



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, February 3, 2025 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Stephanie Klopfenstein, Chair
John Stephens, Vice Chair
Mike Carroll
Jon Dumitru
Jamey M. Federico
Katrina Foley
Patrick Harper

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

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.

Call to Order

Pledge of Allegiance

Director Carroll

Closed Session

There are no Closed Session items scheduled.

Special Calendar

1. Committee Meeting 2025 Schedule

Stephanie Klopfenstein

Overview

Chair Klopfenstein will lead a discussion regarding the 2025 meeting schedule for the Regional Transportation Planning Committee.

Recommendation(s)

Approve the 2025 Regional Transportation Planning Committee meeting calendar.

Attachments:

[Calendar](#)

2. Roles and Responsibilities of the Regional Transportation Planning Committee

Darrell E. Johnson

Overview

The roles and responsibilities of the Regional Transportation Planning Committee are reviewed periodically for any appropriate changes or additions.

Recommendation(s)

Approve the 2025 Regional Transportation Planning Committee Roles and Responsibilities.

Attachments:

[Roles and Responsibilities](#)

Consent Calendar (Items 3 through 6)

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.

3. Approval of Minutes

Recommendation(s)

Approve the minutes of the December 2, 2024, Regional Transportation Planning meeting.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Attachments:

[Minutes](#)

4. Amendment to Agreement for Additional Design Services for State Route 55 Improvement Project Between Interstate 5 and State Route 91

Jeannie Lee/James G. Beil

Overview

On February 14, 2022, the Orange County Transportation Authority Board of Directors authorized an agreement with HDR Engineering, Inc., for the preparation of plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 5 and State Route 91. An amendment to the existing agreement is required for additional design services.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3643 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of \$1,238,501, for additional design services for the State Route 55 Improvement Project between Interstate 5 and State Route 91. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$10,348,602.

Attachments:

[Staff Report](#)

[Attachment A](#)

5. Measure M2 Annual Eligibility Review

Stephanie Mooney/Rose Casey

Overview

The Measure M2 Ordinance No. 3 requires that all local jurisdictions annually satisfy specific eligibility requirements to receive Measure M2 net revenues. The required documentation for the review period ending June 28, 2024, was received and reviewed by Orange County Transportation Authority staff. Board of Directors' approval is requested to find 33 of Orange County's 35 local jurisdictions (excluding the City of Buena Park and the City of Orange) as eligible to continue receiving Measure M2 net revenues.

Recommendation(s)

- A. Approve 33 of Orange County's 35 local jurisdictions (excluding the City of Buena Park and the City of Orange) as eligible to continue receiving Measure M2 net revenues.
- B. Receive and file the Measure M2 eligibility verification documents submitted by the City of Buena Park and the City of Orange.

Attachments:

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

6. Competitive Grant Programs - Update and Recommendations

Louis Zhao/Rose Casey

Overview

The Orange County Transportation Authority provides competitive grants to local and non-profit jurisdictions beyond those provided through Measure M2 using various federal, state, and local transportation funding programs. The Orange County Transportation Authority also directly applies for federal, state, and local competitive grant programs to support Orange County Transportation Authority-led projects. Staff has prepared an overview and status update for local jurisdiction projects that have received funds, recent grant pursuits and awards for Orange County Transportation Authority projects, and recommendations for changes to grant terms for local jurisdiction projects.

Recommendation(s)

- A. Approve one scope change and extension request from Sally's Fund, Inc. for operating assistance funded through the Enhanced Mobility for Seniors and Disabled Grant Program.
- B. Approve \$4.687 million in Congestion Mitigation and Air Quality Improvement program funds for the City of Huntington Beach's Magnolia Street Corridor Complete Streets Improvements Project from the contingency list from the Orange County Complete Streets Program.
- C. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program to facilitate the recommended actions above.
- D. Authorize the Chief Executive Officer to negotiate and execute any required agreements or amendments to facilitate the recommended actions above.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Regular Calendar

7. Coastal Rail Resiliency Study Update

Dan Phu/Rose Casey

Overview

In response to emergency remedial actions that resulted in a nearly yearlong closure of the coastal rail line in south Orange County, Orange County Transportation Authority initiated the Coastal Rail Resiliency Study in fall 2023, focusing on both short- and mid-term solutions to protect the rail line and preserve rail operations. Through this study, staff has developed concepts that would protect the rail line in place for the foreseeable future, which is estimated to be up to 30 years. A separate study, led by the State of California, is anticipated to determine the feasibility of potentially relocating the rail line to an inland alignment. An update on the range of feasible concepts for the Coastal Rail Resiliency Study is discussed herein.

Recommendation(s)

Direct staff to continue collaborating with key stakeholders to refine the range of feasible concepts and actively engage the public to solicit input on these concepts.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Presentation](#)

8. Coastal Rail Stabilization Priority Project Update

Jason Lee/James G. Beil

Overview

On September 9, 2024, staff was directed by the Board of Directors to continue to engage the regulatory agencies to identify opportunities to streamline processes and obtain regulatory permits to immediately implement solutions identified through the Coastal Rail Resiliency Study Assessment. Staff has continued to coordinate with regulatory agencies, and develop and update the Coastal Rail Priority Stabilization Project to proceed into the environmental phase.

Recommendation(s)

Direct staff to advance Reinforcement Areas (Areas 1 through 4) and complete the preliminary engineering/environmental phase to minimize additional rail closures.

Attachments:

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

[Staff Report](#)
[Attachment A](#)
[Attachment B](#)
[Attachment C](#)
[Presentation](#)

Discussion Items

9. Update on Measure M2 Project B Interstate 5 Improvement Project Between Interstate 405 and State Route 55

Niall Barrett/James G. Beil

Overview

Staff will provide an update on Measure M2 Project B of the Interstate 5 Improvement Project between Interstate 405 and State Route 55.

Attachments:

[Presentation](#)

10. Public Comments

11. Chief Executive Officer's Report

12. Committee Members' Reports

13. Adjournment

The next regularly scheduled meeting of this Committee will be held:

10:30 a.m. on Monday, March 3, 2025

OCTA Headquarters
550 South Main Street
Orange, California



ORANGE COUNTY TRANSPORTATION AUTHORITY

2025 REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETINGS

JANUARY						
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OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting
9:30 a.m.: OCTA Headquarters, 550 South Main Street, Board Room - Conf. Room 07-08, Orange CA

RTP
10:30 a.m.

Holidays

2025 Regional Transportation Planning Committee Calendar - Proposed Exceptions

Standard monthly meeting dates and times are as follows:

Regional Transportation Planning (RTP) – 1st Monday of the month at 10:30 a.m.

Month	Proposed Exceptions to the Standard Meeting Dates
January	Cancel RTP Committee
February	No change
March	No change
April	No change
May	No change
June	No change
July	No change
August	Adjust the September RTP Committee to Thursday, August 28, due to the Labor Day holiday
September	See the month of August for adjustments to the RTP Committee
October	No change
November	No change
December	No change

Committee meeting calendars are pending approval by each committee at their first meeting once assignments are finalized

Draft
Regional Transportation Planning Committee
Roles and Responsibilities
February 3, 2025

1. Reviews and makes recommendations to the Board of Directors regarding compliance with federal, state, and regional planning and programming requirements, such as the federal transportation program, state/federal funding programs, executive orders, and state congestion management programs;
2. Ensures proper coordination of related countywide plans (i.e., Master Plan of Arterial Highways, Active Transportation Programs, etc.);
3. Reviews and makes recommendations to the Board of Directors regarding priorities for timing and uses of federal, state, and local transportation funding for the freeway, arterial, and other projects, such as active transportation projects;
4. Makes recommendations to the Board of Directors on the use and procurement of professional services and contractors to support the planning, programming, and delivery of regional planning and highway programs;
5. Reviews and provides recommendations to the Board of Directors on matters of motorist services;
6. Reviews and provides recommendations to the Board of Directors on emerging transportation issues such as: arterial and freeway technology, regional multi-modal innovation initiatives, and system adaptation and resilience to climate-related risks;
7. Reviews local agency eligibility with respect to Measure M requirements, including guidelines related to Measure M freeway and arterial programs;
8. Provides guidance to staff in the development of the Regional Transportation Plan and associated transportation conformity findings and makes recommendations to the Board of Directors on the final report and plan of action;
9. Develops policy recommendations for the Board of Directors with respect to regional transportation matters such as goods movement, regional rail, and managed lanes proposals on the state highway system, including the coordination with other Orange County Transportation Authority committees as appropriate; and
10. Monitors the planning, development, and implementation of state highway and freeway projects and the operation and maintenance of the state highway system in Orange County and makes recommendations to the Board of Directors.

