Key Connections.	Comment noted. The edits have been made to text wherever applicable.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001498 <a href="#">Related Documents</a> <a href="#">Link</a>
0001498.06	6. Pg. 5; right column; Economic Impact For jobs values, consider displaying in thousands to be more consistent with other values listed. Also, missing “per year” notation as these are average annual jobs.	Comment noted. The edits have been made to text wherever applicable.
0001498.07	7. Pg. 5; right column; Plan Benefits Verify values as it appears to be inconsistent with the Performance Measures Technical Report.	Comment noted. The edits will be made to ensure consistency between documents wherever applicable.
0001498.08	8. Pg. 8; right column; Laws that guide the Plan; 1st bullet. Verify that the reference be to “U.S.C.”, as in United States Code.	Comment noted. The edits have been made to text wherever applicable.
0001498.09	9. Pg. 11; left column; How the Plan was developed; 3rd paragraph Requested edits:SCAG worked closely with each of the six county transportation commissions throughout 2018 to update the list of regionally significant transportation projects that was established in Connect SoCal’s predecessor, the 2016 RTP/SCS. Each county transportation commission in turn worked with their partner transportation agencies (including applicable transit providers, rail operators, marine port and airport authorities and Caltrans District offices) to finalize a list of county-priority projects to submit to SCAG. This effort culminated in a comprehensive update to the list of programs and projects, which numbers in the thousands. SCAG worked collaboratively with key stakeholders to identify additional regional initiatives that go beyond county-level commitments and are intended to address challenges that are uniquely regional in nature.	Comment noted. The edits have been made to text wherever applicable.
0001498.10	10. Pg. 11; left column; How the Plan was developed; 4th paragraph; 5th line Replace “New Mobility” with “Mobility Innovations”	Comment noted. SCAG will consider your recommendation wherever applicable.
0001498.11	11. Pg. 11; right column; How the Plan was developed; 3rd paragraph Suggested edits: Feedback received through our CBO partners was used to identify areas where the Plan could be refined to meaningfully reflect the priorities and concerns of these traditionally underserved groups, particularly because they have historically been disproportionately burdened by the negative outcomes associated with land use patterns and transportation policies. Highlights of what we heard from them include:	Comment noted. The edits have been made to text wherever applicable.
0001498.12	12.Pg. 13; right column; Connect SoCal technical reports Revise "Economic & Job Creation Analysis Jobs Forecast	Comment noted. The edits have been made to text wherever applicable.
0001498.13	13.Pg. 19; left column; Structural economic changes; last paragraph; last sentence Suggest revising to reflect that local option sales tax measures fund not only future transportation infrastructure but also help to maintain the existing transportation system.	Clarified.
0001498.14	14. Pg. 22; Table 2.1, Share of Total Growth (2008-2016) Verify values as the majority appear to be inconsistent with the Demographics and Growth Forecast Technical Report.	Verified for consistency and updated.
0001498.15	15. Pg. 27, Exhibit 2.4 Request adding SR-55 between I-405 and I-5 as a Major Freight Highway Corridor based on truck volumes.	Please note that the referenced segment is included as a part of the primary highway freight system.
0001498.16	16.Pg. 29; Transportation system; 2nd, 3rd, and 5th bullets Tables 2.2 and 2.3 do not differentiate between bicycling and walking, so statements in bullets cannot be confirmed. Also, verify if the statements are accurate, comparing the numbers from the Demographic and Growth Forecast Technical Report, the statements appear to be unsupported.	Statements confirmed and modified as necessary.

ID	Comment	Response
<p><i>Submitted by</i> <b>Orange County Transportation Authority</b> <span style="float: right;">Submittal 0001498 <a href="#">Related Documents</a> <a href="#">Link</a></span></p>		
0001498.17	17.Pg. 29; right column; Transportation system; last bullet Total number of trips are not addressed in Table 2.3, so the statement cannot be confirmed.	Updated to reflect data from the table.
0001498.18	18. Pg. 32; right column; Affordable housing; last paragraph Add the source for the economic benefits of new housing construction.	Reference added.
0001498.19	19.Pg. 41; left column; Access & mobility; 1st paragraph Clarify what is “outdated road technology”.	Comment noted. "Outdated road technology" is a generic expression used to describe obsolete technology associated with roadways, that could be related to pavement, roadway safety, signage, ITS etc.
0001498.20	20. Pg. 41; left column; Access & mobility; 2nd paragraph Provide a reference to Congestion Management Technical Report.	Comment noted.
<p><i>Submitted by</i> <b>Orange County Transportation Authority</b> <span style="float: right;">Submittal 0001499 <a href="#">Related Documents</a> <a href="#">Link</a></span></p>		
0001499.01	Thank you for the opportunity to comment on the Southern California Association of Governments' (SCAG) draft 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), and associated Program Environmental Impact Report (PEIR). The draft RTP/SCS and PEIR reflect the transportation and funding challenges that the region will face in the coming years. These documents are critical to the region's ability to improve mobility, and to operate and maintain the transportation system.The Orange County Transportation Authority (OCTA) appreciates that SCAG has included the commitments identified in OCTA's 2018 Long-Range Transportation Plan (LRTP), as well as demographic forecasts approved and submitted by the Orange County Council of Governments. Additionally, OCTA recognizes the hard work and cooperation of SCAG staff throughout the RTP/SCS and PEIR development process.	Thank you for your comments on Connect SoCal and its associated PEIR. Comments noted.
0001499.02	In reviewing the draft RTP/SCS and PEIR, OCTA has identified several policy and technical matters that require attention. These primarily focus on regional strategies that go above and beyond the projects submitted by the county transportation commissions (CTCs). The regional strategies include assumptions for new revenue sources, passenger rail assumptions, regional express lanes, and other investments beyond the LRTP. Additionally, OCTA recommends refining the mapping of High-Quality Transit Areas (HQTAs) to accurately reflect areas of transit accessibility.	Thank you for your comment. As this is an introductory statement, your specific comments and responses are addressed separately.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001499 <a href="#">Related Documents</a> <a href="#">Link</a>
0001499.03	<p>New Revenue Sources and Innovative Financing StrategiesThe draft RTP/SCS suggests that without the use of anticipated new revenuesources and innovative financing strategies, the region faces a funding shortfall ofapproximately \$139.4 billion (in year-of-expenditure dollars [YOE\$]). The following guiding principles were used to identify reasonably available funding sources toaddress the shortfall:Establish a user fee-based system that better reflects the true cost oftransportation, provides firewall protection for transportation funds, andensures an equitable distribution of costs and benefits.Promote national and state programs that include return-to-sourceguarantees, while maintaining flexibility to reward regions that continue tocommit substantial local resources.Leverage locally available funding with innovative financing tools (e.g., taxcredits and expansion of the Transportation Infrastructure Finance andInnovation Act) to attract private capital and accelerate project delivery.Promote local funding strategies that maximize the value of public assetswhile improving mobility, sustainability, and resilience.</p>	Comment noted.
0001499.04	<p>Utilizing these principles, the draft RTP/SCS identifies seven anticipated revenuesources and innovative funding strategies projected to generate \$139.4 billion(YOE\$) over the planning horizon. Two sources combined (mileage-based user feeand local road charge program) would account for nearly 86 percent of the identifiednew revenues sources. As noted in the draft RTP/SCS, several requisite actions areanticipated before full deployment of these new transportation user fees would berealized .</p>	Comment noted.
0001499.05	<p>OCTA recommends that SCAG staff provide regular updates to the SCAGTransportation Committee and Regional Council regarding the key implementationfactors of new transportation user fees, including but not limited to:• Technology and associated privacy issues,• Cost of implementation and administrative methods for fee collection/revenueallocation,Equity concerns and exemptions/credits, as applicable,Rate structures and associated impacts including evaluation of flat rates,differential pricing by type of vehicle including size and weight, time-of-day,and potentially emissions (including GHG emissions), andEconomic assessment.</p>	Comment noted.
0001499.06	<p>Further, OCTA recommends that SCAG staff also work with the CTCs and otherstakeholders to evaluate the impacts of the new transportation user fees on existinglocal transportation funding mechanisms including local option sales tax measures,express lanes and toll facilities, and consider how best to integrate the varioustransportation funding mechanisms. Additionally, any new user fees should includereturn-to-source criteria to ensure equitable distribution of funds.</p>	Thank you for your comment. The Transportation Finance Technical Report specifies that return-to-source guarantees for federal and state programs is a guiding principle used to identify reasonably available revenues. SCAG will update the plan to clarify that this guiding principle applies to local funding programs as well. Further, SCAG continues to work with the CTCs and other stakeholders to further evaluate new transportation user fee initiatives.
0001499.07	<p>Passenger Rail AssumptionsThe draft RTP/SCS assumes the Metrolink Southern California Optimized RailExpansion (SCORE) Program capital components are completed by 2035 at a costof \$10.5 billion (YOE\$). The SCORE Program would accommodate a significantincrease in Metrolink service with up to 15-minute peak-period service on much ofthe Metrolink system. The draft RTP/SCS also assumes SCORE Program operatingcosts between 2035 and 2045 of \$3.2 billion (YOE\$), funded by new revenuesources and innovative funding strategies.</p>	Comment noted.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001499 <a href="#">Related Documents</a> <a href="#">Link</a>
0001499.08	The draft RTP/SCS further includes phase one of the California High-SpeedRail (CHSR) Project at a regional cost of \$34.6 billion (YOES). The CHSR 2018Business Plan redefined the initial operating segment from between theCity of Merced (in the San Joaquin Valley) and the Burbank Bob Hope Airport stationto between the cities of Merced and Bakersfield, with revenue service starting in late2028. Phase one, which would span from the City of San Francisco to theCity of Anaheim, is anticipated to start revenue service in 2033.	Comment noted.
0001499.09	OCTA recommends that SCAG staff provide regular updates to the SCAGTransportation Committee and Regional Council regarding both the CHSR Projectand the Metrolink SCORE Program. OCTA recommends that SCAG staff coordinateefforts to develop an integrated capital and operating plan for the CHSR Project andthe Metrolink SCORE Program. Additionally, OCTA suggests that SCAG staff assistMetrolink and the CTCs in detailing implementation steps for the SCORE Programincluding securing new revenue sources to support operations at the levels assumedin the draft RTP/SCS.	Thank you for your comment. SCAG is actively working with its rail partners, including CHSRA, the LOSSAN Agency and the Southern California Regional Rail Authority in the planning, coordination and funding of these critical rail projects to increase mobility in our region. SCAG also regularly updates its Regional Council and Transportation Committee on passenger rail updates.
0001499.10	Regional Express Lane NetworkThe draft RTP/SCS generally carries over the proposed regional express lanenetwork included in the adopted 2016-2040 RTP/SCS. The draft RTP/SCS proposedregional express lane network segments would add the following Orange Countyexpress lane segments:Facility1-405SR-73SR-551-6051-405- Interstate 405SR-91 -State Route 91FromSR-55MacArthur Boulevard1-4051-405SR-55- State Route 551-605- Interstate 605ToLos Angeles County line1-405SR-91Los Angeles County lineSR-73- State Route 73	Comment noted.
0001499.11	The draft RTP/SCS proposed regional express lane network also identifies expresslane connectors in Orange County at the following interchanges: 1-405/1-605,1-405/SR-73, 1-405/SR-55, SR-55/1-5, and SR-55/SR-91.The draft RTP/SCS should recognize that the OCTA Board of Directors has notapproved conversion from high-occupancy vehicle to tolled express lanes for SR-55,SR-73, 1-605, or on 1-405 north of 1-605 as depicted in the proposed regional expresslanes network. Furthermore, the draft RTP/SCS should clearly recognize that theproposed regional express lane network is subject to further study to evaluateright-of-way impacts, community issues, and overall feasibility.	Thank you for your comment. SCAG, in partnership with the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), the Los Angeles County Metropolitan Transportation Authority (Metro), the Orange County Transportation Authority (OCTA), the San Bernardino Associated Governments (SANBAG), and the Riverside County Transportation Commission (RCTC) collaborated on the development of a regional concept of operations for a regional express lane network. The Concept of Operations provides a blueprint for a regional express lane network that integrates express lane facilities into a regional system with consistent or compatible operating, design and policy rules. This development process also resulted in the recommended regional express lane network identified in Connect SoCal and in the previously adopted 2016 RTP/SCS. SCAG recognizes that the network identified from this prior effort will continue to evolve as our respective partner agencies further study projects.
0001499.12	Other Investments Beyond the 2018 LRTPThe draft RTP/SCS proposes several other investments in addition to those notedherein that affect Orange County and go beyond the LRTP. Examples include:• \$6 billion (YOES) to expand bus service in high-quality transit corridors,• \$2 billion (YOES) for a plug-in electric vehicle rebate program,• \$5 billion (YOES) for safety initiatives,\$2 billion (YOES) in a mobility equity fund,\$3 billion (YOES) for housing-supportive infrastructure, and\$2 billion (YOES) for pooled incentives.SCAG staff have stated that these investments are being funded with new revenuesources and innovative financing strategies.	Comment noted.

ID	Comment	Response
<p><i>Submitted by</i> <b>Orange County Transportation Authority</b> <span style="float: right;">Submittal 0001499 <a href="#">Related Documents</a> <a href="#">Link</a></span></p>		
0001499.13	<p>An additional emphasis is also placed on active transportation improvements with the draft RTP/SCS proposing to invest \$22.5 billion (YOE\$). About \$3.7 billion(YOE\$) of the total investment reflects active transportation projects submitted byCTCs. SCAG proposes investing another \$14 billion (YOE\$) from the draft RTP/SCSnew revenue sources and innovative financing strategies. SCAG then estimates thatthe remaining \$4.8 billion (YOE\$) would be invested in active transportationcomponents of roadway operations and maintenance efforts.</p>	Thank you for your comment.
0001499.14	<p>OCTA recognizes that it is within SCAG's purview to plan for regional strategies thatenhance transportation; however, it should be noted that OCTA is committed todelivering the projects within the LRTP. The draft RTP/SCS should clearly state thatthe regional strategies suggest improvements beyond the projects submitted byOCTA, and that the implementation of the strategies is subject to availability of newrevenue sources and the necessary project development and review processes bythe implementing agencies. OCTA will only consider additional investments after newrevenues are realized and identified to account for these additional improvements.</p>	Comment noted.
0001499.15	<p>Mapping of HQTAsAs noted in the draft RTP/SCS, HQTAs are defined as "generally a walkable transitvillage or corridor, consistent with the adopted RTP/SCS, and is within one half-mileof a well-serviced transit stop or a transit corridor with 15-minute or less servicefrequency during peak commute hours." The draft RTP/SCS further notes that SCAGbased the definition on language in SB 375 (Chapter 728, Statutes of 2008), whichdefines Major Transit Stops and HQTcs. OCTA recommends revising the mappingof HQTAs in the RTP/SCS to reflect the nuance with certain HQTcs that fail to meetthe "walkable corridor" characterization . Namely, freeway-running segments ofHQTcs are clearly not walkable and should be treated like a rail transit service,focusing only on stop locations when operating on a freeway. Additionally, OCTAnotes that subsequent use of HQTAs for other planning activities and/or policydecisions should recognize that transit agencies adjust existing service on a regularbasis and planned improvements are expected to be implemented by the RTP/SCShorizon year of 2045. For example, planned improvement could fall outside the SixthCycle Regional Housing Needs Assessment timeframe. Transit planning studiesmay also be completed by transit agencies on a more frequent basis than theRTP/SCS is updated by SCAG.</p>	The definition of HQTAs will be updated to clarify that freeway transit corridors with no bus stops on the freeway alignment do not have a directly associated HQTa. Exhibits will be updated accordingly.
0001499.16	<p>Additional technical comments will be submitted separately. OCTA appreciates SCAG's work on the RTP/SCS and PEIR and looks forward to the adoption of the final 2020-2045 RTP/SCS and PEIR in Apri.</p>	Comment noted.
<p><i>Submitted by</i> <b>Orange County Transportation Authority</b> <span style="float: right;">Submittal 0001500 <a href="#">Related Documents</a> <a href="#">Link</a></span></p>		
0001500.01	<p>21 .Pg. 59; left column; Preserve &amp; optimize our current system; last sentence It would be appropriate to include the investment in regionally significant local streets and roads and not just the State Highway System.</p>	Comment noted. Suggested changes will be considered in the Final Connect SoCal.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001500 <a href="#">Related Documents</a> <a href="#">Link</a>
0001500.02	22. Pg. 59; right column; Planning for 2045; 1st paragraph Suggested edit: The Plan includes \$68 billion towards preservation, operation and resiliency needs of the state highway system, and \$47.5 billion towards preservation, operation and resiliency needs of the regionally significant local streets and roads.	Comment noted. Suggested changes will be incorporated into the Final Connect SoCal.
0001500.03	23. Pg. 64; left column; Transportation system management; 1st sentence Revise to reflect that TSM is broader than ITS.	Thank you for your comment. Chapter 3, page 64, will be revised per the comment.
0001500.04	24. Pg. 73; right column; Highway & arterial network; 2nd paragraph Suggest removing toll lanes as none are indicated in exhibit or table: ...EXHIBIT 3.2 and TABLE 3.2. Projects include interchange improvements, auxiliary lanes, general purpose lanes, carpool lanes, toll lanes and Express/HOT lanes. The complete list of projects can be found in the Project List Technical...	Comment noted. Suggested changes will be considered in the Final Connect SoCal.
0001500.05	25. Pg. 74; left column; Highway & arterial network; 1st paragraph; 5th line Requested edit: ...believes merits future consideration for potential inclusion in the financially constrained...	Comment noted.
0001500.06	26. Pg. 74, right column, Regional express lane network; 2nd paragraph Replace "1-105" with "I-105"	Comment noted. Suggested changes will be made in the Final Connect SoCal.
0001500.07	27. Pg. 75; Exhibit 3.2 The OCTA Board has not approved the HOV-to-HOT Direct Connector Conversions shown here.	Comment noted. Exhibit 3.2 is intended for illustrative purposes only.
0001500.08	28. Pg. 79; Exhibit 3.3 The OCTA Board has not taken an action on HOV-to-HOT Connector Conversions and the Planned Express Lane Network segments on SR-55 and SR-73 as illustrated in this exhibit. Note there is a Missing Planned Express Lane Direct Connector at SR-91 and SR-241 interchange.	Comment noted.
0001500.09	29. Pg. 81; right column; Table 3.3 Define the airport codes as many are not commonly known.	Comment noted. A footnote will be added under Table 3.3 that will read "Please refer to the Aviation and Airport Ground Access Technical Report Commercial Service Airports. The SCAG Region (FAA Code) section and Table 3: General Aviation and Reliever Airports in the SCAG Region will provide the airport names associated with FAA airport codes".
0001500.10	30. Pg. 87 & 89; Exhibits 3.4 & 3.6 Verify the location of job centers on these figure as they do not appear to match. Revise Exhibit 3.4 HQTAs mapping to remove HQTAs segments that fail to meet the "walkable corridor" characterization.	Comment noted. Exhibits 3.4 and 3.6 have been updated.
0001500.11	31. Pg. 91; Exhibit 3.8 Revise HQTAs mapping and narrative to remove HQTAs segments that fail to meet the "walkable corridor" characterization.	Comment noted. Exhibit 3.8 has been updated.
0001500.12	32. Pg. 108; Table 4.5.1; Local option sales tax measures With passage of Measure M, Los Angeles County effectively levies a permanent 2.0 percent sales tax.	Comment noted.
0001500.13	33. Pg. 108; Table 4.5.1; Highway tolls Suggest deleting "(in core revenue forecast)" since a toll revenue source is not included in the reasonable available sources.	Comment noted.