**Committee Members Present**

Jamey Federico, Vice Chair
Jon Dumitru
Katrina Foley
Patrick Harper
Farrah N. Khan
John Stephens

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Clerk of the Board Specialist, Senior
Gina Ramirez, Assistant Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

None

Call to Order

The December 2, 2024, Regional Transportation Planning Committee meeting was called to order by Committee Vice Chair Federico at 10:30 a.m.

Consent Calendar (Items 1 through 10)**1. Approval of Minutes**

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present to approve the minutes of the November 4, 2024 Regional Transportation Planning Committee meeting.

2. Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present to:

- A. Authorize the use of \$210,033,000 in Measure M2 funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- B. Authorize the inclusion of \$27,861,000 in State Highway Operations and Protection Program funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- C. Authorize the use of \$9,780,000 in Local Partnership Program - Formula funds for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.



- D. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2645 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$247,674,000, comprised of a construction capital share of \$202,243,000, and a construction management services share of \$45,431,000 for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.

3. Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-9-1160 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$773,126, for additional design services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$8,305,401.

4. Amendment to Agreement for Additional Design Services for State Route 91 Improvement Project Between La Palma Avenue and State Route 55

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-9-1557 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$860,051, for additional design services for the State Route 91 Improvement Project between La Palma Avenue and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$17,348,935.



5. Amendment to Cooperative Agreement with the City of Anaheim for the State Route 91 Improvement Project Between State Route 57 and State Route 55

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-3-2751 between the Orange County Transportation Authority and the City of Anaheim, in the amount of \$1,201,000, for additional project support services. This will increase the maximum obligation of the cooperative agreement to a total value of \$1,446,000.

6. Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present to:

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-3-2655 between the Orange County Transportation Authority and the California Department of Transportation, in an amount of \$2,393,000, for additional construction capital cost for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$101,358,000.
- B. Authorize the use of \$2,393,000 in State Route 91 Express Lanes excess revenue for construction capital and construction support for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.
- 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.

7. Measure M2 Environmental Mitigation Program Update

This item was pulled by Director Foley for a details on the Fairview Park Restoration project in Costa Mesa.

Lesley Hill, Project Manager, Environmental Mitigation Program, provided a report on the project.

A motion was made by Director Foley, seconded by Committee Vice Chair Federico, and declared passed by those present to receive and file as an information item.



8. 2025 Technical Steering Committee Membership

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present to approve the proposed 2025 Technical Steering Committee membership recommendations.

9. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2024

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present to:

- A. Approve requested adjustments to the proposed Comprehensive Transportation Funding Programs projects.
- B. Authorize the Chief Executive Officer to negotiate and execute cooperative agreement amendments for applicable cooperative agreements.

10. 2025 Active Transportation Program Regional Project Prioritization Point Assignments for Orange County

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present to:

- A. Approve the Orange County 2025 Active Transportation Program project prioritization point assignments for submittal to the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer, or his designee, to provide concurrence on future project scope changes and substitutions as needed for the 2025 Active Transportation Program projects.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.



Regular Calendar

11. State and Federal Grant Acceptance for the Coastal Rail Infrastructure Resiliency Project

A motion was made by Director Foley, seconded by Director Harper, and declared passed by those present to:

- A. Adopt Resolution No. 2024-088, to accept the SB 1 Trade Corridor Enhancement Program grant award from the California Transportation Commission for \$80 million, to commit the required 30 percent match from the Federal Railroad Administration award, and to negotiate and execute any grant-required agreements including the baseline agreement.
- B. Authorize the Chief Executive Officer, or designee, to accept the 2024 Cycle 7 Transit and Intercity Rail Capital Program grant award from the California State Transportation Agency for \$125 million for the Coastal Rail Infrastructure Resiliency Improvement Project, and to negotiate and execute grant-related agreements and documents with the California State Transportation Agency and California Department of Transportation.
- C. Authorize the Chief Executive Officer, or designee, to accept the Consolidated Rail Infrastructure and Safety Improvements Program grant award from the Federal Railroad Administration for \$100 million for the Coastal Rail Infrastructure Resiliency Improvement Project, and to negotiate and execute grant-related agreements and documents with the Federal Railroad Administration.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of the Coastal Rail Infrastructure Resiliency Improvement Project.

12. Agreement for Traffic Signal Improvements for Regional Traffic Signal Synchronization Program Projects

A motion was made by Director Foley, seconded by Director Stephens, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2435 between the Orange County Transportation Authority and Elecnor Belco Electric, Inc., the lowest responsive, responsible bidder, in the amount of \$4,517,664 for construction of traffic signal improvements for the Regional Traffic Signal Synchronization Program projects.



Discussion Items

13. Public Comments

No public comments were received.

14. Chief Executive Officer's Report

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

- OCTA to receive the Innovation Transportation Solutions Award from the Women's Transportation Seminar (WTS) for the Youth Ride Free and College Pass programs
- Kia Mortazavi, Executive Director, Planning, and Rose Casey, Executive Director, Planning, to be recognized as Man and Woman of the Year by the WTS

15. Committee Members' Reports

Director Foley reported that the Orange County 5th District office will host an open house on December 4 at 1:00 p.m.

16. Adjournment

The meeting was adjourned at 10:48 a.m.

The next regularly scheduled meeting of this Committee will be held at 10:30 a.m. on Monday, February 3, 2025 at the OCTA Headquarters, 550 South Main Street, Orange, California.



February 3, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Additional Design Services for State Route 55 Improvement Project Between Interstate 5 and State Route 91

Overview

On February 14, 2022, the Orange County Transportation Authority Board of Directors authorized an agreement with HDR Engineering, Inc., for the preparation of plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 5 and State Route 91. An amendment to the existing agreement is required for additional design services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3643 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of \$1,238,501, for additional design services for the State Route 55 Improvement Project between Interstate 5 and State Route 91. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$10,348,602.

Discussion

The State Route 55 (SR-55) Improvement Project between Interstate 5 (I-5) and State Route 91 (SR-91) (Project) is part of Project F in the Measure M2 (M2) freeway program. In the updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2024, the Project is listed as one of the M2 freeway projects to be implemented through construction.

The Project will add one general purpose lane in both directions on SR-55 between I-5 and SR-91 and provide operational improvements on the southbound (SB) ramps at Katella Avenue and Lincoln Avenue. Specifically, an additional lane will be added to the SB SR-55 Katella Avenue on- and off-ramp, and the existing SB SR-55 Lincoln Avenue off-ramp will be relocated 1,300 feet to the south, next to the existing SB SR-55 Lincoln Avenue hook on-ramp. The plans, specifications,

Amendment to Agreement for Additional Design Services for State Route 55 Improvement Project Between Interstate 5 and State Route 91 *Page 2*

and estimates (PS&E) for the Project are currently being prepared by HDR Engineering, Inc. (HDR).

Additional project scope has been identified, which requires further effort to complete the design on schedule. An amendment to the project design agreement is recommended for the following additional services:

Roadway Design

- The California Department of Transportation (Caltrans) requested to incorporate several electrical components, such as closed-circuit television (CCTV) cameras, poles, wiring, and controller cabinet equipment to be included in the Project to minimize construction conflicts and throwaway costs related to a Caltrans State Highway Operation and Protection Program project within the project limits.
- Caltrans requested additional freeway safety lights with electrical conduits be included along the median between Fourth Street and 17th Street to enhance safety.
- Due to the design survey showing conditions that will impact the existing drainage system, the Project needs to provide a new drainage system to collect stormwater and improve conditions in the freeway shoulder.
- Due to new federal requirements on sign panels, the existing overhead sign (OHS) panel and structures are required to be replaced with a new OHS panel and structure.
- The centerline of the freeway between Fourth Street and 17th Street is shifted to avoid right-of-way (ROW) along northbound (NB) SR-55. As a result, new bridge mounted signs are required for lane assignments on the sign panel to be aligned with the proposed lane configuration.
- Based on design surveys, additional wall design and modifications are required for the Project.
- The cities of Orange and Santa Ana requested aesthetics treatment for the retaining wall that represents the cities. The original scope did not include wall aesthetics; therefore, structure aesthetics plans will need to be developed.
- The Caltrans Ordinance for Model Water Efficiency has been updated, and the irrigation design requires an update to be compliant with the new requirements.
- Caltrans updates their standard plans and standard specifications every year, and roadway and structures designs need to conform to the new Caltrans standards. Design plans and specifications for this Project need to be updated and reviewed by various departments at Caltrans to obtain approval.

Amendment to Agreement for Additional Design Services for State Route 55 Improvement Project Between Interstate 5 and State Route 91 *Page 3*

Reports

- A supplemental project report will be developed to address miscellaneous changes and additional ROW needs.
- Based on the latest Caltrans requirements, the project improvements require a Ramp Metering Design Exception Report.

ROW Engineering Services

- The replacement of an OHS structure requires additional ROW acquisition. This effort will include the development of new ROW maps and documentation of the ROW needs.
- Additional ROW acquisition efforts are needed for the relocation of the SB Lincoln Avenue off-ramp, including the development of new ROW maps and documentation of the ROW needs.

Environmental Services

This Project requires environmental permits from regulatory agencies for construction. The original agreement did not include costs for the permit fees required for the processing of environmental permitting.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both state and federal laws. The original firm-fixed price agreement was executed on August 8, 2022, in the amount of \$9,110,101. This agreement has been previously amended as shown in Attachment A. It has become necessary to amend the existing agreement to add funds for additional design services.

OCTA staff negotiated the required level of effort with HDR to provide additional design services. Staff found HDR's cost proposal, in the amount of \$1,238,501, to be fair and reasonable relative to the negotiated level of effort. The proposed amendment will increase the total contract value to \$10,348,602.

Fiscal Impact

The additional funding for the Project is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, Account No. 0017-7519-FF102-0WZ, and will be funded with a combination of federal and local M2 funds.

Amendment to Agreement for Additional Design Services for State Route 55 Improvement Project Between Interstate 5 and State Route 91 *Page 4*

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3643 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of \$1,238,501, for additional design services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Attachment

- A. HDR Engineering, Inc., Agreement No. C-1-3643 Fact Sheet

Prepared by:



Jeannie Lee, P.E.
Senior Project Manager
(714) 560-5735

Approved by:



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



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619

**HDR Engineering, Inc.
Agreement No. C-1-3643 Fact Sheet**

1. February 14, 2022, Agreement No. C-1-3643, \$9,110,101, approved by the Board of Directors (Board).
 - The agreement was executed on August 8, 2022, for the preparation of plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 5 and State Route 91.
2. August 30, 2024, Amendment No. 1 to Agreement No. C-1-3643, \$0, approved by the Contracts Administration and Materials Management Department.
 - To modify the key personnel for HDR Engineering, Inc.
 - To add subconsultant EGP Consulting, Inc., to provide environmental revalidation services and permits.
3. February 10, 2025, Amendment No. 2 to Agreement No. C-1-3643, \$1,238,501 pending approval by the Board.
 - For additional design services for right-of-way engineering services, new electrical components, new drainage system, overhead signage, retaining wall aesthetics, updated irrigation design, and additional reports based on the California Department of Transportation requirements.

Total funds committed to HDR Engineering, Inc., after approval of Amendment No. 2 to Agreement No. C-1-3643: \$10,348,602.



February 3, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Measure M2 Annual Eligibility Review

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

Overview

The Measure M2 Ordinance No. 3 requires that all local jurisdictions annually satisfy specific eligibility requirements to receive Measure M2 net revenues. The required documentation for the review period ending June 28, 2024, was received and reviewed by Orange County Transportation Authority staff. Board of Directors' approval is requested to find 33 of Orange County's 35 local jurisdictions (excluding the City of Buena Park and the City of Orange) as eligible to continue receiving Measure M2 net revenues.

Recommendations

- A. Approve 33 of Orange County's 35 local jurisdictions (excluding the City of Buena Park and the City of Orange) as eligible to continue receiving Measure M2 net revenues.
- B. Receive and file the Measure M2 eligibility verification documents submitted by the City of Buena Park and the City of Orange.

Background

Local jurisdictions must meet Measure M2 (M2) eligibility requirements required by the M2 Ordinance No. 3 (M2 Ordinance) and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) annually to remain eligible to receive M2 net revenues. There are 13 eligibility requirements that local jurisdictions must satisfy to remain eligible; however, not all 13 eligibility components require verification during each eligibility cycle. For reference, a summary of M2 eligibility requirements and their respective due dates are provided in Attachment A.

While OCTA staff reviews and affirms all M2 eligibility components, the M2 Ordinance requires the Taxpayer Oversight Committee (TOC) to review a subset

of these components. These include the Congestion Management Plan (CMP), Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan (PMP), and Expenditure Report.

Generally, local jurisdictions must submit the required documentation annually on or before June 30. These submittals are reviewed by staff and the TOC each year. Expenditure reports are then due annually on December 31, six months after the close of the fiscal year, and are reviewed the following spring. This item addresses the submittals that were due on June 28, 2024 (normally June 30 of each year but fell on a Sunday in 2024), excluding the PMPs. The PMP and expenditure reports will be reviewed by the TOC in the spring and then staff will return to the OCTA Board of Directors (Board) for continued eligibility consideration in late spring/early summer.

Discussion

All 35 local jurisdictions submitted the required M2 eligibility verification documents prior to OCTA's June 28, 2024, deadline. OCTA staff reviewed all local jurisdictions' eligibility verification documents to ensure completion, accuracy, and consistency with M2 Ordinance requirements. The eligibility requirements received by OCTA staff included the:

- Capital Improvement Program,
- Maintenance of effort,
- No supplanting of developer funds,
- Timely submittal of project final reports,
- Timely use of net revenues,
- Participation in the traffic forum,
- M2 expenditure reports,
- PMPs, and
- Land-use planning strategies.

The TOC-designated Annual Eligibility Review Subcommittee will convene in the spring to review the PMPs¹ and M2 expenditure reports. All other material has been reviewed and deemed to be in conformance with the M2 requirements.

Based on staff review, OCTA staff recommends that 33 of Orange County's 35 local jurisdictions, excluding the City of Buena Park and the City of Orange, be found eligible to continue receiving M2 net revenues. A summary of the findings for the nine M2 eligibility components that were due for this cycle is provided in Attachment B.

¹ For this eligibility review cycle, PMPs were required from 21 local jurisdictions. The remaining 14 local jurisdictions' PMPs will be submitted and reviewed during the next eligibility review cycle.

The City of Buena Park and the City of Orange submitted the required documentation to satisfy M2 eligibility submittal requirements this cycle; however, these cities are currently ineligible to receive M2 net revenues due to a previous and separate Board action. The separate Board action took place on May 28, 2024, and included interagency agreements outlining how the cities can fulfill their eligibility requirements and resume receiving M2 net revenues.

Although the M2 eligibility verification documents submitted by the cities of Buena Park and Orange fulfill the respective requirements, staff is not recommending that this review will modify their existing M2 ineligible status. Staff is continuing to working with both cities to review their respective expenditure reports and the supporting independent reviews. This will be followed by an expedited independent review by the OCTA internal auditor consistent with the terms of the interagency agreements. Pending a satisfactory outcome, the City of Orange could be recommended for eligibility to receive M2 net revenues, and release of the withheld funds could occur by mid-year. Pending a satisfactory outcome, the City of Buena Park would satisfy the first year of a required five-year ineligibility period as specified in the M2 Ordinance.