ID	Comment	Response
<i>Submitted by</i> <b>Orange County Transportation Authority</b>		
		Submittal 0001500 <a href="#">Related Documents Link</a>
0001500.14	34. Pg. 107; Table 4.4; Local road charge program Clarify if this revenue source would be indexed to maintain purchasing power.	Thank you for your comment. SCAG has updated the table to clarify that the local road charge program would be indexed to maintain purchasing power.
0001500.15	35. Pg. 114; Table 4.6.2; Active Transportation Suggest moving the asterisk from “Active Transportation” to “Regionally Significant Local Streets and Roads”	Comment noted.
0001500.16	36. Pg. 118; left column; Connect SoCal & performance-based planning; 3rd column; 4th line Suggested edit: ...that comprise the SCAG region. With the Plan, In this scenario, trips to work, schools and other...	Thank you for your comment. The language structure used in the indicated sentence in the Connect SoCal ‘Measuring Our Progress’ chapter will be reviewed for enhanced clarity.
0001500.17	37. Pg. 120, left column; Connect SoCal performance outcomes; 2nd bullet Consider a closer linkage to the definition of Baseline in the Glossary. For instance, a project programmed in the 2019 FTIP should not automatically be considered as Baseline	Thank you for your comment. The definition of ‘Baseline’ provided in the Performance Measures Technical Report will be reviewed to ensure consistency with the Connect SoCal Glossary.
0001500.18	38. Pg. 121; Connect SoCal performance profile Suggest replacing “Trend” with “Baseline”	Thank you for your comment. We will review the use of the labels ‘Trend’ and ‘Baseline’ in the context of the performance profile graphic featured in the Performance Measures Technical Report to ensure consistency with other similar graphics used in Connect SoCal.
0001500.19	39. Pg. 122; Connect SoCal performance results The note is misleading here as it is different than what has been defined elsewhere—particularly in the Glossary.	Thank you for your comment. We will review the content of the note provided in support of the ‘Connect SoCal Performance Results’ graphic in the Performance Measures Technical Report to ensure consistency with the Glossary.
0001500.20	40. Pg. 125; Table 5.1 Connect SoCal 2045 Performance Results for fatality rate and serious injury rate appear to be reversed.	Thank you for your comment in reference to Table 5.1 of the Draft Connect SoCal Performance Measures Technical Report. Your observation that the performance results for fatality rate and serious injury rate are reversed in the table is accurate. This error will be corrected in the final version of the report.
<i>Submitted by</i> <b>Orange County Transportation Authority</b>		
		Submittal 0001501 <a href="#">Related Documents Link</a>
0001501.01	41. Pg. 125; Table 5.1 The Connect SoCal 2045 Performance Results for active transportation mode share for walk share (all trips) and bike share (all trips) appear to be inconsistent with the Performance Measures Technical Report and the Active Transportation Technical Report.	Thank you for your comment. Mode share data will be updated for consistency across all technical reports.
0001501.02	42. Pg. 126; Table 5.1 Asterisked figures are associated with GHG emissions, which are not criteria air pollutants. Suggest moving asterisks to Baseline criteria pollutant emission values.	Thank you for your comment. The asterisks in reference to Table 5.1 will be updated accordingly.
0001501.03	43. Pg. 131; left column; Figure 5.3 Title appears to be missing “, Thousands	Thank you for your comment. The title for Figure 5.3 will be updated accordingly.
0001501.04	44. Pg. 132; left column; Mean commute time Verify listed values as they appear to be inconsistent with Public Health Technical Report.	Thank you for your comment. The performance results presented in the Connect SoCal ‘Measuring Our Progress’ chapter for mean commute time by mode will be reviewed to ensure consistency with other sections of Connect SoCal.
0001501.05	45. Pg. 133; right column; Outcome 3: safety & public health; 2nd paragraph; 4th sentence  The indicated five percent improvement is inconsistent with values shown elsewhere, including the Public Health Technical Report.	Thank you for your comment. The public health performance results presented in the Connect SoCal ‘Measuring Our Progress’ chapter will be reviewed to ensure consistency with the Final Public Health Technical Report.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001501 <a href="#">Related Documents</a> <a href="#">Link</a>
0001501.06	46. Pg. 134; left column; Outcome 5: economic opportunity; last sentence Reductions in health care expenditures are not in itself an economic opportunity—the potential economic activity associated with the expenditure of the health cost savings on other things should be considered here.	Thank you for your comment on the Draft Connect SoCal. The paragraph referenced in your comment will be reviewed in the context of your observation regarding the regional economic impact of the health care cost savings due to Connect SoCal investments.
0001501.07	47. Pg. 135; left column; Outcome 7: transportation system sustainability; 2nd paragraph  Replace “\$312 billion” with “\$316 billion” Suggest removing the reference to Transportation Safety and Security Technical Report.	Thank you for your comments in regard to the Connect SoCal Performance Measures Technical Report. The Connect SoCal total O&M investment value will be revised in the report to \$316 billion. The reference to the Transportation Safety & Security Technical Report will be replaced by a reference to the ‘Paying Our Way Forward’ chapter of Connect SoCal.
0001501.08	48. Pg. 136; Table 5.3; 1st row Suggest including a note: “Capital, operations and maintenance costs referenced here include costs beyond those for transportation (e.g., sewer and water operations and maintenance costs) as identified in Chapter 4.”	Thank you for your comment. Your suggestion for adding an explanatory note in reference to Table 5.3 will be incorporated into the final document.
0001501.09	49. Pg. 142; right column; Roadway noise impacts Verify centerline miles and lane miles as figure appears to be inconsistent with Highways and Arterials Technical Report, Environmental Justice Technical Report and Transportation Conformity Technical Report. Suggested edit: It also includes one of the country’s most extensive HOV systems and a growing network of HOT lanes.	Thank you for your comments on the Draft Connect SoCal. The values presented for centerline miles and lane miles in the 'Roadway Noise Impacts' paragraph will be reviewed to ensure consistency with other sections of Connect SoCal. Your suggested revision will be evaluated for inclusion in the final document.
0001501.10	50. Pg. 143; left column; Connect SoCal revenue sources & tax burdens; 2nd sentence  Suggested edit: Sales and gasoline taxes, which are currently the primary sources of funding for the region’s transportation system, were evaluated for the purposes of this analysis.	Comment noted.
0001501.11	51. Pg. 143; right column; Connect SoCal Investments; 1st sentence Suggested edit: The strategies that public agencies pursue to invest in transportation systems presents potential impacts on EJ.	Thank you for your comment. Your requested revision will be reviewed and incorporated into the final document as appropriate.
0001501.12	52. Pg. 143; right column; Mileage-based user fee impacts This should be updated to also account for the local road charge program.	Comment noted.
0001501.13	53. 147; Table 5.4; Mileage based user fee impacts This should be updated to also account for the local road charge program.	Thank you for your comment. This impact assessment more broadly applies to all mileage-based user fee programs, including the local road charge program.
0001501.14.1	55. Multiple locations Many terms and acronyms are included in the Glossary that do not appear elsewhere. Do they need to be included in the Glossary? Consider adding a definition of rapid bus, especially to differentiate between bus rapid transit.	Comment noted. Proposed revisions will be considered in the Final Connect SoCal.
0001501.14.2	Consider adding a definition of rapid bus, especially to differentiate between bus rapid transit.	Thank you for your comment. A definition of rapid bus will be added to the Glossary.
0001501.15	56. Data Index Pg. 177; Technical reports Change from "Economic & Job Forecast" to "Economic & Job Creation Analysis"	Comment noted. The edits have been made to text wherever applicable.
0001501.16	57. Pg. 22; left column; Regional Agency Engagement; 7th line Suggested edit: ...Plans, SBCTA’s Sidewalk Inventory project, OCTA’s OC Active, strategic first-last mile...	Thank you for your comment. Suggested text modification has been incorporated.

ID	Comment	Response
<i>Submitted by</i> <b>Orange County Transportation Authority</b>		
		Submittal 0001501 <a href="#">Related Documents Link</a>
0001501.17	58. Pg. 42; Figure 27 Suggest replicating figure from cited source as this graphic does not convey the message as effectively.	Thank you for your comment. Figure 27 will be adjusted for better legibility.
0001501.19	59. Pg. 44; right column; Current bikeway network; 1st sentence This is somewhat misleading as both Los Angeles and Riverside counties are substantially larger than Orange County. As a share of countywide lane miles, Ventura and Orange counties have a greater share of bikeways.	Thank you for your comment. Sentence has been rewritten to address concern.
0001501.20	60. Pg. 49; left column; Cities and counties; 2nd paragraph; 1st sentence This is not an accurate statement as the funding in Orange County is significantly below the its share of the region's population.	Thank you for your comment. Table 7 has been updated to reflect corrected funding totals.
<i>Submitted by</i> <b>Orange County Transportation Authority</b>		
		Submittal 0001503 <a href="#">Related Documents Link</a>
0001503.01	pg. 46; right column; Neighborhood change and displacement; 1st paragraph; last sentence Suggest providing a clearer distinction between homeowners and renters. Are the impacts different?	Comment noted. Clarifications will be addressed in the Final Environmental Justice Report.
0001503.02	pg. 54; Exhibit 13 Revise HQTA mapping and narrative to remove HQTC segments that fail to meet the “walkable corridor” characterization.	Suggested revision is addressed in the Final Environmental Justice Technical Report.
0001503.03	pg. 73; right column; Results; 2nd paragraph; 4th sentence Why the San Gabriel National Monument? The Santa Monica Mountains National Recreation Area is accessible by regular bus service.	The San Gabriel National Monument project was completed as part of a separate study in collaboration with the United States Forest Service (USFS). Due to its relevance to the topic, it was included in this section of the Environmental Justice Report as an example of some of the accessibility issues seen throughout our region. While there are some open space areas that are easily accessible by public transportation, there are many that are not. Future examples of parks and their accessibility to public transportation could be useful in future regional transportation plans.
0001503.04	pg. 74; right column; Accessibility to the San Gabriel National Monument Why the San Gabriel National Monument? The Santa Monica Mountains National Recreation Area is accessible by regular bus service. Every state park in Orange County is accessible by transit plus a three-mile walking threshold.	The San Gabriel National Monument project was completed as part of a separate study in collaboration with the United States Forest Service (USFS). Due to its relevance to the topic, it was included in this section of the Environmental Justice Report as an example of some of the accessibility issues seen throughout our region. While there are some open space areas that are easily accessible by public transportation, there are many that are not. Future examples of parks and their accessibility to public transportation could be useful in future regional transportation plans.
0001503.05	pg. 92-93; Exhibits 21 and 22 An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.
0001503.06	pg. 95; left column; Case study 1 – Advanced research on the built environment and collisions Suggest enhancing the linkage to EJ.	Suggested revision is addressed in the final Plan.
0001503.07	pg. 99; Exhibit 24 An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.
0001503.08	pg. 101; Exhibit 25 An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001503 <a href="#">Related Documents</a> <a href="#">Link</a>
0001503.09	pg. 103; Exhibit 26An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.
0001503.10	pg. 114; right column; Trends and dynamics of aviation noise in the SCAG region and beyond; 1st paragraphReplace “SCAG Aviation Technical Chapter” with “Aviation and Airport Ground Access Technical Report”	Corrections will be addressed in the Final Environmental Justice Technical Report.
0001503.11	pg. 116; left column; Roadway noise impacts; 1st paragraphVerify value for centerline miles as it appears to be inconsistent with the main book and Highways and Arterials Technical Report.Suggested edit:...extensive High-Occupancy Vehicle (HOV) lane systems and a growing network of toll lanes, as well as High Occupancy Toll (HOT) lanes. The region also has...	The SCAG region has an extensive roadway system, with nearly 23,000 centerline miles or 73,000 lane miles. It includes one of the country’s most extensive High-Occupancy Vehicle (HOV) lane systems and a growing network of High Occupancy Toll (HOT) lanes. The region also has a vast network of arterials and other minor roadways. Noise from these transportation facilities may cause significant environmental concerns.Noise impacts are also discussed in the Final Connect SoCal PEIR (See Section 3.13, Noise).
0001503.12	pg. 120; Exhibit 27Why are low volume, lower speed State Highways included here, such as SR-39 and SR-74?	Roadway noise analysis is inclusive of all links of SCAG transportation network, which contain freeways, highways, and major arterials. Exhibit 27 displays links indicating that the Community Noise Equivalent Level (CNEL) exceeds the noise level of 65db. CNEL exceeding 65db is generally considered unacceptable for residential areas.
0001503.13	pg. 126-129; Exhibits 28-31An EJ area overlay would be useful. Can resolution be improved?	Suggested revision is addressed in the Final Environmental Justice Technical (EJ) Report. Because of the size of the report, map resolutions may be reduced. However, SCAG staff can provide high resolution maps to stakeholders upon request.
0001503.14	pg. 134-135; Exhibits 32-33An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.
0001503.15	pg. 162; left column; Results; 1st paragraphSuggest delete "general toll lanes," to match Table 57.	Suggested revision is addressed in the final Plan.
0001503.16	pg. 164; Exhibit 34An EJ area overlay would be useful.	Comment noted. Maps will be revised in the Final Environmental Justice Technical Report.
0001503.17	pg. 165; Impacts from funding through mileage-based user feesSuggest including local road charge program here—which, should be a similar impact—and not just mileage-based user fee.	Thank you for your comment. This impact assessment more broadly applies to all mileage-based user fee programs, including the local road charge program.
0001503.18	pg. 8; Exhibit 1Request adding SR-55 between I-405 and I-5 as a Major Freight Highway Corridor based on truck volumes.	Please note that the segment referenced is identified as a part of the primary highway freight system.
0001503.19	pg. 13; right column; Highway system; last paragraph; 1st sentenceWhat about I-710 and I-605?	I-710 and I-605 are considered major regional goods movement corridors. The list included here is meant to be an example of major regional goods movement corridors, and is not meant to be exhaustive.
0001503.20	pg. 28; right column; Figure 12Capitalize “SCAG”	Revision made.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001504 <a href="#">Related Documents</a> <a href="#">Link</a>
0001504.01	Pg. 57; right column; Table 8; 2045 Connect SoCal average commute time walking Verify figure as it appears to be inconsistent with the Public Health Technical Report.	Thank you for your comment. The Public Health Technical Report displays the average commute time of people walking and bicycling combined. The Active Transportation Technical Report shows the average commute time for the two modes separately.
0001504.02	Pg. 58; right column; Table 9 Verify figures for both Baseline and Plan as they appear to be inconsistent with the main book and Performance Measures Technical Report.	Thank you for your comment. Figures in Table 9 will be updated for consistency with the main book and Performance Measures Technical Report.
0001504.03	Pg. 63; left column; Technology and micro-mobility strategies; 1st bullet Is this an example or the “regional standard”?	Thank you for your comment. This is one example. While it is useful, the Mobility Data Standard (MDS) is not without its challenges, and would not be recommended as a regional standard until more vetting.
0001504.04	Pg. 65; Table 10; Total Check the math or include a note that it does not sum to the total due to rounding.	Thank you for your comment. Note will be added to table regarding rounding math.
0001504.05	Pg. 67; left column; Actions for technology and micromobility; 1st bullet Why only Caltrans?	Comment noted. Text will be revised to refer to county transportation commissions and local jurisdictions.
0001504.06	Pg. 68; left column; Strategic Plan; 1st paragraph Suggested edit: Connect SoCal contains approximately \$22.5 billion (in nominal dollars) in investments in active transportation between 2020 and 2045. However, this represents only a portion of the need, based upon reasonably available funding.	Thank you for your comment. The Connect SoCal cost assumptions include an assumed rate of inflation, so the total is not in nominal dollars. Text has been edited for clarity.
0001504.07	Pg. 68; left column; Strategic Plan; 3rd paragraph; 1st sentence Clarify if this is in addition to the \$22.5 billion included in the constrained plan.	Thank you for your comment. Clarification has been added to this sentence that the \$28 billion is a total cost, not in addition to the constrained Plan.
0001504.08	Pg. 68; right column; Table 11 walking and bicycling mode share Verify figures for both Baseline and Plan as they do not appear to be consistent with the main book, Public Health Technical Report, and Performance Measures Technical Report	Thank you for your comment. Numbers will be verified for Plan consistency.
0001504.09	Pg. 69; left column; Strategic Plan; 1st paragraph; last sentence Suggest revising this statement so that it is clear that the Plan is financially constrained.	Thank you for your comment. Statement has been revised for clarity.
0001504.10	Pg. 79; Table 12; last row Requested edits: OC Orange County Active Transportation Plan 2019 In Progress	Thank you for your comment. Technical Report has been edited to reflect recommended changes.
0001504.11	Pg. 86; Table 13; 1st row Requested edits: OC Orange County Active Transportation Plan 2019 In Progress	Thank you for your comment. Technical Report has been edited to reflect recommended changes.
0001504.12	Pg. 7; right column; Ontario International Airport (LAX) Replace “LAX” with “ONT”	Comment noted. "Ontario International Airport (LAX)" will be corrected to reflect "Ontario International Airport (ONT)" on page 7.
0001504.13	Pg. 8; left column; Ontario International Airport (LAX); 2nd paragraph; last sentence  Missing period after “7 MAP” and missing sentences after “As for air cargo, Ontario”...	Comment noted. A period will be placed after “7 MAP” on page 7, the last paragraph in the right column, and page 8, the first full paragraph on the left column. The sentence, “As for air cargo, Ontario...” will be completed to read “As for air cargo, Ontario Airport cargo activity has been steadily increasing since the housing crisis of 2008, reaching 654,000 tons in 2017.”
0001504.14	Pg. 10; Table 1 Update table with applicable destination information. Air Canada is listed twice.	Comment noted. Table 1 "Commercial Air Carriers (and Destinations) Operating in the SCAG Region Airports" will be updated to remove the redundant row/entry where Air Canada is listed twice.

ID	Comment	Response
<b>Submitted by Orange County Transportation Authority</b>		
0001504.15	Pg. 22-23 and 31 Replace "2020-2040 RTP/SCS" with "2020-2045 RTP/SCS"	Comment noted. "2020-2040 RTP/SCS" will be replaced with "2020-2045 RTP/SCS" on pages 22, 23, and 31.
0001504.16	Pg. 6; left column; Roles and responsibilities of partner agencies; 1st paragraph Replace "SGAG" with "SCAG"	Thank you for your comment. Page 6 of the Congestion Management Technical Report will be edited per the comment.
0001504.17	Pg. 11; Aggregate regional and county trends; last paragraph; 1st sentence Replace "EXHIBIT" with "FIGURE"	Thank you for your comment. Page 11 of the Congestion Management Technical Report will be edited per the comment.
0001504.18	Pg. 22; left column; Regional and county congestion trends Add references to Exhibit 1 and Table 3	Thank you for your comment. Page 22 of the Congestion Management Technical Report will be edited per the comment.
0001504.19	Pg. 22; right column; County congestion management program trends; 1st paragraph Requested edit: OCTA is the latest CTC to have completed a state Congestion Management Program network analysis in 2019. Orange County's latest performance, using an average intersection capacity utilization (ICU) analysis rating, shows an improvement over their 1991 baseline. Between 1991 and 2019, the average AM peak-period ICU improved from 0.67 to 0.60, a ten percent improvement, and the average PM peak-period ICU improved from 0.72 to 0.63, a 12.5 percent improvement.	Thank you for your comment. Page 22 of the Congestion Management Technical Report will be edited per the comment.
0001504.20	Pg. 23; Non-recurrent congestion The non-recurrent congestion discussion and Figure 4 (recurrent/non-recurrent percent share) is inconsistent with the highway non-recurrent delay discussion and Figure 11 on page 37 of the Performance Measures Technical Report.	Thank you for your comment. The non-recurrent/recurrent discussion and statistics between the Congestion Management and Performance Measures Technical Reports will be revised to be consistent.
<b>Submitted by Orange County Transportation Authority</b>		
0001505.01	Pg. 23; left column; Non-recurrent congestion; 2nd paragraph; 5th sentence Reconsider the statement, "This suggests that less built-out and developed areas experience more non-recurrent congestion since there is much less constant and general, predictable congestion." Orange County is generally considered to be built-out but experiences much more non-recurrent congestion than recurrent congestion according to Figure 4.	Thank you for your comment. We will review the data depicted in Figure 4 and update Page 23 of the Congestion Management Technical Report as appropriate.
0001505.02	Pg. 31; right column; SCAG's role; 3rd paragraph; 1st sentence Replace "Los Angeles region" with "Los Angeles County"	Thank you for your comment. Page 31 of the Congestion Management Technical Report will be updated per the comment.
0001505.03	Pg. 41; left column; Ridesharing Replace "ExpressLane" with "express lane" ExpressLane is a Metro branding of the generic express lane.	Thank you for your comment. Page 41 of the Congestion Management Technical Report will be edited per the comment.
0001505.04	Pg. 41; right column; Carpooling and vanpooling Suggested edit: Carpooling is commonly defined as when two or more people share a ride...	Comment noted. Page 41 of the Congestion Management Technical Report will be edited per the comment.
0001505.05	Pg.45; left column; 1st paragraph; last sentence Clarify years	Thank you for your comment. Page 45 of the Congestion Management Technical Report will be edited per the comment.
0001505.06	Pg. 47; right column; New infrastructure Clarify what the \$285.3 billion figure refers to and verify the amount. Is this supposed to be the total capital projects and other programs? Replace "appendices" with "technical reports"	Thank you for your comment. Page 47 of the Congestion Management Technical Report will be updated per the comment.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001505 <a href="#">Related Documents</a> <a href="#">Link</a>
0001505.07	Pg. 2; left column; last paragraph; last sentences Replace “Economic Growth” with “Economic and Job Creation Analysis”	Change made.
0001505.08	Pg. 4; left column; Forecasting process overview; 2nd paragraph Suggested edit: After developing the draft 2020 RTP/SCS between July 2019 and October 2019, SCAG released the draft 2020 RTP/SCS in November October 2019.	Change made.
0001505.09	Pg. 7; Table 3 Verify values for 2000, 2010, and 2016 as they do not appear to be consistent with the Environmental Justice Technical Report. Verify 2016 median age as it does not appear to be consistent with the Environmental Justice Technical Report.	The Environmental Justice Technical Report uses 5-year American Community Survey (ACS) values aggregated from census tracts to facilitate side-by-side comparisons with various Environmental Justice (EJ) geographies, whereas the Demographics & Growth Forecast Technical Report uses forecast model output. A note clarifying the difference is being added to the Environmental Justice Technical Report.
0001505.10	Pg. 18; Special focus: workplace automation and the gig economy It may be appropriate to address the implications of AB 5 here.	Thank you for your comment. While adding a comprehensive review of Assembly Bill 5 and its implications may be beyond the scope of Connect SoCal revisions, we have added a couple sentences to provide context and to suggest that recent legislative changes may impact worker classification and potential benefits received.
0001505.11	Pg. 28; Figure 11 Verify that this is labeled correctly	Verified and corrected.
0001505.12	Pg. 29; Table 13; Population Verify values as they do not appear to be consistent with the Environmental Justice Technical Report.	The Environmental Justice Technical Report uses 5-year American Community Survey (ACS) values aggregated from census tracts to facilitate side-by-side comparisons with various Environmental Justice (EJ) geographies, whereas the Demographics & Growth Forecast Technical Report uses forecast model output. A note clarifying the difference is being added to the Environmental Justice Technical Report.
0001505.13	Pg. 42; Table 15 Priority growth areas are defined differently in the main book. Share of total growth for households and employment are not consistent with the main book. Constrained areas (absolute and variable) are not consistently defined and show different acreage.	Thank you for your comment. Priority growth area definitions have been verified and updated to ensure consistency with other sections of Connect SoCal.
0001505.14	Pg. 1; right column; last paragraph Suggested edit: Over the FY2020-21 through FY2044-45 2021–2045 period, our region is expected to invest more than \$603...	Revised as suggested.
0001505.15	Pg. 5; right column; Local (neighborhood) congestion and economic competitiveness; 1st paragraph; 2nd sentence Replace “Los Angeles region” with “SCAG region”	Revised as suggested.
0001505.16	Pg. 9; Table 1 Missing fiscal year notation	Change made.
0001505.17	Pg. 10; left column; Jobs resulting from investment spending on construction, operation and maintenance, plus multiplier effects; 1st line Replace “2021-2025” with “FY2020-21 through FY2024-25”	Change made.
0001505.18	Pg. 10; Table 2 Missing fiscal year notation	Change made.
0001505.19	Pg. 11; Table 3 Missing fiscal year notation	Change made.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001505 <a href="#">Related Documents</a> <a href="#">Link</a>
0001505.20	Pg. 11; right column; Total jobs resulting from the investment spending and enhanced network efficiency; 1st paragraph Replace “2021-2045” with “FY2020-21 through FY2044-45”	Change made.
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001507 <a href="#">Related Documents</a> <a href="#">Link</a>
0001507.01	pg. 77; Table 9; A.36; Project description and Project Cost Requested edits: SRSr-57 from From Lambert to To LA La County Line - Add 1 NBNb Truck Climbing Lane \$167,550 \$124,600	Revision made.
0001507.02	pg. 77; Table 9; A.37; Project description Requested edits: Add 1 HOV Hov Lane Each Direction (I-5 from From SRSr -57 to To SRSr -91)	Revision made.
0001507.03	pg. 77; Table 9; A.38; Project description Requested edits: I-405 from From SRSr-73 to To I-605 - Add 1 MF Mf Lane in In Each Direction, and And Additional Capital Improvements (By 2022), Convert Existing HOV Hov to To HOT Hot. Add 1 Additional HOT Hot Lane Each Direction. Combined With Ora045, Ora151, Ora100507 And Ora120310, And Ora030605a. Signage From Pm 7.6 To 24.2.	Revision made.
0001507.04	pg. 77; Table 9; A.39; Project description Requested edits: I-5 (I-405 to To SR Sr-55) - In the The Cities of Of Irvine and And Tustin. Add 1 MF Mf Lane NBNb from From Truck Bypass On Ramp to To SR Sr-55, Add 1 MF Mf Lane SBSb from From SR Sr -55 to To Alton and And 1 Aux Lane from From Alton to To Truck Bypass. (Pa&Ed And Ps&E Phase) Project Will Utilize Toll Credit Match.	Revision made.
0001507.05	pg. 78; Table 9; A.40; Project description Requested edits: SR Sr-91: Add 1 MF Mf Lane EBEB from From SR-55 to To SR-57, And 1 MF Mf Lane WBWB from From Kraemer to To State College; Improve Interchanges; and And Merge from From Lakeview to To Raymond	Revision made.
0001507.06	pg. 78; Table 9; A.41; Project description Requested edits: SR Sr-91 Add 1 Lane Each Direction from From SR Sr-241 to To County Line, and And Other Operational Improvements. See Riverside County for For Additional Details. (Linked with With Riv071250b)	Revision made.
0001507.07	pg. 78; Table 9; A.42; Project description Requested edits: SR Sr -57 - Add 1 MF Mf Lane NBNb Between Orangewood and And Katella	Revision made.
0001507.08	pg. 78; Table 9; A.43; Project description Requested edits: Add 1 MF Mf Lane Each Direction from From I-5 to To SR Sr -55 and And Add SBSb Aux Lanes from From SR-133 to To Irv Ctr Dr	Revision made.
0001507.09	pg. 78; Table 9; Missing Project Request adding missing project: Orange   SR-55: Add 1 MF And 1 HOV Lane Each Direction From I-405 To I-5 And Fix Chokepoints From I-405 to I-5; Add 1 Aux Lane Each Direction Between Select On/Off Ramps and Non-Capacity Operational Improvements Through Project Limits   \$410,932   S”  ” denotes column breaks starting with “County” column	Thank you for your comment. SCAG will consider your request for the addition.

ID	Comment	Response
<i>Submitted by</i> <b>Orange County Transportation Authority</b>		Submittal 0001507 <span style="float: right;">Related Documents <a href="#">Link</a></span>
0001507.10	pg. 78; Table 9; Missing ProjectRequest adding missing project:Orange   SR-74 Ortega Highway – In San Juan Capistrano From Calle Entradero To City/County Line – Widen From 2 to 4 Lanes   \$77,120   M” ” denotes column breaks starting with “County” column	Thank you for your comment. SCAG will consider your request for the addition.
0001507.11	pg. 99; Exhibit 8Update map to reflect the addition of missing projects provided	Missing project labels and map will be updated.
0001507.12	pg. 1; right column; Executive summaryVerify centerline and lane miles as it appears that values are inconsistent with Environmental Justice Technical Report and Transportation Conformity Technical Report.	Comment noted. Consistency issues will be addressed as part of the Final Connect SoCal.
0001507.13	pg. 4; left column; Regional significanceVerify mileage as it appears that values are inconsistent with Environmental Justice Technical Report and Transportation Conformity Technical Report.	Comment noted. Consistency issues will be addressed as part of the Final Connect SoCal.
0001507.14	pg. 6; Exhibit 1The OCTA Board has not taken an action on HOV-to-HOT Connector Conversions and the Planned Express Lane Network segments on SR 55 and SR 73 as illustrated in this exhibit.Note there is a Missing Planned Express Lane Direct Connector at SR 91 / SR 241 interchange.	Comment noted. Your comment will be addressed in the Final plan.
0001507.15	pg. 20; Programmed commitmentsIt may be worth noting that Connect SoCal also includes expenditures for O&M as written on page 14.	Comment noted.
0001507.16	pg. 21; Table 5Third row, replace “2023” with “2025”; replace “\$327,363” with “\$410,907”Fifth row, add the following to the Description “and southbound auxiliary lane from SR-133 to Irvine Center Drive”; replace “\$190,000” with “\$323,600”	Comment noted. Changes will be made in the Final Connect SoCal.
0001507.17	pg. 23; Exhibit 4Missing Plan Segment on I-5 between Avenida Pico and San Diego County line.Baseline Segment between El Toro and Alicia appear to be too long as mapped.	Exhibit 4 is intended for illustrative purposes only. Please refer to the Project List Technical Report for a complete list of projects.
0001507.18	pg. 24; Exhibit 5Planned HOV segment between El Toro and Alicia appears to be too long as mapped; Planned HOV segment between Avenida Pico and San Diego County line appears to be in wrong location.The OCTA Board has not taken an action on HOV-to-HOT Connector Conversions as illustrated in this exhibit.Missing Planned Mixed Flow Lanes on I-405 between I-5 and SR-55; and on I-5 between I-405 and SR-55; and on SR-57 between Orangewood and KatellaMissing Planned HOT Connector at SR-91 / SR-241 interchange.	Comment noted. Exhibit 5 is intended for illustrative purposes only. Please refer to the Final Project List Technical Report for a complete list of projects.
0001507.19	pg. 2; right column; Introduction; last sentenceVerify population value as it appears to be inconsistent with the Demographics and Growth Forecast Technical Report.	Comment noted. The correct population value is 3.7. The referenced text has been updated to address this comment.
0001507.20	pg. 7; right column; Performance and outcomes; last sentenceHow is "trend" defined for this Technical Report? Comparison to Baseline?	"Trend" refers to the "Trend/Baseline" scenario as described in the Sustainable Communities Strategy Technical Report. Appropriate edits have been made to address the comment, for clarity and consistency with the Sustainable Communities Strategy Technical Report.
<i>Submitted by</i> <b>Orange County Transportation Authority</b>		Submittal 0001508 <span style="float: right;">Related Documents <a href="#">Link</a></span>
0001508.01	Pg. 12; Table 4 Missing fiscal year notation	Change made.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001508 <a href="#">Related Documents</a> <a href="#">Link</a>
0001508.02	Pg. 12; left column; Conclusion Replace “2021-2045” with “FY2020-21 through FY2044-45”	Revised.
0001508.03	Pg. 8; right column; Ridehailing/transportation network companies (TNCs) It may be appropriate to address the implications of AB 5 here.	Thank you for your comment. While AB 5 will certainly have implications on drivers and customers of ride-hailing companies, it would be difficult to do much more than theorize how it might affect public-private partnerships. However, we are committed to help guide our member agencies to make regulation and partnership decisions that are provably beneficial to both labor and the public at large, including people who choose not to use ride-hailing services.
0001508.04	Pg. 5; Table 1; Neighborhood change and displacement Consider rephrasing as this suggests that minority or EJ populations do not currently reside in suburban locations in the region.	Suggested revision is addressed in the Final Plan.
0001508.05	Pg. 7; Table 1; Rail-related impacts Asterisks but no corresponding note.	Corrections will be addressed in the Final Environmental Justice Technical Report.
0001508.06	Pg. 7; Table 1; Impacts from mileage-based user fee Suggest including local road charge program here—which, should be a similar impact—and not just mileage-based user fee.	Thank you for your comment. This impact assessment more broadly applies to all mileage-based user fee programs, including the local road charge program.
0001508.07	Pg. 14; left column; Where should impacts be assessed?; last bullet This should also include the local road charge program.	Thank you for your comment. This impact assessment more broadly applies to all mileage-based user fee programs, including the local road charge program.
0001508.08	Pg. 19; left column; How will impacts be analyzed?; 2nd paragraph; last sentence Clarify if this is different than the Baseline definition used elsewhere in the Plan.	Comment noted. The baseline definition is consistent with other technical reports in the Plan.
0001508.09	Pg. 20; Table 5 Verify values for 2000, 2010, and 2016 total population and 2016 median age as they appear to be inconsistent with the Demographics and Growth Forecast Technical Report.	In order to facilitate side-by-side comparison of the region and three separate tract-level Environmental Justice (EJ)-related overlays across a wide variety of socioeconomic variables, the EJ Technical Report uses tract-level Census and ACS estimates as the best available approximation of 2000, 2010, and 2016 conditions. Table 5 data is aggregated from tract-level information in order to facilitate comparison with EJ geographies found in subsequent tables and may not sum to regional totals. Additionally, county-level figures in the Demographics and Growth Forecast Technical Report may differ slightly as they are outputs from SCAG's county-level cohort component forecast model which, since it has a different purpose, relies on different input data and modeling assumptions which are detailed in that report.
0001508.10	Pg. 21; left column; Historical demographic trends; 2nd paragraph Verify value for 2016 median age as it appears to be inconsistent with the Demographics and Growth Forecast Technical Report. Define senior population.	In order to facilitate side-by-side comparison of the region and three separate Environmental (EJ)-related overlays across a wide variety of socioeconomic variables, the EJ Technical Report uses ACS 2013-2017 5-year estimates as the best available approximation of 2016 conditions. The county-level figures in the Demographics and Growth Forecast Technical Report may differ slightly as they are outputs from SCAG's county-level cohort component forecast model which, since it has a different purpose, relies on different input data and modeling assumptions which are detailed in that report.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001508 <a href="#">Related Documents</a> <a href="#">Link</a>
0001508.11	<p>Pg. 21; right column; Historical demographic trends; 2nd paragraph; last sentence</p> <p>Explain why the travel demand model predicts a future that is inconsistent with the trend.</p>	<p>Thank you for your comment. SCAG's forecast of population, households, and employment at the small-area level generate secondary variables such as these which are required inputs for the travel demand model. These secondary variables are not independently derived and forecasted due to their limited purpose. Their inclusion in the Environmental Justice Technical Report is to provide an improved illustration of historical trajectories and their inherent limitations are noted.</p>
0001508.12	<p>Pg. 23; Table 7; Total population Verify values as they appear to be inconsistent with the Demographics and Growth Forecast Technical Report.</p>	<p>In order to facilitate side-by-side comparison of the region and three separate Environmental Justice (EJ)-related overlays across a wide variety of socioeconomic variables, the EJ Technical Report uses ACS 2013-2017 5-year estimates as the best available approximation of 2016 conditions. The county-level figures in the Demographics and Growth Forecast Technical Report may differ slightly as they are outputs from SCAG's county-level cohort component forecast model which, since it has a different purpose, relies on different input data and modeling assumptions which are detailed in that report.</p>
0001508.13	<p>Pg. 24; left column; Demographic trends in EJ areas in the SCAG region; 1st paragraph</p> <p>Verify 68.6 percent figure with Demographics and Growth Forecast values, which indicate that White, non-Hispanic accounted for 41.7 percent of the regional population in 2016.</p>	<p>In order to facilitate side-by-side comparison of the region and three separate Environmental Justice (EJ)-related overlays across a wide variety of socioeconomic variables, the EJ Technical Report uses ACS 2013-2017 5-year estimates as the best available approximation of 2016 conditions. The county-level figures in the Demographics and Growth Forecast Technical Report may differ slightly as they are outputs from SCAG's county-level cohort component forecast model which, since it has a different purpose, relies on different input data and modeling assumptions which are detailed in that report. Specifically, Table 5 of this report indicates a 68.6% share of population other than White, non-Hispanic in 2016 while the Demographics &amp; Growth Forecast Technical Report indicates a 68.5% share (Table 3).</p>
0001508.14	<p>Pg. 26; left column; Demographic trends in SB 535 Disadvantaged Communities in the SCAG region; last paragraph Verify values for median age and percent of the seniors as they appear to be inconsistent with the Demographics and Growth Forecast Technical Report.</p>	<p>In order to facilitate side-by-side comparison of the region and three separate Environmental Justice (EJ)-related overlays across a wide variety of socioeconomic variables, the EJ Technical Report uses ACS 2013-2017 5-year estimates as the best available approximation of 2016 conditions. The county-level figures in the Demographics and Growth Forecast Technical Report may differ slightly as they are outputs from SCAG's county-level cohort component forecast model which, since it has a different purpose, relies on different input data and modeling assumptions which are detailed in that report. Specifically, Table 5 of this report indicates a median age in 2016 of 35.6 from the ACS compared to 35.8 in the Demographics &amp; Growth Forecast Technical Report (Table 3).</p>
0001508.15	<p>Pg. 30; left column; Expected future trends in EJ geographies; 2nd paragraph; last sentence</p> <p>Explain why the travel demand model assumes a decrease in poverty.</p>	<p>Thank you for your comment. SCAG's forecast of population, households, and employment at the small-area level generate secondary variables such as these which are required inputs for the travel demand model. These secondary variables are not independently derived and forecasted due to their limited purpose. Their inclusion in the Environmental Justice Technical Report is to provide an improved illustration of historical trajectories and their inherent limitations are noted.</p>