Summary

All local jurisdictions submitted the nine required M2 eligibility documentation due at this time. Staff has reviewed seven of the documents and the TOC will review the PMP and expenditure report submittals in the spring. Based on the reviews, staff deems all the documentation to be in conformance with the M2 requirements. Given this review, Board approval is requested to find the 33 currently eligible local jurisdictions eligible to continue receiving M2 net revenues. Additionally, a receive and file action of the submitted M2 eligibility verification documents is requested for the two currently ineligible local jurisdictions.

Attachments

- A. Measure M2 Eligibility Requirements and Submittal Schedule Summary, Due June 28, 2024, and December 31, 2024
- B. Measure M2 Eligibility Review Summary Submittals Due in 2024

Prepared by:



Stephanie Mooney
Transportation Funding Analyst,
Local Programs
(714) 560-5312

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

**Measure M2 Eligibility Requirements and Submittal Schedule Summary
Due June 28, 2024¹, and December 31, 2024**

Compliance Category	Frequency	Required
Capital Improvement Program	Annual (June 30)	✓
Circulation Element/Master Plan of Arterial Highways Consistency	Biennial (June 30)	
Congestion Management Program	Biennial (June 30)	
Expenditure Report	Annual (December 31)	✓
Local Signal Synchronization Plan	Every Three Years (June 30)	
Maintenance of Effort	Annual (June 30)	✓
Mitigation Fee Program (MFP)	Biennial (June 30) ¹	
No Supplanting of Developer Fees	Annual (June 30)	✓
Pavement Management Plans (PMP)	Biennial (June 30) ²	✓
Timely Submittal of Project Final Reports	Within Six Months of Project Completion	✓
Timely Use of Net Revenues	Annual (June 30)	✓
Traffic Forum Participation	Annual (June 30)	✓
Transit and Non-Motorized Transportation Land-Use Planning Strategies	Annual (June 30)	✓

1. June 30th fell on a Sunday for 2024; therefore, submittals were due on Friday, June 28, 2024.

¹ A local jurisdiction must submit their updated program and revised fee schedule or process methodology when the local jurisdiction updates their MFP and/or nexus study.

² 21 local jurisdictions update their PMPs on odd-numbered fiscal years, while 14 local jurisdictions update their PMPs on even-numbered fiscal years.

**Measure M2 Eligibility Review Summary
Submittals Due in 2024**

Local Jurisdiction	Capital Improvement Program	Expenditure Reports ¹	Land-Use Planning Strategies	Maintenance of Effort	No Supplanting of Developer Fees	Pavement Management Plan ^{1,2}	Timely Submittal of Final Reports	Timely Use of Net Revenues	Traffic Forum
Aliso Viejo	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Anaheim	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Brea	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Buena Park ³	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Costa Mesa	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
County of Orange	Satisfactory	Pending	Satisfactory	N/A ⁴	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Cypress	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Dana Point	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Fountain Valley	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Fullerton	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Garden Grove	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Huntington Beach	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Irvine	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
La Habra	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
La Palma	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Laguna Beach	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Laguna Hills	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Laguna Niguel	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Laguna Woods	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Lake Forest	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Los Alamitos	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Mission Viejo	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Newport Beach	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Orange ³	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Placentia	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓

**Measure M2 Eligibility Review Summary
Submittals Due in 2024**

Local Jurisdiction	Capital Improvement Program	Expenditure Reports ¹	Land-Use Planning Strategies	Maintenance of Effort	No Supplanting of Developer Fees	Pavement Management Plan ^{1,2}	Timely Submittal of Final Reports	Timely Use of Net Revenues	Traffic Forum
Rancho Santa Margarita	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
San Clemente	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
San Juan Capistrano	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Santa Ana	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Seal Beach	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Stanton	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Tustin	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Villa Park	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Westminster	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Yorba Linda	Satisfactory	Pending	Satisfactory	Satisfactory	Satisfactory	Pending	Satisfactory	Satisfactory	✓
Totals	35	-	35	34	35	21	35	35	35

¹ M2 Expenditure Reports and PMPs are under review and anticipated to be presented to the TOC in June 2025.

² 14 local jurisdictions update their PMPs on odd-numbered fiscal years, while 21 local jurisdictions update their PMPs on even-numbered fiscal years.

³ The City of Buena Park and the City of Orange submitted the required documentation to satisfy M2 eligibility submittal requirements this cycle; however, they are currently ineligible to receive net M2 revenues due to a previous and separate Board action. Staff is recommending the acceptance of the M2 eligibility verification documents submitted by the local agency as a receive and file action. This will not modify their existing M2 ineligible status but will be helpful in ensuring and maintaining timely M2 compliance once the Board ultimately approves to return them to an eligible status.

⁴ Maintenance of effort is based on a three-year average of discretionary fund expenditures for transportation purposes prior to 1990, plus adjustments permitted by the M2 Ordinance No. 3. However, Orange County Public Works and their predecessor agencies did not and do not use discretionary funds for transportation purposes. The sources of their transportation funds have been various restricted or partially restricted funds (e.g., HUTA, federal grants, assessment districts, developer impact fees, community facilities districts, Subdivision Map Act Highway, and bridge fees etc.). It should be noted that about 40 percent of the HUTA revenues that come to Orange County local jurisdictions go to the County.

Acronyms:

Board - Board of Directors
 County - County of Orange
 HUTA - Highway Users Tax Account
 M2 - Measure M2

MPAH - Master Plan of Arterial Highways
 N/A - Not applicable
 PMP - Pavement Management Plan
 TOC - Taxpayer Oversight Committee



February 3, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Competitive Grant Programs – Update and Recommendations

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 provides competitive grants to local and non-profit jurisdictions beyond those provided through Measure M2 using various federal, state, and local transportation funding programs. The Orange County Transportation Authority also directly applies for federal, state, and local competitive grant programs to support Orange County Transportation Authority-led projects. Staff has prepared an overview and status update for local jurisdiction projects that have received funds, recent grant pursuits and awards for Orange County Transportation Authority projects, and recommendations for changes to grant terms for local jurisdiction projects.

Recommendations

- A. Approve one scope change and extension request from Sally's Fund, Inc. for operating assistance funded through the Enhanced Mobility for Seniors and Disabled Grant Program.
- B. Approve \$4.687 million in Congestion Mitigation and Air Quality Improvement program funds for the City of Huntington Beach's Magnolia Street Corridor Complete Streets Improvements Project from the contingency list from the Orange County Complete Streets Program.
- C. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program to facilitate the recommended actions above.
- D. Authorize the Chief Executive Officer to negotiate and execute any required agreements or amendments to facilitate the recommended actions above.

Background

The Orange County Transportation Authority (OCTA) issues periodic calls for projects (call) using non-Measure M2 (M2) federal, state, and local funds to help local jurisdictions and non-profits meet a variety of transportation needs. The calls include the Orange County Complete Streets Program (OCCSP), Enhanced Mobility for Seniors and Individuals with Disabilities (EMSD) Program, Pavement Management Relief Funding (PMRF) Program, Bicycle Corridor Improvement Program (BCIP), and Arterial Pavement Management (APM) Program. Complete Streets calls including the OCCSP, which replaced the BCIP, occur every two years. Similarly, the EMSD is also a regular call every two to three years. The calls addressing pavement management, PMRF and APM are ad hoc but have typically occurred using one-time state or federal funding at least every three to four years. Each program has a primary focus or goal, as noted in the table below.

OCTA Program	Primary Program Goal	Program Fund Source
OCCSP	Support development of accessible and safe streets that accommodate a variety of transportation modes	Federal Surface Transportation Block Grant Program (STBG) and/or Congestion Mitigation Air Quality Improvement Program (CMAQ)
EMSD	Support services provided to seniors and individuals with disabilities	Non-Measure M2 local transit funds
PMRF	Support pavement management needs	Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Highway Infrastructure Program funds and State Highway Account funds
BCIP	Support the development of Orange County’s bicycle network	Federal Congestion Mitigation and Air Quality Program (CMAQ) funds
APM	Support pavement management needs – replaced by PMRF	Federal STBG funds

In addition to these directly issued calls, OCTA also supports local jurisdictions when they are pursuing federal and state earmarks or grants from state and federal sources such as the Active Transportation Program regional component through the Southern California Association of Governments (SCAG) and the California Transportation Commission. There are instances where OCTA may partner with local jurisdictions to seek external funds for which combining multiple projects into a single application increases the chances of being awarded.