ID	Comment	Response
<p><i>Submitted by</i> <b>Orange County Transportation Authority</b>      Submittal 0001508      Related Documents <a href="#">Link</a></p>		
0001508.16	<p>Pg. 30; left column; Expected future trends in EJ geographies; 3rd paragraph; 1st sentence</p> <p>Explain why the travel demand model predicts a future that is inconsistent with the trend.</p>	<p>Thank you for your comment. SCAG's forecast of population, households, and employment at the small-area level generate secondary variables such as these which are required inputs for the travel demand model. These secondary variables are not independently derived and forecasted due to their limited purpose. Their inclusion in the Environmental Justice Technical Report is to provide an improved illustration of historical trajectories and their inherent limitations are noted.</p>
0001508.17	<p>Pg. 45; left column; Results; 2nd paragraph; 1st sentence Clarify end of sentence—"...future Technical Report."</p>	<p>Clarifications will be addressed in the Final Environmental Justice Technical Report.</p>
<p><i>Submitted by</i> <b>Orange County Transportation Authority</b>      Submittal 0001510      Related Documents <a href="#">Link</a></p>		
0001510.01	<p>pg. 16; right column; Orange County Central-Coastal NCCP/HCPReplace "Transportation Corridor Agency" with "Transportation Corridor Agencies"</p>	<p>Comment noted. Appropriate edits have been made in the Plan to address the comment.</p>
0001510.02	<p>pg. 2; right column; Importance to the regional transportation system; 2nd paragraphVerify Metrolink's route miles as it appears to be inconsistent with latest (FY19-20) Metrolink adopted budget information.</p>	<p>Thank you for your comment. The referenced route mile figure in the Passenger Rail Technical Report is correct.</p>
0001510.03	<p>pg. 4; right column; Regional; 1st paragraphVerify Metrolink's route miles as it appears to be inconsistent with latest (FY19-20) Metrolink adopted budget information.</p>	<p>Thank you for your comment. The referenced route mile figure in the the Passenger Rail Technical Report is correct.</p>
0001510.04	<p>pg. 5; left column; Modeling approach and ridership forecasting; 1st paragraph; last sentenceClarify this statement, "In the horizon year, the full buildout of the Metrolink SCORE project is assumed." It appears that the Metrolink SCORE program was assumed to be fully implemented and in operation beginning in 2035 in other parts of Connect SoCal.</p>	<p>Thank you for your comment. Page 5 of the Passenger Rail Technical Report will be updated per the comment.</p>
0001510.05	<p>pg. 6; left column; Connectivity and gaps in service; 1st paragraphIt is worth noting that the Norwalk/Santa Fe Springs Metrolink Station is not served by Amtrak Pacific Surfliner.</p>	<p>Comment noted. There are several stations along the LOSSAN Corridor that are served by Metrolink but not the Amtrak Pacific Surfliner as the Surfliner is an inter-city rail service.</p>
0001510.06	<p>pg. 8; right column; The Southwest ChiefProvide applicable updates on replacement of rail service with charter bus service.</p>	<p>Thank you for your comment. The Passenger Rail Technical Report will be updated per your comment.</p>
0001510.07	<p>pg. 9; right column; Metrolink; 1st paragraphVerify Metrolink's route miles as it appears to be inconsistent with latest (FY19-20) Metrolink adopted budget information.</p>	<p>Thank you for your comment. The referenced route mile figure in the Passenger Rail Technical Report is correct.</p>
0001510.08	<p>pg. 11; Exhibit 2It appears that the future Placentia Metrolink Station is included here as an Existing Metrolink Station.</p>	<p>Thank you for your comment. Exhibit 2 will be edited to remove the future Placentia Metrolink station.</p>
0001510.09	<p>pg. 14; left column; Palmdale to Hollywood Burbank AirportDefine "SAA"</p>	<p>Thank you for your comment. Page 14 of the Passenger Rail Technical Report will be updated per the comment.</p>
0001510.10	<p>pg. 14; right columnProvide applicable updates on draft and final EIR/EIS documents. Text indicates that draft documents would be released in late 2019.</p>	<p>Thank you for your comment. This section will be updated with current EIR/EIS dates available from the California High-Speed Rail Authority.</p>
0001510.11	<p>pg. 25; Exhibit 5It appears that the future Placentia Metrolink Station is included here as an Existing Metrolink Station.</p>	<p>Thank you for your comment. Exhibit 5 will be edited to remove the future Placentia Metrolink station.</p>

ID	Comment	Response
<i>Submitted by</i> <b>Orange County Transportation Authority</b>		Submittal 0001510 <a href="#">Related Documents</a> <a href="#">Link</a>
0001510.12	pg. 26; right column; Placentia Metrolink StationProvide applicable update on start of construction.	Thank you for your comment. Page 26 of the report will be updated if construction start dates are available.
0001510.13	pg. 35; Exhibit 7It appears that the future Placentia Metrolink Station is included here as an Existing Metrolink Station.	Thank you for your comment. Exhibit 7 of the Passenger Rail Technical Report will be edited per the comment.
0001510.14	pg. 36; Exhibit 8It appears that the future Placentia Metrolink Station is included here as an Existing Metrolink Station.	Thank you for your comment. Exhibit 8 of the Passenger Rail Technical Report will be edited per the comment.
0001510.15	pg. 14; right column; Analytical approach; 2nd bulletSuggest revising language to reflect definition of Baseline from Glossary of the main book.	Thank you for taking the time to review and comment on the draft Connect SoCal. The definition of 'Baseline' provided in the Performance Measurers chapter will be reviewed to ensure consistency with the Connect SoCal Glossary.
0001510.16	pg. 51; Table 16Suggest revising title to reflect criteria pollutant emission reductions	Thank you for your comment. The title of Table 16 in the Connect SoCal Performance Measures Technical Report will be revised from 'Criteria Pollutant Emissions' to 'Criteria Pollutant Emissions Reduction.'
0001510.17	pg. 57; Table 20Verify Connect SoCal results for walk share (all trips) and bike share (all trips) as it appears to be inconsistent with the main book and Active Transportation Technical Report.	Thank you for your comment. The values presented for active transportation mode share in Table 20 of the draft Connect SoCal Performance Measures Technical Report will be reviewed to ensure consistency with other sections of Connect SoCal.
0001510.18	pg. 58; Table 20Replace "0.0%" with "N/A" for Trend for GHG emission reductions.Missing footnote for asterisks for Baseline GHG emissions.Missing asterisks on Baseline criteria pollutant emissions to match footnote on page 59.	Thank you for your comments. Your recommended edits for Table 20 will be reviewed and applied as appropriate.
0001510.19	pg. 140; Table 2Request adding missing project:Transit   Anaheim Transportation Network (ATN)   RTP ID to be determined by SCAG   0   Fixed Route Bus       Replace 40 LNG buses that have exceeded their useful life with advanced battery-electric buses and increase service levels, including two new routes.   2021   \$34,146" " denotes column breaks	Comment noted. The requested revisions have been incorporated into the Connect SoCal Project List Technical Report.
0001510.20	pg. 239-242; Table 2Request including asterisk to each of the regional initiatives with the following note, "Regional initiatives are assumed to be funded by reasonably available new revenue sources and innovative financing strategies included in Connect SoCal."	Comment noted.
<i>Submitted by</i> <b>Orange County Transportation Authority</b>		Submittal 0001512 <a href="#">Related Documents</a> <a href="#">Link</a>
0001512.01	pg. 2; right column; Executive summary; 1st paragraphSuggest revising comparison of criteria pollutant emissions to Base Year per footnotes in Performance Measures Technical Report and the main book.	Comment noted. The Public Health Technical Report has been updated.
0001512.02	pg. 2; right column; Executive summary; 1st paragraphSuggest reference to Baseline definition in Glossary of the main book	Comment noted. The Public Health Technical Report has been updated.
0001512.03	pg. 2; right column; Executive summary; 2nd paragraphVerify time savings by mode, mode share changes between Baseline and Plan as it appears the values are not consistent with the Performance Measures Technical Report, Active Transportation Technical Report, and the main book.	Comment noted. The Public Health Technical Report has been updated.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001512 <a href="#">Related Documents</a> <a href="#">Link</a>
0001512.04	pg. 45; Table 5Verify Baseline and Plan values for share of growth in HQTAs as it appears to be inconsistent with the main book.Verify Baseline and Plan values for criteria pollutants as it appears to be inconsistent with the main book. What unit are the criteria pollutant emissions shown?	Comment noted. The Public Health Technical Report has been updated.
0001512.05	pg. 46; Table 5Verify Baseline and Plan values for share of jobs in HQTAs as it appears to be inconsistent with the main book.	Comment noted. The Public Health Technical Report has been updated.
0001512.06	pg. 49; Table 8Verify Plan value for percentage of PM peak transit trips less than 45 minutes as it appears to be inconsistent with the main book.	Comment noted. The Public Health Technical Report has been updated.
0001512.07	pg. 52; right column; Table 10Verify Baseline and Plan values for criteria pollutants as it appears to be consistent with the main book. What unit are the criteria pollutant emissions shown?	Comment noted. The Public Health Technical Report has been updated.
0001512.08	pg. 56; left column; Table 12Verify Baseline and Plan values for share of jobs in HQTAs as it appears to be inconsistent with the main book.	Comment noted. The Public Health Technical Report has been updated.
0001512.09	pg. 3; Table 1Suggest combining information from applicable rows, such as “Facebook” (rows 1 and 8) where the same engagement tool is listed in multiple rows.	Comment noted. Suggested edits will be addressed in the Final Connect SoCal.
0001512.10	pg. 7; right column; Outdoor advertising; last sentenceReplace “seven-county” with “six-county”	Comment noted. Referenced edits will be addressed in the Final Connect SoCal.
0001512.11	pg. 9-10; Tables 6-9Suggest adding a column to each table to show the regional share of each participant group. This would help illustrate if the survey results are representative of the general population.	Comment noted. The regional share of the survey results of those individuals who answered is located on Table 6 on page 9 the Public Participation and Consultation Technical Report.
0001512.12	pg. 11; left column; Stakeholder working groups; 2nd paragraphReplace “Natural Land Conservation” with “Natural & Farm Lands Conservation”	Comment noted. The referenced edit will be addressed in the final Plan.
0001512.13	pg. 11; right column; Active transportation working group; 1st paragraphThe 2016 RTP/SCS included a capital project investment level of \$8.1 billion plus \$4.8 billion from operations and maintenance of regionally significant local streets and roads for combined total of \$12.9 billion for active transportation improvements.	Comment noted.
0001512.14	pg. 12; right column; Mobility innovationsIndicate the number of meetings and dates held to be consistent with other working groups.	Thank you for your comment. The Public Participation and Consultation Technical Report will be updated with the meeting dates.
0001512.15	pg. 13; right column; Sustainable communitiesIndicate the number of meetings and dates held to be consistent with other working groups.	Comment noted. The Sustainable Communities working group met four times on the following dates: 5/17/18, 8/9/18, 11/15/19, 2/21/19. The Plan will be updated to reflect this information.
0001512.16	pg. 5; right column; Recent growthVerify values listed as they appear to be inconsistent with the main book and the Demographics and Growth Forecast Technical Report.	Comment noted. The referenced text has been amended to reflect similar priority areas and corresponding growth statistics.
0001512.17	pg. 24-29; Exhibits 1-6Suggest changing coloring for Urban Rail. Coloring used for 2045 network works better.	Thank you for your comment. The 2016 Urban Rail coloring will be changed to match the 2045 color, in the referenced exhibits.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001512 <a href="#">Related Documents Link</a>
0001512.18	pg. 76; left column; Planned HQTCS; 2nd paragraphReplace “V4” with “Exhibit 14”	Thank you for your comment. Page 76 of the Transit Technical Report will be updated per the comment.
0001512.19	pg. 84; Planned HQTCS and major transit stops; left column; last lineReplace “V4” with “Exhibit 14”	Thank you for your comment. Page 84 of the Transit Technical Report will be edited per the comment.
0001512.20	pg. 21; right column; Connect SoCal No BuildCorrect years of FTIP.	The referenced typos have been corrected in the final Plan.
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001514 <a href="#">Related Documents Link</a>
0001514.01	pg. 44; left column; 2007 Ozone SIP; last lineRevise reference for more information on TCMs and timely implementation of TCMs.	The reference is not necessary and thus is deleted in the final Plan.
0001514.02	pg. 86-91; Table 65ORA050, ORA051, and 10254 should reflect a completion delay to year 2022 and that obstacles are being overcome.	The final Plan will reflect that the completion year for the three projects will be extended to 2022 pending justifications for the delay, project status, and efforts to overcome the delay from the Orange County Transportation Authority (OCTA).
0001514.03	pg. 9; Table 2; Local road charge programs the local road charge program indexed to maintain purchasing power?	The local road charge program is indexed to inflation to maintain purchasing power.
0001514.04	pg. 10; Table 3.1; Local option sales tax measureLos Angeles County effectively levies a permanent 2.0 percent sales tax with passage of Measure M.	Comment noted.
0001514.05	pg. 10; Table 3.1; Highway tollsSuggest deleting “(in core revenue forecast)” since a toll revenue source is not included in the reasonable available sources.	Comment noted.
0001514.06	pg. 25; Table 8Asterisk on “active transportation” should be moved to “regionally significant local streets and roads”	Thank you for your comment. We have incorporated your suggestion.
0001514.07	pg. 38; left column; Local road charge programs the local road charge program indexed to maintain purchasing power?	The local road charge program is indexed to inflation maintain purchasing power.
0001514.08	pg. 29; left column; Reduce aggressive driving and speedingSuggested edit:Fatalities and serious injuries related to aggressive driving and speeding have increased as seen on FIGURE 9 the table. and below are some strategies SCAG recommends local jurisdictions to implement strategies that could reduce fatalities and serious injuries relate dot related to aggressive driving and speeding, which could include, but are not limited to:•Local jurisdictions should Conducting public outreach... •Local jurisdictions should Identifying locations with... •Local jurisdictions should Promoting best engineering... •Local jurisdictions should Setting speed limits that are safe...	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.09	pg. 29; right column; Improve safety for aging populationsSuggested edit:SCAG recommends the following strategies for local jurisdictions to improve safety for aging populations, which could include, but are not limited to:•Local jurisdictions should Supporting roadway, intersection...•Local jurisdictions should Promoting implementation of...•Local jurisdictions should Implementing design treatments...•Local jurisdictions should Working with Transit network... •Local jurisdictions should Establishing Safe Routes for ...”	Comment noted. The Transportation Safety & Security Technical Report has been updated.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001514 <a href="#">Related Documents Link</a>
0001514.10	<p>pg. 30; left column; Improve bicyclist safetySuggested edit:SCAG recommends the following strategies for local jurisdictions to improve safety for bicyclists, which could include, but are not limited to:•Local jurisdictions should Supporting connecting bicycle... •Local jurisdictions should Developing and implement...•Local jurisdictions should Adopting Complete Streets... •Local jurisdictions should Implementing pedestrian and...•Local jurisdictions should Using intersection control... •Local jurisdictions should Conducting bicycle education...•Local jurisdictions should Supporting expanding Safe...•Local jurisdictions should Utilizing SCAG’s ... •Local jurisdictions should Implementing traffic calming... •Local jurisdictions Where applicable, should developing a...•Local jurisdictions should Participating in programs to...</p>	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.11	<p>pg. 31; left column; Improve commercial vehicles safetySuggested edit:SCAG recommends the following strategies for local jurisdictions to improve commercial vehicle safety, which could include, but are not limited to:•Local jurisdictions should Supporting the use of dedicated... •Local jurisdictions should Identifying intersections and... •Local jurisdictions should Identifying and promote the...•Local jurisdictions should Identifying rest stops along...</p>	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.12	<p>pg. 32; left column; Reduce distracted drivingSuggested edit:SCAG recommends the following strategies for local jurisdictions to reduce fatalities and injuries related to distracted driving, which could include, but are not limited to:•Local jurisdictions should Developing enforcement and... •Local jurisdictions should Improving data quality on... •Local jurisdictions should Conducting education on the...</p>	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.13	<p>pg. 32; right column; Ensure drivers are licensedSuggested edit:SCAG recommends the following strategies for local jurisdictions to ensure drivers are properly licensed, which could include, but are not limited to:•Local jurisdictions should Improving educational...•Local jurisdictions should Creating a public...•Local jurisdictions should Supporting the State...</p>	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.14	<p>pg. 32; right column; Improve emergency response servicesSuggested edit:SCAG recommends the following strategies for local jurisdictions to improve emergency response services, which could include, but are not limited to:•Local jurisdictions should Using Intelligent...•Local jurisdictions should Developing guidance...</p>	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.15	<p>pg. 34; left column; Improve research and data collectionSuggested edit:SCAG recommends the following strategies for local jurisdictions to improve research and data collection, which could include, but are not limited to:•Local jurisdictions should Improving data collection...•Local jurisdictions should Identifying high injury...•Local jurisdictions should Working with the State...•Local jurisdictions should Working with transit network...</p>	Comment noted. The Transportation Safety & Security Technical Report has been updated.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001514 <a href="#">Related Documents</a> <a href="#">Link</a>
0001514.16	pg. 34; left column; Reduce impaired driving fatalitiesSuggested edit:SCAG recommends the following strategies for local jurisdictions to reduce impaired driving fatalities and injuries, which could include, but are not limited to:•Local jurisdictions should Promoting and expand...•Local jurisdictions should Extending and promote...•Local jurisdictions should Developing a methodology...•Local jurisdictions should Developing and distribute...•Local jurisdictions should Designing and develop a...•Local governments should Improving enforcement...•Local jurisdictions should Increasing frequency,...	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.17	pg. 35; left column; Improve safety at intersectionsSuggested edit:SCAG recommends the following strategies for local jurisdictions to improve safety at intersections which could include, but are not limited to:•Incorporating intersection safety into the planning grant strategy.•Local jurisdictions should Incorporating Intelligent... •Local jurisdictions should Implementing infrastructure... •Local jurisdictions should Implementing installation of... •Local jurisdictions should Planning for, and develop... •Local jurisdictions should Reducing modal conflicts at...	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.18	pg. 35; left column; Reduce the occurrence of lane departure fatalitiesSuggested edit:SCAG recommends the following strategies for local jurisdictions to reduce the occurrence of lane departure fatalities and injuries, which could include, but are not limited to:•Local jurisdictions should Continuing the deployment...•Local jurisdictions should Addressing systemic risks...•Local jurisdictions should Improving the dissemination...•Local jurisdictions should Targeting highest risk...•Local jurisdictions should Implementing an effective...•Local jurisdictions should Promoting the use of...	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.19	pg. 36; right column; Improve motorcycle safetySuggested edit:SCAG recommends the following strategies for local jurisdictions to improve motorist safety, which could include, but are not limited to:•Local jurisdictions should Working with the state...•Local jurisdictions should Working with local governments...•Local jurisdictions should Promoting the most significant...	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001514.20	pg. 37; left column; Improve occupant protection by increased use of seat belts and child safety seatsSuggested edit:SCAG recommends the following strategies for local jurisdictions to improve occupant protection, which could include, but are not limited to:•Local jurisdictions should Increasing enforcement and...•Local jurisdictions should Implementing education...•Local jurisdictions should Promoting the establishment...•Local jurisdictions should Improving occupant protection...	Comment noted. The Transportation Safety & Security Technical Report has been updated.