OCTA directly competes in federal, state, and local transportation funding opportunities through various discretionary funding programs to support Board of Director’s (Board) approved priority planning, capital, and operating needs. Securing funding through these programs is consistent with the programming policies and helps preserve M2 and more flexible local funding sources, allowing OCTA to advance a greater number of priority projects. Current key projects include the Coastal Rail Infrastructure Resiliency, the transition to Zero-Emission Bus, Olympic Readiness projects, Metrolink Locomotive Replacement, Track and Structures, Metrolink Operations, OC Connect Garden Grove to Santa Ana Rails to Trails, and OC Loop. Identifying priority projects in advance of funding opportunities and securing Board approval positions OCTA to readily pursue new funding opportunities as they are made available. Every discretionary grant award is presented to the Board for formal acceptance.

Discussion

Since 2010, the Board has approved providing \$322.5 million in non-Measure M2 local, state, and federal funds to Orange County local jurisdictions and non-profits through 11 calls. This has supported 260 transportation projects including active transportation, street rehabilitation, mobility options for seniors and individuals with disabilities, and streets and roads enhancement/landscaping activities. As of drafting this report, 171 projects which have received \$89.7 million are considered fully complete and closed out. The specific status of these completed projects are no longer tracked in the report. The table below only reflects the status of active projects and their respective phases of work. Currently, there are 88 active projects tied to \$120.9 million in awarded funds which support a total of 138 phases of work through the OCCSP, EMSD, PMRF, BCIP, and APM funding programs.

A summary of the current awarded project phases is provided in the table below, and additional details on the status of active projects are provided in Attachment A. The proposed project amendments and recommendations are consistent with all current programming requirements; however, staff will continue to closely monitor and seek additional guidance on any implications following the Presidential Executive Orders impacting transportation funding programs. Recognizing the uncertainty with these potential impacts, any changes to these recommendations will be brought back to the Board for consideration.

Phase of Work/ Status	CAP	OPS	PLAN	ENV	DES	ROW	CON	Total Phases
Planned	14	13	2	13	14	6	30	92
Started	5	7	0	1	3	1	29	46
Completed	0	0	0	2	11	1	12	26
Total	19	20	2	16	28	8	71	164
<i>Cancelled</i>	1	1	0	0	1	0	8	11

Notes and abbreviations:

BCIP projects may have more than one phase of work.
 Planned – Indicates that the funds for this phase have not been obligated, or a contract has not yet been executed.
 Started – Indicates that the funds for this phase have been obligated, or a contract has been executed.
 Completed – Indicates that the work related to this phase is complete.
 CAP – Capital
 CON – Construction
 DES - Design
 ENV– Environmental
 OPS – Operations
 PLAN - Plan
 ROW – Right-of-way

Project Amendments

Staff regularly meets with local jurisdictions to review the status of projects funded through OCTA programs. During the most recent project review, amendments were identified and are now presented for Board consideration. Specifically, Board approval is requested for one scope change and extension request by Sally’s Fund, Inc. (Sally’s Fund) for an operating assistance project that is funded through the EMSD Program, approved by the Board on November 22, 2021.

Sally’s Fund is a non-profit organization that provides transportation services to seniors in the City of Laguna Beach, ensuring they have access to essential destinations such as medical appointments, grocery stores, and community events. Their work aligns with the EMSD Program’s goal of improving mobility options for seniors and individuals with disabilities across Orange County. Sally’s Fund has requested a scope change to utilize savings to increase support for administration and outreach and is also requesting a 12-month extension for their EMSD-funded operating assistance project. The project savings will be used for an additional part-time scheduler, marketing, and outreach events. These changes will enhance outreach and services for seniors in the City of Laguna Beach. This amendment is critical to the success of their efforts and will directly benefit the seniors they serve by improving access to transportation, fostering social interactions, and enhancing community connections and support. The 12-month extension is needed to implement this change and use the remainder of the grant funds.

Additional details on the requested amendment are provided in Attachment B.

OCCSP Programming Update

One project from the 2023 OCCSP call contingency list is proposed for programming. This project was originally placed on the contingency list as part of the program's prioritization process and is now identified as part of Wave 4 which would be funded if additional funding becomes available. Additional funding has become available through the delay of another project, the Interstate 5 (I-5) Improvement Project from the San Diego County Line to Avenida Pico, which was approved to receive \$16.5 million in CMAQ funding for the design phase. This funding was programmed by OCTA and must be obligated to a project by September 30, 2026. However, the estimated cost of the design phase has significantly increased, and OCTA requires additional time to address recently enacted VMT mitigation requirements as part of the environmental process.

To ensure the timely use of OCCSP funds, staff is recommending that \$4.687 million of the \$16.5 million be redirected to the Magnolia Street Corridor Complete Streets Improvements Project (Magnolia Street Project) submitted by the City of Huntington Beach (Huntington Beach) as part of the 2023 OCCSP. This project was evaluated through SCAG's project nomination process and received a "highly recommended" ranking. However, due to funding constraints, the Magnolia Street Project was placed on a contingency list. The Magnolia Street Project can now be programmed to use a portion of the \$16.5 million in CMAQ funds. The remainder of the funding, \$11.8 million, will be recommended for a transit project through a separate staff report in March 2025.

The Magnolia Street Project will deliver safety improvements, traffic calming features, and expanded multimodal infrastructure to enhance access for bicyclists and pedestrians. This project advances the OCCSP's objectives to improve multimodal accessibility and safety for all users, including pedestrians, bicyclists, motorists, and transit riders. This additional funding brings the total funding for complete streets provided through the 2024 OCCSP to \$89.6 million.

Details on the recommendation for the Magnolia Street Project are provided in Attachment B.

Discretionary Funding Update

In August 2024, staff presented updates to the Board on OCTA grant pursuits, highlighting the submission of 13 grant applications in fiscal year 2023-24 and the award of \$128 million for 25 projects. The updated item featured a detailed list of near-term OCTA priority projects targeted for funding through ongoing grant efforts. These efforts included OCTA's focus on advancing priority projects through competitive grant opportunities. From June 30 through December 31, 2024, OCTA submitted four grant applications to support the coastal rail resiliency and countywide active transportation. As a result of these efforts, OCTA has recently

been notified of \$305.7 million in awards supporting six projects. The following six priority projects have received funding awards:

- Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects) – \$100 million through the Consolidated Rail Infrastructure and Safety Improvements Program
- Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects) – \$80 million through the SB 1 Trade (Chapter 5, Statutes of 2017) Corridor Enhancement Program
- Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects) – \$125 million through the Transit and Intercity Rail Capital Program Cycle 7
- Countywide Transit System Operational Deterrence – Visible Intermodal Protection and Response – \$116,600 Transit Security Grant Program
- Zero-Emission Bus Transition Plan – \$200,000 through the Sustainable Transportation Planning Grants
- Countywide Active Transportation Plan – Move OC – \$400,000 through the Sustainable Communities Program – Active Transportation and Safety

Staff will bring forward additional items for Board approval as necessary to formally accept these grant awards and to incorporate the funds into the relevant project budgets. Details of these submittals and awards are also provided in Attachment C.

OCTA staff will continue to monitor grant opportunities and submit applications for Board-approved priority projects (Attachment D) to federal, state, and local discretionary grant programs, and return to the Board to accept grants when awarded and before executing grant agreements.

The Capital Funding Program Report (Attachment E) summarizes the approved funding for projects, including OCTA-issued federal, state, and locally funded calls.

Summary

Status reports on externally funded OCTA grants to local jurisdictions projects and OCTA's pursuit of grants for OCTA priority projects are provided for review. Staff is recommending Board approval for a scope modification and extension request from Sally's Fund. Additionally, staff recommends Board approval to program \$4.687 million for the City of Huntington Beach's Magnolia Street Project. Authorization to submit the changes through Federal Transportation Improvement Program amendments and the SCAG process for final approval as applicable is also requested, as well as authorization to negotiate and execute any necessary agreements or amendments to implement these actions.