ID	Comment	Response
<i>Submitted by</i>	<b>Orange County Transportation Authority</b>	Submittal 0001516 <a href="#">Related Documents</a> <a href="#">Link</a>
0001516.01	<p>pg. 37; right column; Improve pedestrian safety Suggested edit:SCAG recommends the following strategies for local jurisdictions to improve pedestrian safety, which could include, but are not limited to:.</p> <ul style="list-style-type: none"> <li>•Continuing to work with local jurisdictions to provide a...</li> <li>•Local jurisdictions should Developing pedestrian safety...</li> <li>•Local jurisdictions should Ensuring all sidewalks and...</li> <li>•Local jurisdictions should Supporting improvements to...</li> <li>•Local jurisdictions should Considering pedestrian needs in...</li> <li>•Local jurisdictions should Facilitating the planning...</li> <li>•Local jurisdictions should Increasing pedestrian crossing...</li> <li>•Local jurisdictions should Incorporating pedestrian...</li> <li>•Local jurisdictions should Participating in programs...</li> <li>•Local jurisdictions should Improving pedestrian striping...</li> <li>•Local jurisdictions should Incorporating median...</li> <li>•Local jurisdictions should Considering installation of...</li> <li>•Local jurisdictions should Developing citywide Safe...</li> <li>•Local jurisdictions should Continuing to improve...</li> </ul>	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001516.02	<p>pg. 38; left column; Improve work zone safety Suggested edit:SCAG recommends the following strategies for local jurisdictions to improve work zone safety, which could include, but are not limited to:.</p> <ul style="list-style-type: none"> <li>•Local jurisdictions should Improving safe driving...</li> <li>•Local jurisdictions should Applying advanced technology ...</li> <li>•Local jurisdictions should Improving work zone data...</li> </ul>	Comment noted. The Transportation Safety & Security Technical Report has been updated.
0001516.03	<p>pg. 38; right column; improve safety for young drivers Suggested edit:SCAG recommends the following strategies for local jurisdictions to improve safety for young drivers, which could include, but are not limited to:.</p> <ul style="list-style-type: none"> <li>•Local jurisdictions should Establishing a task force to...</li> <li>•Local jurisdictions should Implementing the Driver...</li> <li>•Local jurisdictions should Supporting state authorities...</li> <li>•Local jurisdictions should Implementing and maintain...</li> <li>•Local jurisdictions should Establishing efforts to address...</li> </ul>	Comment noted. The Transportation Safety & Security Technical Report has been updated.



**May 4, 2020**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Improvement Project

**Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for the preparation of plans, specifications, and estimates, and advertisement and award of the construction contract for the Interstate 605/Katella Avenue Interchange improvement project.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2199 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$300,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the Interstate 605/Katella Avenue Interchange improvement project.

**Discussion**

The Interstate 605/Katella Avenue Interchange improvement project (Project) is Project M in the Measure M2 (M2) freeway program, and is included in the updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2019. The Project is scheduled to move into the design phase using M2 funding.

The Project will modify interchange ramps and provide operational improvements along Katella Avenue between Coyote Creek Channel and Civic Center Drive. The final environmental document was executed on October 3, 2018, and build alternative 2 was identified as the preferred alternative by the Project development team.

**Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Improvement Project** **Page 2**

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OCTA proposes to enter into a cooperative agreement with the California Department of Transportation (Caltrans) to define the roles and responsibilities of both agencies. OCTA is the implementing agency for the plans, specifications, and estimates (PS&E), and Caltrans will provide oversight and independent quality assurance of the PS&E production to ensure the Project meets Federal Highway Administration and Caltrans standards. Caltrans' oversight of the PS&E will be at no cost to OCTA.

Caltrans will be responsible for the advertisement and award of the construction contract. As part of the PS&E phase, OCTA will reimburse Caltrans, in the amount of \$300,000, for the direct support costs associated with the final contract document packaging, advertisement, and award of the Project. The construction phase roles, responsibilities, and funding will be the subject of a separate future cooperative agreement.

The release of a request for proposals to procure a consultant for PS&E services was authorized by the Board on April 13, 2020.

**Fiscal Impact**

As part of this cooperative agreement, funding for Caltrans' services is proposed in OCTA's fiscal years 2020-21 and 2022-23 budgets, Capital Programs Division, Account 0017-7519-FM003-F17, and will be funded through M2.

**Summary**

Staff requests the Board of Directors authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2199 with the California Department of Transportation, in the amount of \$300,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the Interstate 605/Katella Avenue Interchange improvement project.

***Attachment***

None.

**Prepared by:**



Josue Vaglienty, P.E.  
Senior Project Manager  
(714) 560-5852



Virginia Abadessa  
Director, Contracts Administration and  
Materials Management  
(714) 560-5623

**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646



**May 4, 2020**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Cooperative Agreements with the California Department of Transportation for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project

**Overview**

The Orange County Transportation Authority proposes to enter into two cooperative agreements with the California Department of Transportation to define roles, responsibilities, and funding obligations for the design and construction phase of the 91 Express Lanes toll entrance gantries infrastructure project.

**Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2275 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$115,000, to provide reimbursement for final plans, specifications, and estimate, construction bid documents, and advertisement and award of the construction contract for the 91 Express Lanes toll entrance gantries infrastructure project.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2276 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$1,950,000, to provide reimbursement for construction capital funding and construction management services for the 91 Express Lanes toll entrance gantries infrastructure project.

**Discussion**

The 91 Express Lanes is a four-lane, 18-mile tolled facility in the median of State Route 91 (SR-91) between the State Route 55 (SR-55) and Interstate 15 (I-15) interchange. The Orange County Transportation

## **Cooperative Agreements with the California Department of Transportation for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project** *Page 2*

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Authority (OCTA) operates the portion of the 91 Express Lanes that extends from SR-55 to the Orange County/Riverside County line, and the Riverside County Transportation Commission (RCTC) operates the remaining portion into Riverside County.

In June 2018, OCTA entered into an agreement with Kapsch TrafficCom USA, Inc. (Kapsch), to replace the 91 Express Lanes electronic toll and traffic management (ETTM) system and to install additional toll reader equipment at the three entrances to the Orange County segment of the 91 Express Lanes (Project). The Project scope includes removal and replacement of the two existing gantry overhead structures for the eastbound (EB) express lane entrances in order to meet California Department of Transportation (Caltrans) standards. The original westbound (WB) express lane entrance gantry was removed as part of RCTC's SR-91 improvements. The Project will also construct a new WB express lane gantry structure near the Coal Canyon undercrossing to house new ETTM equipment that will be installed by Kapsch. The Project plans, specification, and estimate (PS&E) were completed by Parsons.

The proposed cooperative agreements with Caltrans for the design and construction phase specify the roles and responsibilities of the parties for the Project. Parsons will submit the PS&E to Caltrans for final review. Caltrans will finalize the contract packaging, advertise and award the construction contract, and provide construction administration and management for construction of the toll entrance gantries and oversight of the installation of the ETTM system toll entrance reader equipment at three locations:

- WB SR-91 west side of Coal Canyon undercrossing (Post Mile 17.9)
- EB SR-91 from northbound SR-55 (Post Mile 9.2)
- EB SR-91 from EB SR-91 (Post Mile 9.9)

### **Fiscal Impact**

Funding for these services will be proposed in OCTA's Fiscal Year 2020-21 Budget, 91 Express Lanes, accounts 0036-7610-B3250-TDV and 0036-7610-B3250-OBS, and will be funded with toll revenues.

**Cooperative Agreements with the California Department of Transportation for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project** *Page 3*

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***Summary***

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute, with Caltrans, Cooperative Agreement No. C-0-2275, in the amount of \$115,000, to advertise and award the construction contract, and Cooperative Agreement No. C-0-2276, in the amount of \$1,950,000, for construction and construction management services for the 91 Express Lanes toll entrance gantries infrastructure project.

***Attachment***

None.

**Prepared by:**



Josue Vaglienty, P.E.  
Senior Project Manager  
(714) 560-5852

**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646



Virginia Abadessa  
Director, Contracts Administration and  
Materials Management  
(714) 560-5623



**May 4, 2020**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 – Utility Work at Almond Avenue

**Overview**

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A contract change order is needed to provide additional utility work to support Southern California Edison and Frontier Communications relocation efforts on Almond Avenue in the City of Seal Beach.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 72 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$1,843,329, to provide additional utility work to support Southern California Edison and Frontier Communications relocation efforts on Almond Avenue.

**Discussion**

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and will add an additional lane in each direction that would combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

**Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 – Utility Work at Almond Avenue** **Page 2**

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On November 14, 2016, the OCTA Board of Directors (Board) approved Agreement No. C-5-3843 with OC 405 Partners (OC405), a joint venture, for the design and construction of the Project. The contract was executed and Notice to Proceed (NTP) No. 1 was issued to OC405 on January 31, 2017. On July 27, 2017, NTP No. 2 for the full design and construction of the Project was issued to OC405.

As part of the Project, the I-405 freeway will be widened in the area of the westbound State Route 22 connector to northbound I-405 along Almond Avenue, which in turn requires reconstruction of portions of the Almond Avenue soundwall and Almond Avenue. This reconstruction requires the installation of new curb and gutter, and the relocation of various utilities along Almond Avenue. For those utilities owned by Southern California Edison (SCE) and Frontier Communications (Frontier), electrical relocation work is included as part of each utility company's responsibilities in the executed utility agreements for the Project.

In an effort to facilitate the timely relocation of these utilities to avoid Project schedule delays, OCTA directed OC405 to implement the necessary civil infrastructure work in support of the electrical utility relocation efforts by SCE and Frontier. Such infrastructure work includes trenching, conduit installation, vault installation, and street restoration. The additional utility support was not anticipated in OC405's original contract scope of work, as this work would typically be done by SCE and Frontier. OCTA is responsible for the cost liability of the work regardless of the entity that performs the work.

A contract change order (CCO) is now needed, in the amount of \$1,843,329, for OC405 to comply with this directive. The executed utility agreements with SCE and Frontier will be renegotiated and amended to deduct each company's respective share of the cost of the civil infrastructure work.

***Procurement Approach***

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (DB) projects, and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements. On November 14, 2016, OCTA approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a DB contract.

Proposed CCO No. 72, in the amount of \$1,843,329, will provide compensation to OC405 for the additional utility work to support SCE and Frontier relocation efforts on Almond Avenue.

**Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 – Utility Work at Almond Avenue** **Page 3**

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Attachment A lists the CCOs that have been executed to date, and the CCOs that are pending execution with OC405.

**Fiscal Impact**

Funding for this work was approved in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, accounts 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. M2 funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes. The cost of CCO No. 72 is funded from the Project contingency and is not anticipated to increase the total Project estimate of \$1.9 billion.

**Summary**

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 72 to Agreement No. C-5-3843 with OC405, a joint venture, in the amount of \$1,843,329, to provide additional utility work to support SCE and Frontier relocation efforts on Almond Avenue in the City of Seal Beach.

**Attachment**

A. OC 405 Partners, Agreement No. C-5-3843, Contract Change Order Log

**Prepared by:**



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**Approved by:**



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Virginia Abadessa  
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**OC 405 Partners  
Agreement No. C-5-3843  
Contract Change Order Log**

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
1	Technical Provisions – Execution Version	Approved	6/14/2017	\$ -
2	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	6/21/2017	\$ -
3	Extra Maintenance Work (Provisional Sum)	Approved	7/28/2017	\$ 200,000.00
3.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Approved	10/2/2018	\$ 200,000.00
3.1.1	Provisional Sum for Extra Maintenance Work-Unilateral	Approved	10/10/2019	\$ 400,000.00
3.1.2	Supplemental Extra Maintenance Work	Approved	1/16/2020	\$ 350,000.00
4	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$ -
5	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$ 50,000.00
5.1	Increase in Provisional Sum per Contract Section 19.4 Disputes Board	Approved	7/1/2019	\$ 50,000.00
6	Partnering (Provisional Sum)	Approved	9/13/2017	\$ 50,000.00
6.1	Partnering per Contract Section 19.1	Approved	7/1/2019	\$ 50,000.00
7	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch	Approved	3/15/2018	\$ -
8	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	9/13/2018	\$ 100,000.00
8.1	Supplemental Unknown Hazardous Materials	Approved	9/11/2019	\$ 100,000.00
8.2	Supplemental Unknown Hazardous Materials	Approved	11/25/2019	\$ 250,000.00
8.2.1	Collection and Disposal of Unknow Hazardous Materials (Provisional Sum)	Approved	3/11/2020	\$ 150,000.00
8.3	Supplemental Unknown Hazardous Materials	Pending		\$ 1,900,000.00
9	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$ 31,753.69
10	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$ 32,644.25
11	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used By Mike Thompson's RV Super Store	Approved	6/28/2018	\$ -

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
12	Credit to OCTA for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Approved	9/13/2018	\$ (237,982.39)
13	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405; State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/ Bushard Street	Approved	2/25/2019	\$ 8,560,556.00
13.1	Permanent Traffic Signal at the intersection of Warner Avenue and Greenleaf Street	Approved	12/5/2019	\$ 460,327.00
14	Thrust Blocks for the City of Fountain Valley Water Lines	Approved	10/29/2018	\$ 88,021.00
15	Slater Bridge Construction Shuttle Services	Approved	12/4/2018	\$ 175,000.00
16	Construction Zone Speed Reduction	Approved	12/3/2018	\$ 70,000.00
16.1	Additional Speed Reduction Signs	Approved	12/31/2019	\$ 4,512.00
17	Relocation of Water Lines for the City of Fountain Valley	Approved	3/8/2019	\$ 800,000.00
18	Enhanced Gawk Screen at Bolsa Chica Road	Approved	1/25/2019	\$ 56,395.00
19	Brookhurst Street Overhead Sign Location Redesign	Approved	1/25/2019	\$ 11,484.00
20	Differing Site Conditions - Pavement Thickness at Magnolia	Approved	1/29/2019	\$ 4,095.00
21	Polymer Fibers in All Concrete Bridge Decks	Approved	3/19/2019	\$ 1,463,020.00
22	Temporary Construction Easement Reduction at La Quinta	Approved	3/19/2019	\$ 85,573.00
23	Updated FasTrak Logos (Unilateral)	Approved	2/21/2019	\$ 20,532.00
24	Express Lanes Channelizers	Approved	3/12/2019	\$ 122,778.00
25	Stainless Steel Inserts at Fairview Road Overcrossing	Approved	3/12/2019	\$ (9,293.00)
26	OCTA PlanGrid Software Licenses	Approved	3/28/2019	\$ 35,994.00
26.1	Supplemental for OCTA PlanGrid Software Licenses	Approved	9/11/2019	\$ 8,570.00
27	Utility potholing on Milton Ave	Approved	9/12/2019	\$ 61,731.87

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
27.1	Electrical Infrastructure Work at Milton Avenue	Approved	1/16/2020	\$ 278,282.28
28	Mesa Water District 12-inch Water Line (CN-1127)	Approved	5/7/2019	\$ 208,600.00
29	Magnolia Loop Ramp CMS Deletion	Approved	5/15/2019	\$ (74,319.00)
30	Motel 6 Sound Wall (SW-791) Elimination	Approved	5/15/2019	\$ (130,000.00)
31	Sound Wall 956 Reduction	Approved	5/22/2019	\$ (30,000.00)
33	Edinger Channel Pavement Rehabilitation	Approved	7/30/2019	\$ 176,465.00
34	Chevron and Crimson Utility Relocation at Goldenwest Crossing	Approved	8/2/2019	\$ 75,000.00
34.1	Chevron and Crimson Utility Relocation Support	Approved	12/31/2019	\$ 12,018.00
34.2	Chevron and Crimson Utility Relocation Assistance	Approved	2/18/2020	\$ 110,000.00
35	Incompatible Specifications - Adjacent to CRCP Pavement	Approved	6/26/2019	\$ 2,900,557.00
37	Sound Wall 375 Protect in Place	Approved	6/4/2019	\$ 200,000.00
40	HDPE in Lieu of RCP	Approved	7/9/2019	\$ (7,418.68)
41	Emergency Vehicle Preemption Devices at Fairview	Approved	7/9/2019	\$ 44,147.00
42	Executed Utility Agreements (Unilateral)	Approved	11/4/2019	\$ -
43	Early Partial Removal of Sound Wall 328	Approved	9/16/2019	\$ 14,414.18
44	Field survey for Frontier at Westminster	Approved	1/7/2020	\$ 12,908.42
45	Water Line Betterments (CN 1012 & 6044) at Warner Avenue	Approved	10/12/2019	\$ 256,244.00
46	Additional Water Lines at Brookhurst Street and Talbert Avenue in the City of Fountain Valley	Approved	12/5/2019	\$ 389,878.00
47	Additional Water Line Valves for the City of Fountain Valley	Approved	12/5/2019	\$ 266,828.00
48	Temporary Construction Easement Reduction at Sit n' Sleep (CPN 103026)	Approved	10/17/2019	\$ 129,243.00
49	Beach Blvd Lane Widths Reduction (Necessary Basic Configuration Change)	Approved	10/17/2019	\$ 160,000.00
50	Vibration Sensitive Receptors (McFadden OC Abutment 3)	Approved	10/17/2019	\$ 59,383.87
51	Exercising Water Valves for the City of Fountain Valley	Approved	1/16/2020	\$ 50,000.00
52	McFadden Avenue Interconnect Between Beach Boulevard and Sugar Drive	Approved	11/14/2019	\$ -

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
53	Traffic Signal Modification at Beach and McFadden	Approved	11/14/2019	\$ (128,118.00)
54	DSC Pavement Against Median K-Rail	Approved	12/31/2019	\$ 11,133.00
55	LA Fitness at Retaining Wall 717	Approved	12/31/2019	\$ 8,428.29
56	Additional Speed Reduction Signs and Radar Packages	Approved	12/31/2019	\$ 148,397.00
57	Archaeological Monitoring	Pending		\$ 200,000.00
57.1	Archaeological Treatment Plan and Monitoring	Pending		\$ 1,300,000.00
59	Beach Boulevard and Edinger Avenue Pavement Limits	Approved	2/18/2020	\$ 33,573.00
60	Additional Design and Construction for Heil Avenue Pedestrian Overcrossing (Unilateral)	Approved	2/25/2020	\$ 1,044,927.00
61	Three-year Plant Establishment Period	Approved	2/25/2020	\$ 1,600,000.00
62	Senate Bill 1: Diesel Fuel Sales Tax Rate Increase	Approved	3/10/2020	\$ 1,764,164.64
63	Bracing for Southern California Edison Power Poles at CN 2012	Approved	3/5/2020	\$ 169,770.00
72	Utility Work at Almond Avenue in the City of Seal Beach	Pending		\$ 1,843,329.00

<b>Original Contract Price</b>	<b>\$ 1,217,065,000.00</b>
<b>Contingency Fund</b>	<b>\$ 98,935,000.00</b>
<b>Total Contract Allotment</b>	<b>\$ 1,316,000,000.00</b>

<b>Subtotal Approved CCOs</b>	<b>\$ 23,550,217.42</b>
<b>Subtotal Pending CCOs</b>	<b>\$ 5,243,329.00</b>
<b>Total CCOs</b>	<b>\$ 28,793,546.42</b>

<b>Proposed Revised Contract Price</b>	<b>\$ 1,245,858,546.42</b>
<b>Remaining Contingency Fund</b>	<b>\$ 70,141,453.58</b>



**May 4, 2020**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is positioned to the right of the "From:" line.

**Subject:** Comprehensive Transportation Funding Programs – 2020 Call for Projects Programming Recommendations

### **Overview**

The Orange County Transportation Authority issued the 2020 annual Measure M2 Comprehensive Transportation Funding Programs – Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2019. This call for projects made available up to \$40 million in Measure M2 competitive grant funding for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for review and approval.

### **Recommendations**

- A. Approve the award of \$23.4 million in 2020 Measure M2 Regional Capacity Program (Project O) funds to eight local agency projects.
- B. Approve the award of \$12.1 million in 2020 Measure M2 Regional Traffic Signal Synchronization Program (Project P) funds to six local agency projects.

### **Background**

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

all of Orange County's 35 local agencies and is ultimately approved by the OCTA Board of Directors (Board). The guidelines for the 2020 call were approved by the Board on August 12, 2019. At that meeting, the Board also authorized issuance of the current call, making available up to \$40 million in M2 competitive funds to support regional roadway capacity and traffic signal synchronization projects throughout Orange County.

### ***Discussion***

#### **RCP**

OCTA received eight applications requesting a total of \$26.6 million in RCP funding (Attachment A). All applications were reviewed for eligibility, consistency, adherence to the guidelines, and compliance with M2 Program objectives. Applications were evaluated and ranked based on the scoring criteria identified in the approved program guidelines. During the review process, staff worked with local agencies to address technical issues such as corrections to the applications, scope clarifications, and refinement of final project funding requests.

Based upon these reviews, Attachment B includes programming recommendations consistent with the 2020 CTFP Guidelines. This recommendation provides \$23.4 million (with inflationary adjustments as appropriate) in M2 funding commitments to support eight RCP project applications in the cities of Irvine, Mission Viejo, Newport Beach, San Juan Capistrano, Santa Ana, and Yorba Linda.

Of the eight recommended projects, six will provide arterial capacity improvement benefits (with construction and/or engineering phase allocations) and two projects will provide intersection capacity enhancements primarily with allocations to the engineering phase. Implementation of these projects in the aggregate is anticipated to produce notable congestion-reducing benefits in Orange County, while enhancing the arterial system overall.

#### **RTSSP**

With respect to the RTSSP, OCTA received seven applications requesting a total of \$15 million in funding (Attachment A). All RTSSP applications were reviewed for eligibility, consistency, and adherence to guidelines and overall program objectives. Staff worked with the local agencies to address technical issues primarily related to construction unit cost assumptions, as well as project scope clarifications. Attachment C includes programming recommendations per the 2020 CTFP Guidelines.

This recommendation provides \$12.1 million in programming to support six RTSSP project applications. Together, these projects will improve regional throughput on nine arterial roadways in the cities of Costa Mesa, Huntington Beach, Irvine, La Habra, Orange, and Seal Beach, as well as in several immediately adjacent cities.

Additionally, as Attachment C shows, one project was deemed ineligible for this call because the application did not include current average daily traffic count information. This applicant is encouraged to reapply in a future call once this information has been fully compiled.

Finally, the table below provides a summary of total proposed funding recommendations for the 2020 CTFP call.

2020 CTFP Call Summary (\$ in millions)			
	RCP	RTSSP	Total
Number of Recommended Applications	8	6	14
Amount Recommended for Approval (escalated)	\$23.4	\$12.1	\$35.5

These recommendations are consistent with the 2020 CTFP Guidelines approved by the Board, and staff is recommending the programming of \$35.5 million in M2 funds to support 14 projects under the RCP and RTSSP programs. The recommendations were presented to both the OCTA Technical Steering Committee and TAC during the month of April, and both committees recommended Board approval. It should be noted that the total funding recommendation of \$35.5 million is below the Board-authorized amount of \$40 million, and staff will be updating future calls amounts to address based on updated sales tax forecasts (reflecting the impacts of the novel coronavirus). OCTA typically issues the CTFP call in August of each year, and staff expects to return to the Board in summer 2020 with recommended next steps.

#### Next Steps

If the Board approves the programming recommendations, they will be deemed final, and staff will initiate execution of letter agreements between OCTA and the appropriate local agencies. Once these agreements are executed, awarded local agencies will be authorized to seek M2 reimbursement for their respective eligible project costs. As these projects advance, staff will monitor their status and project delivery through the semi-annual review process, which is reported to the Board on a biannual basis.

***Summary***

Proposed programming recommendations for the M2 2020 RCP and RTSSP call have been developed. Funding for 14 projects, totaling \$35.5 million in M2 funds, is proposed. Board approval of these recommendations is requested.

***Attachments***

- A. 2020 Measure M2 Call for Projects, Applications Received
- B. 2020 Measure M2 Regional Capacity Program Call for Projects, Programming Recommendations
- C. 2020 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects, Programming Recommendations

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**Approved by:**



Kia Mortazavi  
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**2020 Measure M2 Call for Projects  
Applications Received**

<b>RCP (Project O) Applications</b>							
<b>Agency</b>	<b>Project</b>	<b>Fund</b>	<b>Phase</b>	<b>Match Rate</b>	<b>Match</b>	<b>Total M2 Request</b>	<b>Total Cost</b>
Irvine	University Drive Widening from Ridgeline Drive to I-405	ACE	C	25%	\$ 843,438	\$ 2,530,313	\$ 3,373,750
Mission Viejo	Marguerite Parkway and Jeronimo Road Intersection Capacity Enhancement Project	ICE	ENG, C	25%	\$ 156,270	\$ 468,810	\$ 625,080
Newport Beach	West Coast Highway and Superior Avenue/Balboa Boulevard Intersection Improvements (Phase 2)	ICE	ENG	35%	\$ 420,000	\$ 780,000	\$ 1,200,000
San Juan Capistrano	Ortega Highway Widening Improvements Project (PS&E Phase)	ACE	ENG	25%	\$ 1,750,000	\$ 5,250,000	\$ 7,000,000
Santa Ana	Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue	ACE	C	25%	\$ 1,264,250	\$ 3,792,750	\$ 5,057,000
Santa Ana	Bristol Street Improvements Phase 4 - Warner Avenue to St. Andrew Place	ACE	C	25%	\$ 2,811,500	\$ 8,434,500	\$ 11,246,000
Yorba Linda	Bastanchury Road Improvements	ACE	C	25%	\$ 1,237,432	\$ 3,712,297	\$ 4,949,729
Yorba Linda	Yorba Linda Boulevard Widening	ACE	ENG	25%	\$ 545,500	\$ 1,636,500	\$ 2,182,000
<b>REQUESTED TOTALS</b>					<b>\$ 9,028,390</b>	<b>\$ 26,605,170</b>	<b>\$ 35,633,559</b>

<b>RTSSP (Project P) Applications</b>							
<b>Agency</b>	<b>Project</b>	<b>Fund</b>	<b>Signals</b>	<b>Match Rate</b>	<b>Match</b>	<b>Total M2 Request</b>	<b>Total Cost</b>
Costa Mesa	Baker Street/Victoria Street/19th Street RTSSP	RTSSP	41	20%	\$ 487,114	\$ 1,948,456	\$ 2,435,570
Dana Point	Pacific Coast Highway/Niguel Road/St. of the Golden Lantern Grid RTSSP	RTSSP	40	20%	\$ 535,709	\$ 2,142,838	\$ 2,678,547
Huntington Beach	Bolsa Chica Street RTSSP (Chapman Avenue to Warner Avenue)	RTSSP	22	20%	\$ 374,280	\$ 1,497,120	\$ 1,871,400
Irvine	Barranca Parkway RTSSP	RTSSP	65	20%	\$ 936,209	\$ 3,744,834	\$ 4,681,043
La Habra	Lambert Road Corridor	RTSSP	25	20%	\$ 466,993	\$ 1,867,974	\$ 2,334,967
Orange	Tustin Avenue - Rose Drive RTSSP	RTSSP	54	20%	\$ 787,168	\$ 3,148,670	\$ 3,935,838
Seal Beach	Seal Beach Boulevard Signal Synchronizations and Advanced Transportation Controller Upgrades	RTSSP	16	25%	\$ 228,300	\$ 673,200	\$ 901,500
<b>REQUESTED TOTALS</b>					<b>\$ 3,815,773</b>	<b>\$ 15,023,092</b>	<b>\$ 18,838,865</b>

Acronyms:

- ACE - Arterial Capacity Enhancements
- C - Construction
- ENG - Engineering
- I-405 - Interstate 405
- ICE - Intersection Capacity Enhancements
- M2 - Measure M2
- PS&E - Plans, Specifications and Engineering
- RCP - Regional Capacity Program
- RTSSP - Regional Traffic Signal Synchronization Program

**2020 Measure M2 Regional Capacity Program Call for Projects  
Programming Recommendations**

Agency	Fiscal Year	Project	Fund	Phase	M2 Amount - Engineering	M2 Amount - Construction*	Total M2 Amount	Match	Totals	Match Rate
Irvine	20/21	University Drive Widening from Ridgeline Drive to I-405	ACE	C	\$ -	\$ 1,833,901	\$ 1,833,901	\$ 611,253	\$ 2,445,154	25%
Mission Viejo	20/21	Marguerite Parkway and Jeronimo Road Intersection Capacity Enhancement Project	ICE	ENG	\$ 37,500	\$ -	\$ 37,500	\$ 12,500	\$ 50,000	25%
	21/22			C	\$ -	\$ 444,249	\$ 444,249	\$ 148,083	\$ 592,332	25%
Newport Beach	20/21	West Coast Highway and Superior Avenue/Balboa Boulevard Intersection Improvements (Phase 2)	ICE	ENG	\$ 780,000	\$ -	\$ 780,000	\$ 420,000	\$ 1,200,000	35%
San Juan Capistrano	20/21	Ortega Highway Widening Improvements Project (PS&E Phase)	ACE	ENG	\$ 5,250,000	\$ -	\$ 5,250,000	\$ 1,750,000	\$ 7,000,000	25%
Santa Ana	20/21	Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue	ACE	C	\$ -	\$ 3,273,573	\$ 3,273,573	\$ 1,091,191	\$ 4,364,764	25%
Santa Ana	20/21	Bristol Street Improvements Phase 4 - Warner Avenue to St. Andrew Place	ACE	C	\$ -	\$ 7,501,206	\$ 7,501,206	\$ 2,500,402	\$ 10,001,608	25%
Yorba Linda	22/23	Bastanchury Road Improvements	ACE	C	\$ -	\$ 2,651,605	\$ 2,651,605	\$ 2,651,605	\$ 5,303,210	50%
Yorba Linda	20/21	Yorba Linda Boulevard Widening	ACE	ENG	\$ 1,636,500	\$ -	\$ 1,636,500	\$ 545,500	\$ 2,182,000	25%
<b>TOTALS</b>					<b>\$ 7,704,000</b>	<b>\$ 15,704,534</b>	<b>\$ 23,408,534</b>	<b>\$ 9,730,534</b>	<b>\$ 33,139,068</b>	

Acronyms:

ACE - Arterial Capacity Enhancements  
C - Construction  
ENG - Engineering  
I-405 - Interstate 405  
ICE - Intersection Capacity Enhancements  
M2- Measure M2  
PS&E - Plans, Specifications and Engineering

\*Includes escalation amounts for applicable construction projects.