Attachments

- A. State and Federal Grant Programs Project Status
- B. Amendment Requests and Programming Updates
- C. Competitive Grants Update
- D. Orange County Transportation Authority Priority Project List
- E. Capital Funding Program Report

Prepared by:



Louis Zhao
Programming and Grants
Development Manager
(714) 560-5494

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

2016 BCIP						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	D,R	\$ 650,400	\$ 162,600	\$ 813,000	Completed - D Started - R
Santa Ana	Citywide Bike Racks	D,C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Completed - D Started - C
2016 BCIP Phases Completed¹		18	\$ 15,373,555	\$ 2,387,399	\$ 17,760,954	
2016 BCIP Phases In Progress		2	\$ 1,376,400	\$ 237,600	\$ 1,614,000	
2016 BCIP Total Program²		20	\$ 16,749,955	\$ 2,624,999	\$ 19,374,954	

2019 BCIP						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Brea	OC Loop Brea Gap Closure ³	D,R,C	\$ 6,048,000	\$ 6,980,000	\$ 14,528,000	Started - D Planned - R Planned - C
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	D,C	\$ 620,336	\$ 316,659	\$ 936,995	Completed - D Started - C
La Habra	La Habra Union Pacific Rail Line Bikeway	R	\$ 1,948,800	\$ 487,200	\$ 2,436,000	Planned
Orange	Santiago Creek Multipurpose Extension Project	E	\$ 345,794	\$ 97,532	\$ 443,326	Started
San Clemente	South El Camino Real Lane Reconfiguration and Buffered Bike Lane Project	C	\$ 1,075,115	\$ 400,650	\$ 1,475,765	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase II Warner to St. Andrew Place	C	\$ 1,508,045	\$ 347,393	\$ 1,855,438	Planned
Santa Ana	Bristol Street Protected Bike Lanes - Phase III St. Andrew Place to Edinger Avenue	D,C	\$ 743,274	\$ 598,356	\$ 1,341,630	Started - D Planned - C
Santa Ana	Bristol Street Protected Bike Lanes - Phase IV Civic Center Drive to Washington Avenue	C	\$ 793,760	\$ 229,490	\$ 1,023,250	Started
Santa Ana	Bristol Street Protected Bike Lanes - Phase V 1st Street to Civic Center Drive	D,C	\$ 1,320,320	\$ 598,273	\$ 1,918,593	Started - D Planned - C
Santa Ana	Warner Avenue Protected Bike Lanes	D,C	\$ 1,116,126	\$ 326,079	\$ 1,442,205	Completed - D Planned - C
2019 BCIP Phases Completed¹		7	\$ 10,008,182	\$ 11,062,623	\$ 21,070,805	
2019 BCIP Phases In Progress⁴		14	\$ 15,319,960	\$ 10,354,412	\$ 27,174,372	
2019 BCIP Total Program²		21	\$ 25,328,142	\$ 21,417,035	\$ 48,245,177	

Notes:

1. Completed projects are not listed in the program's tables and only included in the program's totals.
2. Total does not include cancelled projects.
3. Total project cost includes \$1,500,000 in non-match agency funds.
4. Total phases in progress project cost includes \$1,500,000 in non-match agency funds for Brea's OC Loop Brea Gap Closure Project.

State and Federal Grant Programs Project Status

2021 PMRF						
Agency	Project Title	Phase	Award	Matching Funds ⁵	Total Project Cost ⁶	Status
Aliso Viejo	Aliso Creek Road Rehabilitation from Enterprise to SR-73 Project	C	\$ 200,000	\$ -	\$ 600,000	Started
Anaheim	Knott Avenue Rehabilitation from Ball Road to Orange Avenue Project	C	\$ 1,037,763	\$ -	\$ 1,100,000	Started
Buena Park	Regio Avenue from Caballero Boulevard to Altura Boulevard	C	\$ 239,650	\$ -	\$ 1,279,000	Started
Costa Mesa	Fairview Road Improvement Project (from Adams Avenue to Wilson Street)	C	\$ 331,116	\$ -	\$ 1,600,000	Started
Cypress	Street Rehabilitation Project - Overlay	C	\$ 200,000	\$ -	\$ 440,000	Started
Dana Point	Stonehill Drive Slurry Seal Project	C	\$ 200,000	\$ -	\$ 200,000	Started
Fullerton	Associated Rd - Yorba Linda Blvd to Bastanchury Rd	C	\$ 409,362	\$ -	\$ 565,000	Started
Garden Grove	Garden Grove Boulevard Rehabilitation from Harbor Boulevard to Fairview Street	C	\$ 506,380	\$ -	\$ 880,000	Completed
Huntington Beach	FY 2021-22 Arterial Rehabilitation - Edinger Avenue, Saybrook Lane, Warner Avenue, Springdale Street, Talbert Avenue, Newland Street, Brookhurst Avenue, Adams Avenue, and Banning Avenue	C	\$ 578,011	\$ -	\$ 5,400,000	Started
Irvine	Irvine Center Drive Pavement Rehabilitation	C	\$ 797,297	\$ -	\$ 3,750,000	Started
La Habra	Macy Street Rehabilitation Project - PMRF	C	\$ 200,000	\$ -	\$ 300,000	Started
La Palma	La Palma Avenue Pavement Preservation and Improvements Project	C	\$ 200,000	\$ -	\$ 400,000	Started
Laguna Beach	Zone 3 Collector Road Improvements	C	\$ 200,000	\$ -	\$ 780,000	Started
Laguna Hills	Arterial Pavement Rehabilitation Project	C	\$ 200,000	\$ -	\$ 575,000	Started
Laguna Niguel	Local Roadway Pavement Rehabilitation Project	C	\$ 200,000	\$ -	\$ 1,400,000	Started
Laguna Woods	Pavement Management Project (Westbound El Toro Road between Calle Corta and City Limits)	C	\$ 200,000	\$ -	\$ 264,000	Started
Lake Forest	Arterial Slurry Seal - Jeronimo and Muirlands	C	\$ 248,199	\$ -	\$ 1,600,000	Started
Los Alamitos	PMP Project (S/B Moulton Pkwy between Calle Cortez and City Limits)	C	\$ 200,000	\$ -	\$ 270,000	Started
Mission Viejo	Melinda Road Rehabilitation from Olympiad Road to Santa Margarita Parkway	C	\$ 276,328	\$ -	\$ 690,000	Started
Orange	Santiago Canyon Road Street Rehabilitation from Newport Boulevard to Jamboree Road	C	\$ 403,299	\$ -	\$ 980,000	Started
Rancho Santa Margarita	FY 22-23 Antonio Parkway Pavement Rehabilitation	C	\$ 200,000	\$ -	\$ 1,025,000	Started
San Juan Capistrano	Camino Capistrano Pavement Rehabilitation Project ⁷	C	\$ 200,000	\$ -	\$ 600,000	Withdrawn
Santa Ana	Grand Avenue Roadway Rehabilitation from 1st Street to McFadden Avenue	C	\$ 972,882	\$ -	\$ 1,072,882	Started

Notes:

- 5. Local match not required for PMRF.
- 6. Total project costs include non-match agency funds.
- 7. The City of San Juan Capistrano declined available state funds.