**2020 Measure M2 Regional Traffic Signal Synchronization Call for Projects  
Programming Recommendations**

Agency	Fiscal Year	Project	M2 Amount - Primary Implementation	M2 Amount - Operations & Maintenance	Total M2 Amount	Match	Total	Match Rate
Costa Mesa	21/22	Baker Street/Victoria Street/19th Street RTSSP	\$ 1,593,244	\$ 179,712	\$ 1,772,956	\$ 443,239	\$ 2,216,195	20%
Huntington Beach	20/21	Bolsa Chica Street RTSSP (Chapman Avenue to Warner Avenue)	\$ 1,446,240	\$ 42,240	\$ 1,488,480	\$ 372,120	\$ 1,860,600	20%
Irvine	20/21	Barranca Parkway RTSSP	\$ 3,513,548	\$ 126,720	\$ 3,640,268	\$ 935,068	\$ 4,575,336	20%
La Habra	20/21	Lambert Road Corridor	\$ 1,813,074	\$ 60,000	\$ 1,873,074	\$ 468,193	\$ 2,341,267	20%
Orange	20/21	Tustin Avenue - Rose Drive RTSSP	\$ 2,663,153	\$ 103,680	\$ 2,766,833	\$ 704,230	\$ 3,471,063	20%
Seal Beach	20/21	Seal Beach Boulevard Signal Synchronizations and Advanced Transportation Controller Upgrades	\$ 546,750	\$ -	\$ 546,750	\$ 230,250	\$ 777,000	30%
<b>TOTALS</b>			<b>\$ 11,576,009</b>	<b>\$ 512,352</b>	<b>\$ 12,088,361</b>	<b>\$ 3,153,100</b>	<b>\$ 15,241,461</b>	

Projects Not Eligible	Fiscal Year	Project	M2 Amount - Primary Implementation	M2 Amount - Operations & Maintenance	Total M2 Amount	Match	Total	Match Rate
Dana Point*	20/21	Pacific Coast Highway/Niguel Road/Street of the Golden Lantern Grid RTSSP	\$ 2,117,038	\$ 76,800	\$ 2,193,838	\$ 548,460	\$ 2,742,298	20%
<b>TOTALS</b>			<b>\$ 2,117,038</b>	<b>\$ 76,800</b>	<b>\$ 2,193,838</b>	<b>\$ 548,460</b>	<b>\$ 2,742,298</b>	

Acronyms:

CTFP - Comprehensive Transportation Funding Programs

M2 - Measure M2

RTSSP - Regional Traffic Signal Synchronization Program

\*Application is not being recommended for programming at this time due to not complying with the CTFP Guidelines requirements, specifically with respect to having timely average daily traffic count information.



**May 4, 2020**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Interstate 405 Improvement Project Update

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

**Overview**

The Orange County Transportation Authority is currently underway with the implementation of the Interstate 405 Improvement Project. This report provides a project update.

**Recommendation**

Receive and file as an information item.

**Background**

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation, and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and will add an additional lane in each direction that will combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

On November 14, 2016, the OCTA Board of Directors (Board) awarded the design-build (DB) contract to OC 405 Partners (OC405), a joint venture. OCTA executed the DB contract with OC405 and issued Notice to Proceed (NTP) No. 1 on January 31, 2017. NTP No. 1 was a limited NTP for mobilization, design, and administrative activities. On July 26, 2017, the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement was executed between OCTA and the United States Department of Transportation (USDOT). On July 27, 2017, OCTA issued NTP No. 2 to OC405. NTP No. 2 was a full NTP for all activities, including construction.

***Discussion***

A number of activities are ongoing as the final design, right-of-way (ROW) acquisition, utility relocations, and construction activities continue to advance. The following provides a more detailed status of Project activities.

**Financing and TIFIA Loan**

On July 26, 2017, OCTA executed a TIFIA loan agreement with the USDOT for up to \$628.93 million. Pursuant to the terms identified in the loan agreement, OCTA staff submits periodic reimbursement requisitions to the USDOT Build America Bureau and Federal Highway Administration. OCTA has received two TIFIA loan disbursements to date and anticipates receiving the third disbursement later this year.

**Tolling Contracts**

On February 26, 2018, the Board selected Kapsch TrafficCom USA, Inc., (Kapsch) to provide toll lanes system integration services for design, installation, operation, and maintenance of the electronic toll and traffic management (ETTM) system on both the 405 and 91 Express Lanes. Kapsch is currently under contract and is working closely with the design-builder to deliver fully functional express lanes upon opening in 2023. Kapsch has submitted the ETTM infrastructure final design to be used for the 405 Express Lanes, including equipment types and configurations. Kapsch has also reviewed the design-builder's plans and provided input on requirements for the Toll Operations Center (TOC) improvements. The TOC will be located at OCTA's Santa Ana Bus Base and will be staffed by Kapsch for 405 Express Lanes operations.

Staff has initiated the development of a request for proposals for the back office support and customer service center contract for the 405 Express Lanes, and plans to seek Board approval for its release in the summer of 2020.

**Design**

The final design is substantially complete at this time. The DB process allows for design refinements, and that process will continue throughout the remainder of construction.

**ROW Acquisition**

Construction of the Project impacts 288 properties, including 179 residential properties, 71 commercial/industrial properties, 37 public properties, and one railroad property. There are 287 properties identified as partial acquisitions

and one property identified as a full acquisition at the owner's request. The real property requirements for the partial acquisitions are comprised of a combination of fee acquisitions, permanent easements, temporary construction easements (TCE), permanent and temporary ground lease reductions, and access control rights needed to construct the proposed highway and express lane improvements for the Project. The full-fee acquisition, partial-fee acquisitions, permanent easements, and TCEs are required for roadway and bridge construction, soundwalls and retaining walls, drainage systems, and for the installation of above-ground and underground facilities, including electrical, telecommunication, water, sewer, gas, and storm drain systems.

The ROW acquisition program is currently on schedule. Of the 288 total properties impacted, the following summarizes the status of the ROW acquisition:

- 288 offers presented,
- 283 parcels in OCTA's possession for construction,
- 60 resolutions of necessity (RONs) approved.

No additional RONs are anticipated at this time.

#### Utility Relocations

There are currently 107 utilities that require relocation to accommodate the Project. OCTA is coordinating with 22 impacted utility owners to identify and resolve conflicts and relocation issues. To date, OCTA has executed 80 utility agreements, or over 75 percent of the agreements for utilities requiring relocation, and is in the process of finalizing the remaining utility agreements. There are several potential utility relocation risks, including a Southern California Gas transmission line and several Southern California Edison (SCE) facilities for which staff continues to develop and implement mitigation plans, as utilities are a shared risk between OCTA and OC405. Critical utility relocations that had once been considered to pose some risk, such as facilities owned by Frontier Communications, Chevron USA, Crimson Pipeline, and SCE, have been successfully completed.

#### Construction

OC405 began construction on March 6, 2018. Initial construction activities included restriping portions of the freeway and setting up concrete barriers on the outside of the freeway to protect work areas for activities such as tree removals and grading. These initial construction activities are complete. Clearing and grubbing, including tree and ground cover removal, and rough grading activities are also substantially complete at this time.

Significant roadway construction activities, including installation of drainage systems, retaining walls and soundwalls, and paving operations began in earnest in 2019 and will continue through 2020. Construction at Oceanview Channel and East Valley Channel, two major drainage facilities that cross under the freeway, is well underway. Additionally, over 50 walls are under construction or complete.

After the opening of the Slater Avenue overcrossing bridge in late August 2019, demolition and construction activities commenced on Bushard Street and Talbert Avenue. The Bushard Street and Talbert Avenue overcrossing bridge construction is actively progressing, and the bridges are anticipated to be open to traffic in late 2020 and early 2021, respectively. Construction on the McFadden Avenue overcrossing bridge also continues, and the bridge is anticipated to be open to traffic in late summer of 2020. Bushard Street, Talbert Avenue, and McFadden Avenue are all one-stage bridges, which means the bridges are closed to traffic on both sides of I-405 during demolition and reconstruction.

Significant bridge construction also continued at Fairview Road, Magnolia Street, Goldenwest Street, Westminster Boulevard, and Bolsa Chica Road overcrossings. These are two-stage bridges, which means traffic will be maintained on the remaining portion of the bridge while the first half of the new bridge is constructed. The first half of the new Magnolia Street overcrossing bridge opened in late March, and construction began on the second half of the bridge immediately thereafter. The opening of the first half of the other two-stage bridges noted is anticipated in 2020.

This past quarter, the widening of existing freeway bridges continued over Harbor Boulevard, Santa Ana River, Beach Boulevard, Bolsa overhead railroad crossing, and an old Navy railroad crossing.

Looking ahead, the remainder of 2020 will remain busy related to bridge, wall, and pavement construction.

### Project Challenges

As would be expected on a project of this magnitude, certain challenges have been encountered, including the following:

- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Dispute resolution and change management
- Minimizing impacts and disruptions to the public
- Timely performance of third-party utility work
- Project schedule impacts and mitigations

OCTA has worked closely with its partners and OC405 to mitigate schedule delays when identified. Schedule mitigations implemented to date include building the Slater Avenue and Edwards Street overcrossing bridges in one stage instead of two stages, improvements to the construction staging at Oceanview Channel, and the long-term closure of one of the two off-ramps from northbound I-405 to Westminster Boulevard. More recent schedule mitigations that have been implemented include extended overnight and daytime freeway lane closures to take advantage of the significantly reduced traffic volumes on the freeway the past two months related to the COVID-19 pandemic. The objectives of the schedule mitigations are to minimize impacts to the original Project completion date while balancing the minimization of traffic impacts.

Additionally, in September 2019, there was a discovery of archaeological resources within the Project site. OCTA is following established state procedures for this type of discovery and is working with the appropriate parties to ensure appropriate and respectful procedures are followed. This discovery has impacted construction at a specific location. Recently, a mitigation was implemented to minimize the impacts to the overall Project schedule.

#### Project Cost/Contingency

The overall Project cost remains \$1.9 billion, and the Project contingencies have been approximately 38 percent expended to date. This is in line with the percent complete for the Project from both a time and earned value standpoint.

#### Public Outreach

Over the past few months, the public outreach team has shifted strategies as a result of the COVID-19 pandemic. All meetings with residents, business owners, and key stakeholders have become virtual discussions, and outreach is being conducted primarily through electronic means.

As work is ongoing on a large number of walls, the public outreach team is coordinating with approximately 150 residents due to the residents' backyard walls being rebuilt as part of the Project. Residents are advised of initial activities such as installation of safety fencing and ongoing work that may be of impact, such as wall demolition and pile installation. In addition, the public outreach team is facilitating preconstruction surveys prior to pile installation activities at bridges.

The public outreach team has conducted three virtual neighborhood meetings since the start of the COVID-19 pandemic. The first was with Fountain Valley, Huntington Beach, and Westminster residents near the Magnolia Street bridge as work there began on the second half of the bridge. In addition, virtual

meetings have been held with Leisure World and College Park East residents in the City of Seal Beach for activities along North Gate Road and Almond Avenue, respectively. The meetings were attended by an average of 50 residents, and the format, a webinar during which residents were able to comment and ask questions, has been well received.

The virtual meetings are among several tools the public outreach team has begun using in lieu of face-to-face briefings and meetings, tactics that are currently on hold. Other tools include targeted social media ads; addressable geofencing to deliver information through mobile music, games, and news apps; connecting with and sharing information to community-specific social media groups within each corridor city; creating 30- to 60-second videos for social media; and tagging local traffic reporters on social media.

In the coming months, the public outreach team anticipates conducting at least two additional virtual neighborhood meetings to notify communities of the next phase of activities beginning for the Bolsa Chica Road and Goldenwest Street bridges. Typically, the team also participates in community events throughout spring and summer, however, all events have been canceled. Meanwhile, the team continues to brief key community stakeholders through conference calls and have partnered with city staff to provide updates through each city's respective communication channels.

Constituent comments and questions have dropped slightly, averaging approximately 130 per month this past quarter, down from an average of 140 per month in the last quarter of 2019. An increase in activities has driven a rise in construction emails, with an average of 12 per month going to more than 12,000 recipients. In addition, targeted social media ads continue to be a cost-effective tool while the Project interactive map and mobile app use remains steady.

#### **Next Steps**

Staff will continue to work closely with the design-builder to continue construction. This involves completing the ROW acquisition, obtaining permits, utility relocation coordination, and coordinating construction activities.

#### **Summary**

Construction continues to advance. Currently, ROW acquisition, utility relocations, public outreach, and other activities are in process to continue the construction phase of the Project.

***Attachment***

None.

**Prepared by:**



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Senior Program Manager  
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**Approved by:**



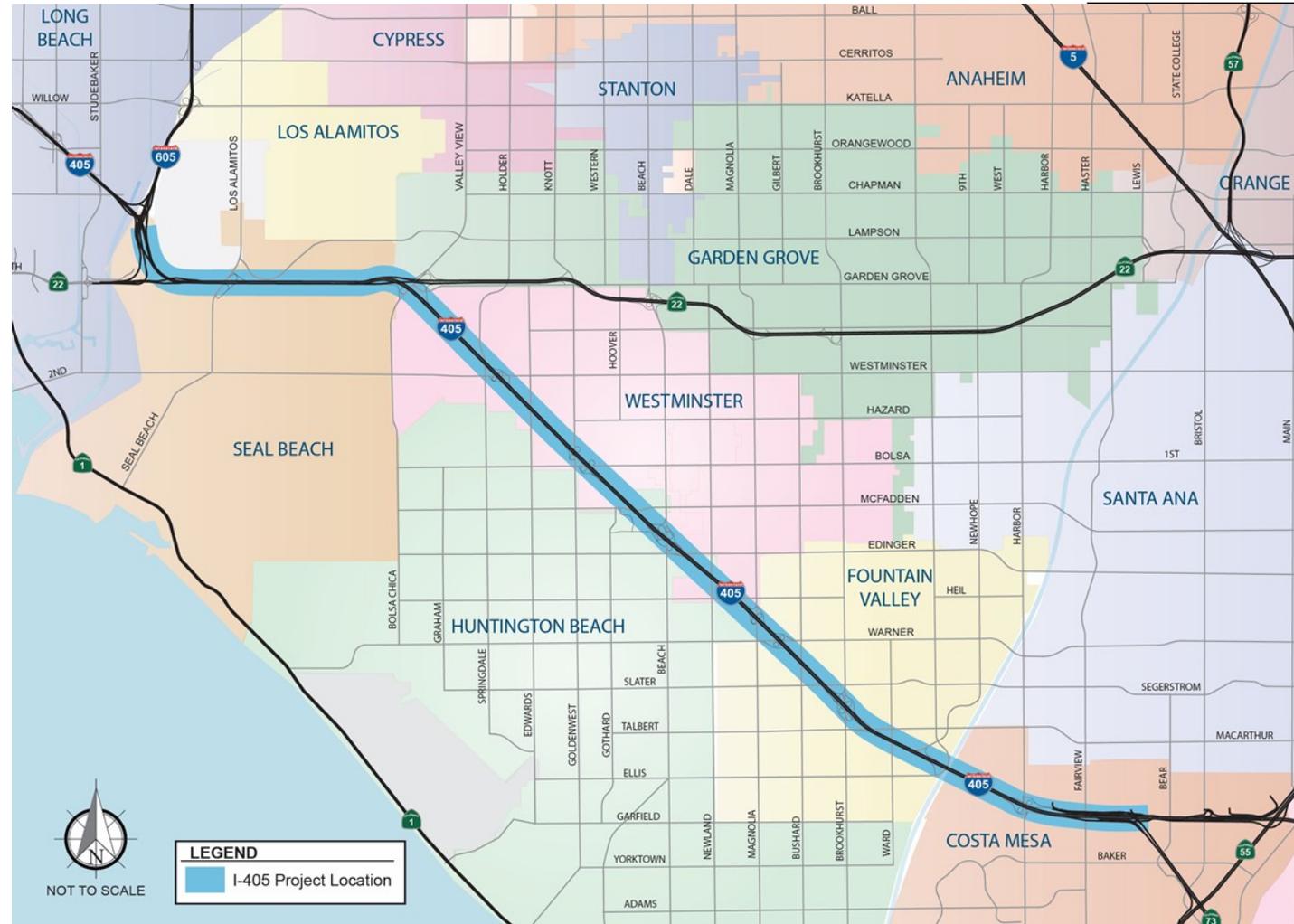
James G. Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646



# Interstate 405 Improvement Project Update



# Project Location and Key Features



# Background



Milestone	Completion Date
Environmental clearance	May 2015
Orange County Transportation Authority Board of Directors (Board) awards design-build (DB) contract to OC 405 Partners	November 2016
Notice to Proceed (NTP) No. 1 issued	January 2017
TIFIA* loan executed	July 2017
NTP No. 2 issued	July 2017
Construction began	March 2018

\* Transportation Infrastructure Finance and Innovation Act



## Design

- Project design is substantially complete
- Future design refinements allowed in DB process

## Right-of-Way

- 288 properties impacted – on schedule overall
- 288 offers presented
- 283 properties in possession (98 percent of total parcels needed)
- 60 resolutions of necessity adopted by the Board

## Construction

- Construction over 30 percent complete
- Design-builder has approximately 700 workers involved in the I-405 Interstate Improvement Project (Project)