State and Federal Grant Programs Project Status

2021 PMRF (Continued)						
Agency	Project Title	Phase	Award	Matching Funds⁵	Total Project Cost⁶	Status
Seal Beach	Seal Beach Boulevard at North Gate Road Improvement Project	C	\$ 200,000	\$ -	\$ 275,000	Started
Stanton	Citywide Concrete Repair	C	\$ 200,000	\$ -	\$ 200,000	Started
Villa Park	Cerro Villa Drive Project	C	\$ 200,000	\$ -	\$ 505,000	Started
Westminster	Magnolia Street Improvements from Edinger Avenue to Heil Avenue	C	\$ 268,539	\$ -	\$ 1,145,430	Started
Yorba Linda	La Palma Avenue Improvement Project from West City Limit to 1,350' West of Old Village Road	C	\$ 200,000	\$ -	\$ 240,350	Started
	2021 PMRF Phases Completed¹	1	\$ 506,380	\$ -	\$ 880,000	
	2021 PMRF Phases In Progress	26	\$ 8,562,446	\$ -	\$ 26,656,662	
	2021 PMRF Total Program^{2, 8}	28	\$ 9,068,826	\$ -	\$ 27,536,662	

Notes:

- 5. Local match not required for PMRF.
- 6. Total project costs include non-match agency funds.
- 8. Includes one withdrawn project.

State and Federal Grant Programs Project Status

2021 EMSD						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Abrazar	OC Equity Mobility Management	OPS	\$ 315,000	\$ 35,000	\$ 350,000	Started
Abrazar	COVID-19 Restorative Assistance	OPS	\$ 187,500	\$ 62,500	\$ 250,000	Started
Access California Services	AccessCal Transportation Program	OPS	\$ 250,000	\$ 83,333	\$ 333,333	Started
Access California Services		CAP	\$ 99,000	\$ 11,000	\$ 110,000	Started
Access California Services		CAP	\$ 70,200	\$ 7,800	\$ 78,000	Started
Access California Services		CAP	\$ 4,467	\$ 496	\$ 4,963	Planned
Age Well Senior Services, Inc.		Age Well Transportation Program	CAP	\$ 346,500	\$ 38,500	\$ 385,000
Age Well Senior Services, Inc.	CAP		\$ 77,400	\$ 8,600	\$ 86,000	Started
Alzheimer's Family Services	AFC Mobility Management	OPS	\$ 134,964	\$ 14,996	\$ 149,960	Started
Community SeniorServ Inc. (dba Meals on Wheels, Orange County)	Enhanced Transportation Initiative	OPS	\$ 139,451	\$ 15,495	\$ 154,946	Started
North Orange Continuing Education	Mobility Training Program	OPS	\$ 594,000	\$ 66,000	\$ 660,000	Started
Sally's Fund	Senior Services Assistant	OPS	\$ 61,350	\$ 20,450	\$ 81,800	Started
2021 EMSD Phases Completed		0	\$ -	\$ -	\$ -	
2021 EMSD Phases In Progress		12	\$ 2,279,832	\$ 364,170	\$ 2,644,002	
2021 EMSD Total Program		12	\$ 2,279,832	\$ 364,170	\$ 2,644,002	
2024 EMSD						
Agency	Project Title	Phase	Allocation	Match	Total Phase Cost	Status
Age Well Senior Services, Inc	Replacement Vehicles for Age Well Senior Services	CAP	\$ 989,656	\$ 122,315	\$ 1,111,971	Planned
Age Well Senior Services, Inc	Operating Assistance for Age Well Senior Services	OPS	\$ 309,840	\$ 77,460	\$ 387,300	Planned
Age Well Senior Services, Inc		OPS	\$ 42,570	\$ 4,730	\$ 47,300	Planned
Abrazar, Inc.	OC Equity Mobility Management - Abrazar (OCEMMA)	CAP	\$ 878,400	\$ 97,600	\$ 976,000	Planned
Abrazar, Inc.		CAP	\$ 19,810	\$ 2,201	\$ 22,011	Planned
Huntington Beach	Rider Notifications	CAP	\$ 46,517	\$ 5,169	\$ 51,686	Planned
Irvine	Irvine On Demand - Rides for Older Adults	CAP	\$ 463,983	\$ 51,554	\$ 515,537	Planned
Irvine		CAP	\$ 181,009	\$ 20,112	\$ 201,121	Planned
Newport Beach	Vehicle Replacements	CAP	\$ 217,800	\$ 24,200	\$ 242,000	Planned

State and Federal Grant Programs Project Status

2024 EMSD (Continued)						
Agency	Project Title	Phase	Allocation	Match	Total Phase Cost	Status
AbleLight, Inc	Transportation for People with Developmental Disabilities	CAP	\$ 254,778	\$ 28,309	\$ 283,087	Planned
Southland Integrated Services, Inc.	Transportation Services for Ethnic Seniors and Disabled	CAP	\$ 343,578	\$ 38,175	\$ 381,753	Planned
Southland Integrated Services, Inc	Transportation Services for Seniors and The Disabled	OPS	\$ 227,596	\$ 56,900	\$ 284,496	Planned
Access California Services	AccessCal's Access to Transportation Program	CAP	\$ 115,769	\$ 12,863	\$ 128,632	Planned
Access California Services		CAP	\$ 6,874	\$ 764	\$ 7,638	Planned
Access California Services	AccessCal's Access to Transportation Program	OPS	\$ 600,000	\$ 150,000	\$ 750,000	Planned
Korean Community Services, Inc. dba KCS Health Center	KCS's Senior Mobility & Integrated Healthcare Program	CAP	\$ 534,600	\$ 59,400	\$ 594,000	Planned
KCS Health Center		CAP	\$ 3,313	\$ 368	\$ 3,681	Planned
KCS Health Center	KCS Senior Mobility and Integrated Healthcare Program	OPS	\$ 470,112	\$ 117,528	\$ 587,640	Planned
Orange County Adult Achievement Center dba My Day Counts	My Day Counts 2025 -2026 Capital Replacement	CAP	\$ 917,610	\$ 101,957	\$ 1,019,567	Planned
Laguna Woods	City of Laguna Woods Senior Mobility Program Augmentation Project	OPS	\$ 325,000	\$ 81,250	\$ 406,250	Planned
Meals on Wheels, Orange County	Enhanced Transportation Initiative	OPS	\$ 247,467	\$ 27,496	\$ 274,963	Planned
SoCal Senior Services, LLC	Healthy Aging Center Laguna Woods	OPS	\$ 246,048	\$ 61,512	\$ 307,560	Planned
Seal Beach	Seal Beach - Service Expansion	OPS	\$ 100,000	\$ 25,000	\$ 125,000	Planned
Alzheimer Family Services Center	Patient Transportation	OPS	\$ 267,746	\$ 29,750	\$ 297,496	Planned
North County Senior Services	Acacia Adult Day Services	OPS	\$ 276,188	\$ 69,047	\$ 345,235	Planned
Costa Mesa	Senior Taxi Program	OPS	\$ 237,600	\$ 59,400	\$ 297,000	Planned
Dayle MacIntosh Center for the Disabled	Mobility Management Professionals Program	OPS	\$ 300,000	\$ 33,333	\$ 333,333	Planned
2024 EMSD Phases Completed		0	\$ -	\$ -	\$ -	
2024 EMSD Phases In Progress		27	\$ 8,623,864	\$ 1,358,393	\$ 9,982,257	
2024 EMSD Total Program		27	\$ 8,623,864	\$ 1,358,393	\$ 9,982,257	

State and Federal Grant Programs Project Status

2023 OCCSP - Wave 1						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	C	\$ 3,359,000	\$ 459,000	\$ 3,818,000	Planned
Brea	Tracks at Brea - Western Extension ⁸	C	\$ 1,320,000	\$ 180,000	\$ 5,730,000	Planned
Costa Mesa	Adams Avenue Bicycle Facility Project –Harbor Boulevard to Fairview Road	C	\$ 1,760,000	\$ 240,000	\$ 2,000,000	Planned
Costa Mesa	Fairview Road Active Transportation Improvements – Adams Avenue to Fair Drive	D,C	\$ 1,935,000	\$ 264,000	\$ 2,199,000	Planned - D Planned - C
Costa Mesa	Adams Avenue Active Transportation Project – Multipurpose Trails ⁸	C	\$ 4,223,000	\$ 1,677,000	\$ 6,413,000	Planned
Laguna Hills	Paseo De Valencia and Cabot Road Active Transportation Enhancements ⁹	E,D,C	\$ 4,998,000	\$ 695,000	\$ 9,020,000	Planned - E Planned - D Planned - C
Orange	PLAN - Citywide Active Transportation Plan	PLAN	\$ 308,000	\$ 42,000	\$ 350,000	Planned
Placentia	Atwood Multi-Use Trail	D,C	\$ 2,753,000	\$ 377,000	\$ 3,130,000	Planned - D Planned - C
San Clemente	Complete Streets Along Avenida Calafia	E,D,C	\$ 968,000	\$ 132,000	\$ 1,100,000	Planned - E Planned - D Planned - C
Yorba Linda	Connect Savi Ranch ⁸	E,R,C	\$ 3,428,000	\$ 467,000	\$ 4,645,000	Planned - E Planned - R Planned - C
2023 OCCSP W1 Phases Completed		0	\$ -	\$ -	\$ -	
2023 OCCSP W1 Phases in Progress		18	\$ 25,052,000	\$ 4,533,000	\$ 37,892,000	
2023 OCCSP W1 Total Program		18	\$ 25,052,000	\$ 4,533,000	\$ 37,892,000	