# Construction Update



**Concrete pavement construction**

# Construction Update



**Drainage and other roadway construction**

# Construction Update



**Wall construction**

# Construction Update



Apr 12, 2020 at 12:33:30 AM  
I-405 N  
Westminster CA 92708  
United States

**Magnolia Street bridge demolition**

# Construction Update



**McFadden Avenue  
bridge construction**



**Westminster Boulevard  
bridge construction**

# Look Ahead for Bridge Construction



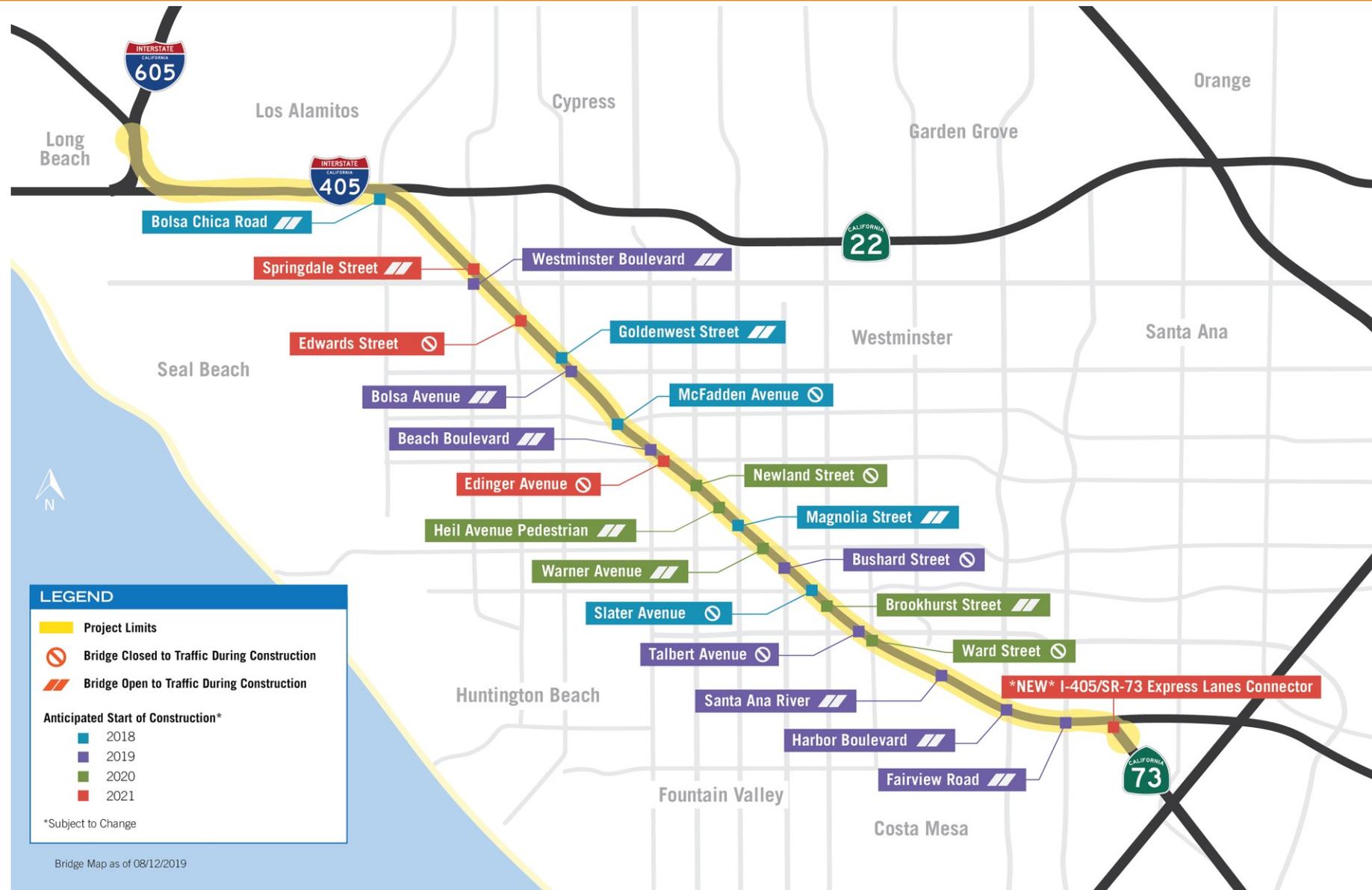
## May – June 2020

- Bolsa Chica Road bridge (first half) opens to traffic
- Goldenwest Street bridge (first half) opens to traffic

## July – December 2020

- McFadden Avenue bridge fully opens to traffic
- Bushard Street fully opens to traffic
- Start Heil Avenue pedestrian overcrossing
- Westminster Boulevard bridge (first half) opens to traffic
- Fairview Road bridge (first half) opens to traffic

# Bridge Construction Map



**LEGEND**

- Project Limits
- ⊘ Bridge Closed to Traffic During Construction
- Bridge Open to Traffic During Construction

**Anticipated Start of Construction\***

- 2018
- 2019
- 2020
- 2021

\*Subject to Change

Bridge Map as of 08/12/2019

# Project Challenges



- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Change management
- Minimizing impacts and disruptions to the public
- Timely performance of third-party utility work
- Schedule impacts and mitigations

# Schedule Mitigations Implemented



## Previously Implemented

Slater Avenue bridge from two-stage to one-stage construction

Edwards Street bridge from two-stage to one-stage construction

Improvements to staging of Oceanview Channel construction

Long-term closure of one of two northbound off-ramps to Westminster Boulevard

Longer ramp closure durations

Extended and/or multiple night closures

## Recently Implemented

Work-around to take area near archaeological discovery off the future schedule critical path

Daytime lane closures due to current lower traffic volumes

- Mitigations intended to minimize impacts to Project completion date
- To be balanced with minimizing traffic impacts

# Community Engagement



Category	Average per month
Public comments, questions	130 constituents
Social media reach	186,359 users
Construction emails	12 (30 percent open rate)
Interactive map	968 users
Mobile app	272 users
Website closures list	353 downloads

# Upcoming Outreach



- Virtual Neighborhood Meetings
  - Bolsa Chica Road
  - Goldenwest Street
- Almond Avenue Soundwalls
- North Gate Utility Relocations/  
Soundwalls
- Long-Term Ramp Closures
  - Seal Beach Boulevard
  - South Coast Drive
  - Edinger Avenue
- Key Stakeholder Briefings

405 Magnolia Online Meeting

## Magnolia Street Bridge Update

**Preparing for Traffic Shift**

- **Magnolia closed, Recreation Circle to Heil Avenue**  
9 p.m. to 6 a.m. nightly\*  
Thursday, March 26-Sunday, March 29

The video player displays two images: on the left, a construction site with concrete barriers and orange traffic cones; on the right, a construction site with a large concrete wall and rebar. A small video feed of a person wearing a headset is visible in the bottom right corner of the player. The video player interface includes a progress bar at 7:49 / 1:08:06 and a 'Scroll for details' link.





**May 4, 2020**

**To:** Regional Planning and Highways Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Update on State Route 55 Improvement Project from Interstate 405 to Interstate 5

### **Overview**

The Orange County Transportation Authority is currently underway with the implementation of the State Route 55 improvement project from Interstate 405 to Interstate 5. This report provides a project update.

### **Recommendation**

Direct staff to continue the implementation of the State Route 55 improvement project from Interstate 405 to Interstate 5 through construction as included in the Next 10 Delivery Plan.

### **Background**

The State Route 55 (SR-55) improvement project from Interstate 405 (I-405) to Interstate 5 (I-5) (Project) is part of Project F in the Measure M2 (M2) freeway program. The updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2019, identified the Project as one of the M2 freeway projects to be completed by 2026. The Project will add one general purpose lane and one high-occupancy vehicle lane in each direction between I-405 and I-5, and auxiliary lanes between interchanges. This segment of SR-55 is one of the most highly-congested corridors in Orange County. The condition will worsen as population and traffic growth are projected to increase.

The corridor cities of Irvine, Santa Ana, and Tustin have been very supportive of the Project. The cities have been actively involved from the planning phase through the current design phase to move the Project forward. To date, 33 Board actions have been taken to advance the Project through multiple phases, including providing direction to accelerate the Project. The Project design was initiated in June 2017, when the Board approved the design cooperative

## **Update on State Route 55 Improvement Project from Page 2 Interstate 405 to Interstate 5**

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agreement with the California Department of Transportation (Caltrans), and acquisition of right-of-way (ROW) and relocation of utilities were authorized by the Board in September 2017. Construction is anticipated to begin mid-2021.

### ***Discussion***

A number of activities are ongoing as the final design, ROW acquisition, utility relocation coordination, and public outreach activities continue to advance. The following provides a more detailed status of Project activities.

#### **Design**

The design is 100 percent complete and was submitted to Caltrans at the end of April 2020.

#### **ROW Acquisition**

The Project will impact 33 properties, including 24 commercial properties, three residential properties, and six publicly-owned properties. There are 31 properties identified as partial acquisitions and two properties identified as full acquisitions. The real property requirements include fee acquisitions, temporary construction easements (TCE), utility easements, and permanent maintenance easements. The full-fee acquisitions, partial-fee acquisitions, and permanent maintenance easements are required for access control rights needed for construction of the roadway, bridges, retaining walls, drainage systems, and electrical systems. Utility easements are required to relocate above-ground and underground electrical systems, sewer, and water facilities. TCEs are needed to provide a sufficient area for the contractor to perform the work.

Of the 33 total properties impacted, the following summarizes the status of the ROW acquisition:

- Appraisals were initiated in early 2019 and are targeted to be complete in the second quarter of 2020.
- First written offers commenced in December 2019 which included payments in accordance with the Board-approved Incentive Payment Program. To date, nine offers have been presented with three of the owners accepting. Negotiations will continue as the Project advances.

Currently, the clearing of all constraints to advertise the Project for construction, including ROW certification, is targeted for the fourth quarter of 2020. The Project team continues to work toward this goal, but there are potential external risks that may arise during acquisition and any necessary legal proceedings that could impact ROW delivery and meeting this schedule. Staff will continue to

## **Update on State Route 55 Improvement Project from Interstate 405 to Interstate 5** *Page 3*

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monitor and manage these risks, including any impacts related to COVID-19, and will plan to provide an update next quarter.

### Utility Relocations

Thirteen utility companies are impacted and require relocation as part of the Project. Since the coordination and relocation design for utilities can be a long process, staff initiated the coordination in early 2018 and have resolved all utility design issues. Staff has been successful in executing 14 of 27 utility agreements to date, with a goal to execute all agreements by summer 2020.

### Project Cost

The overall Project cost remains \$411 million, with construction estimated at \$205 million. With current rising costs in property values, construction materials, and labor, staff will continue to assess the Project cost and update the Board if an increase is projected.

### Public Outreach

OCTA has a comprehensive community outreach program. Leading into the anticipated mid-2021 construction start, staff will be laying a solid foundation to raise awareness about the Project. Briefings will be conducted with key stakeholders, including city councils, school districts, and emergency services. Presentations will be made to homeowner associations, Chambers of Commerce, and other community organizations. Starting in mid-2020, staff will mail postcards to all addresses in the corridor cities of Irvine, Santa Ana, and Tustin. This initial effort will inform the public about the Project and encourage the community to sign up for Project alerts. OCTA's goal is to reach as many people as possible before the start of construction, and these efforts will continue throughout construction.

### Next Steps

Staff will continue to work closely with Caltrans and the corridor cities as the design and ROW acquisition advance. Work continues to complete the final design, finalize appraisals, present all offers, and execute remaining utility agreements. The target is to clear all constraints to advertise the Project for construction, including ROW certification, in the fourth quarter of 2020. Advertisement for construction bids is planned for early 2021, with a construction start to follow in mid-2021.

**Update on State Route 55 Improvement Project from Page 4  
Interstate 405 to Interstate 5**

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***Summary***

Staff requests Board of Directors' direction to continue the implementation of the State Route 55 improvement project from Interstate 405 to Interstate 5 through construction as included in the Next 10 Delivery Plan.

***Attachment***

None.

**Prepared by:**

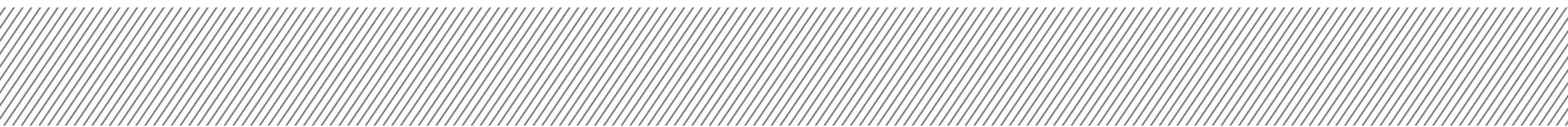


Ross Lew, P.E.  
Program Manager  
(714) 560-5775

**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
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# Update on State Route 55 Improvement Project from Interstate 405 to Interstate 5

# Project Limits



- Borders cities of Irvine, Santa Ana, and Tustin (Cities)
- Partnership with California Department of Transportation (Caltrans) and Cities
- Project F in Measure M2 (M2)
- Average daily traffic is expected to grow five percent from 261,700 to 274,800 by 2040

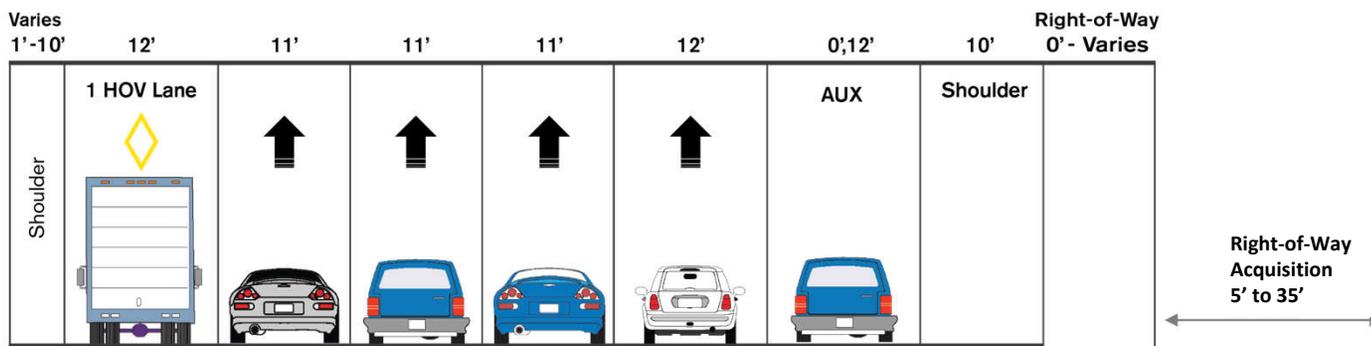
# Background



- Corridor cities including Irvine, Santa Ana, and Tustin support the project
- Project was included in past M2 Early Action Plan and M2020 updates
- Orange County Transportation Authority Board of Directors (Board) directed staff to accelerate delivery of the project
- In June 2017, the Board approved the design cooperative agreement with Caltrans to initiate the project design
- In September 2017, the Board authorized right-of-way (ROW) acquisition
- Project is included in the Next 10 Delivery Plan for implementation through construction

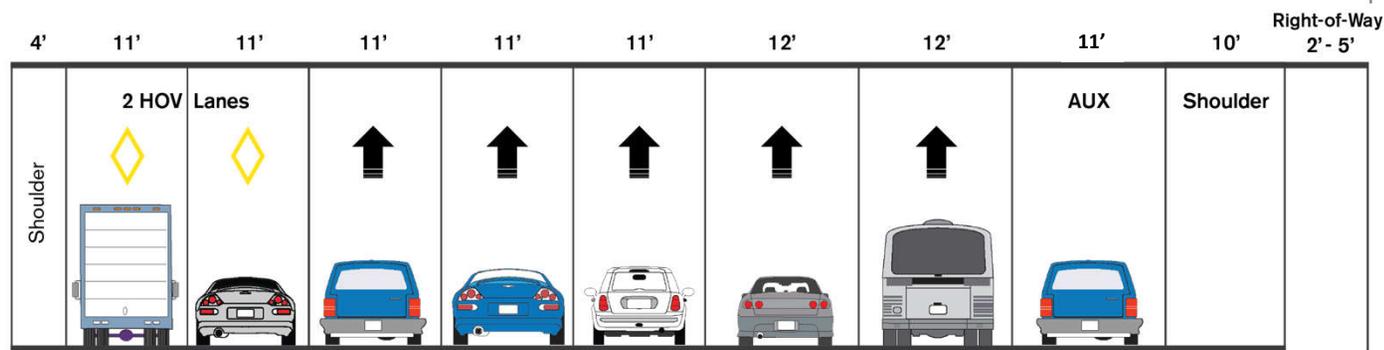
# Project Improvements

## Existing



## Project Improvements

- Add one high-occupancy vehicle lane in each direction
- Add one general purpose lane in each direction
- Add auxiliary lanes at certain locations



## Design

- Design anticipated to be fully complete by end of April 2020

## ROW

- 33 properties impacted (24 commercial, three residential, six public agencies)
- Appraisals were initiated in early 2019
- Nine offers provided to date with incentive program
- Three offers accepted to date
- Resolutions of necessity are anticipated

## Utility

- 13 utility companies impacted
- Utility relocation coordination was initiated in early 2018
- 14 of 27 utility agreements executed to date

# Project Schedule



	2017	2018	2019	2020	2021	2022	2023	2024
Complete Environmental Phase	✓	September 2017						
Initiate 35 percent Design, ROW Need and Utility Conflicts	✓	September 2017						
Complete 35 percent Design		✓ April 2018						
Initiate ROW Appraisal Maps		✓ June 2018						
Complete 65 percent Plans, Specifications, and Estimates (PS&E)			✓ January 2019					
Initiate ROW Appraisals			✓ February 2019					
Complete 95 percent PS&E			✓ July 2019					
Initiate First Offers to Property Owners				✓ December 2019				
Complete 100 percent PS&E				✓ April 2020				
ROW Certification				★ October 2020				
Ready To List				★ November 2020				
Construction				Mid-2021 to end-2024				



# Next Steps



Activity/Milestone	Date
<b>ROW</b>	
ROW Appraisals	February 2019 to May 2020
Utility Agreements	April 2019 to May 2020
First Offers to Property Owners	December 2019 to June 2020
Obtain ROW Certification	October 2020
<b>Design and Construction</b>	
Complete Design	April 2020
Obtain Ready to List	November 2020
Advertise for Construction	Early 2021
Start Construction	Mid-2021