Notes:

9. Total project costs include non-match agency funds.

State and Federal Grant Programs Project Status

2023 OCCSP - Wave 2						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Buena Park	PLAN - Orangethorpe Avenue Complete Streets Planning Study	PLAN	\$ 308,000	\$ 42,000	\$ 350,000	Planned
Fullerton	Harbor Boulevard Complete Streets Improvement Project ⁸	E,D,C	\$ 4,854,000	\$ 661,000	\$ 5,868,000	Planned - E Planned - D Planned - C
Huntington Beach	Banning Avenue Roundabout & Southeast Corridors Complete Streets Improvements	E,D,R,C	\$ 5,000,000	\$ 731,000	\$ 5,731,000	Planned - E Planned - D Planned - R Planned - C
Irvine	Venta Spur Trail and Jeffrey Road Pedestrian and Bicycle Bridge	C	\$ 5,000,000	\$ 1,000,000	\$ 6,000,000	Planned
Irvine	Harvard Avenue Complete Streets and Safety Improvements	E,D,C	\$ 4,312,000	\$ 588,000	\$ 4,900,000	Planned - E Planned - D Planned - C
Laguna Niguel	South Forbes Road/Oso Creek Trail Active Transportation Enhancements	E,D,C	\$ 3,415,000	\$ 465,000	\$ 3,880,000	Planned - E Planned - D Planned - C
Mission Viejo	Mission Viejo Quad Cities Trail	E,D	\$ 4,787,000	\$ 653,000	\$ 5,440,000	Planned - E Planned - D
Orange	Riverdale Avenue Complete Street Improvements ⁸	D,C	\$ 2,573,000	\$ 351,000	\$ 2,999,000	Planned - D Planned - C
Tustin	Main Street Enhancement Project	C	\$ 3,172,000	\$ 432,000	\$ 3,604,000	Planned
2023 OCCSP W2 Phases Completed		0	\$ -	\$ -	\$ -	
2023 OCCSP W2 Phases in Progress		20	\$ 33,421,000	\$ 4,923,000	\$ 38,772,000	
2023 OCCSP W2 Total Program		20	\$ 33,421,000	\$ 4,923,000	\$ 38,772,000	

State and Federal Grant Programs Project Status

2023 OCCSP - Wave 3						
Agency	Project Title	Phase	Award	Matching Funds	Total Project Cost	Status
Buena Park	PLAN - Stanton Avenue Complete Streets Planning Study	PLAN	\$ 308,000	\$ 42,000	\$ 350,000	Planned
Brea	Laurel Elementary School Safety ⁸	E,D,C	\$ 590,000	\$ 81,000	\$ 1,024,000	Planned - E Planned - D Planned - C
County of Orange	Los Patrones Parkway Bikeway Widening and Safety Improvements	C	\$ 2,764,000	\$ 1,843,000	\$ 4,607,000	Planned
Huntington Beach	Hamilton Avenue Corridor Complete Streets Improvements	E,D,R,C	\$ 3,971,000	\$ 542,000	\$ 4,513,000	Planned - E Planned - D Planned - R Planned - C
Laguna Beach	Coast Highway Sidewalk Gap Closures to Achieve Complete Streets (Cardinal to 7th)	C	\$ 5,000,000	\$ 1,194,000	\$ 6,194,000	Planned
Los Alamitos	Los Alamitos Reimagine Downtown Street & Bicycle Corridor Improvement Project	C	\$ 5,000,000	\$ 2,343,000	\$ 7,343,000	Planned
Orange	Santiago Creek Bike Trail Gap Closure	D,R,C	\$ 4,904,000	\$ 681,000	\$ 5,585,000	Planned - D Planned - R Planned - C
Stanton	Orangewood Complete Streets	E,R,C	\$ 3,268,000	\$ 513,000	\$ 3,781,000	Planned - E Planned - R Planned - C
Yorba Linda	Valley View Safety ⁹	E,D,C	\$ 511,000	\$ 70,000	\$ 656,000	Planned - E Planned - D Planned - C
2023 OCCSP W3 Phases Completed		0	\$ -	\$ -	\$ -	
2023 OCCSP W3 Phases in Progress		20	\$ 26,316,000	\$ 7,297,000	\$ 34,053,000	
2023 OCCS3 W2 Total Program		20	\$ 26,316,000	\$ 7,297,000	\$ 34,053,000	
State Funded OCTA Nominated Local Agency Led Projects						
Agency	Project Title	Program	Award	Agency Funds	Total Project Cost	Status
Fullerton	Transit and Intercity Rail Capital Program (TIRCP) - Direct Current Fast Charging (DCFC) at Fullerton Transportation Center	TIRCP	\$ 625,000	\$ -	\$ 625,000	Planned
Santa Ana	TIRCP - Bike Lockers at Santa Ana Regional Transportation Center (SARTC)	TIRCP	\$ 2,000,000	\$ -	\$ 2,000,000	Planned
Santa Ana	TIRCP - DCFC at SARTC	TIRCP	\$ 625,000	\$ -	\$ 625,000	Planned
Santa Ana	Solutions for Congested Corridors Program (SCCP) - Santa Clara Bicycle and Pedestrian Improvements	SCCP	\$ 3,243,000	\$ -	\$ 3,243,000	Completed
Santa Ana	SCCP - Route 53/553 (Bravo! Main Street) - Bus Stop Improvements - Shelters	SCCP	\$ 114,000	\$ -	\$ 114,000	Completed
Santa Ana	First Street Multimodal Boulevard Design	REAP 2.0	\$ 4,300,000	\$ -	\$ 4,300,000	Planned

State and Federal Grant Programs Project Status

State Funded OCTA Nominated Local Agency Led Projects (Continued)						
Agency	Project Title	Program	Award	Agency Funds	Total Project Cost	Status
Santa Ana	McFadden Avenue Transit Signal Priority and Complete Streets	REAP 2.0	\$ 3,690,000	\$ -	\$ 3,690,000	Planned
		Completed	\$ 3,357,000	\$ -	\$ 3,357,000	
		Planned	\$ 11,240,000	\$ -	\$ 11,240,000	
		Total	\$ 14,597,000	\$ -	\$ 14,597,000	
2012 BCIP - 17 Completed Projects						
			Award	Matching Funds	Total Project Cost	
		2012 BCIP Total Program²	\$ 6,811,200	\$ 1,368,865	\$ 8,180,065	
2014 BCIP - 5 Completed Projects						
			Award	Matching Funds	Total Project Cost	
		2014 BCIP Phases Completed²	\$ 1,100,736	\$ 4,111,454	\$ 5,212,190	
2014 APM Program - 42 Completed Projects						
			Award	Matching Funds	Total Project Cost	
		2014 APM Total Program	\$ 19,864,978	\$ 30,958,336	\$ 50,823,314	

Acronyms

APM - Arterial Pavement Management

ATP - Active Transportation Program

BCIP - Bicycle Corridor Improvement Program

C - Construction

CAP - Capital

Caltrans - California Department of Transportation

COVID-19 - Coronavirus

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act

D - Design (includes PS&E)

E - Environmental (includes PA&ED)

EMSD - Enhanced Mobility for Seniors and Disabled

FY - Fiscal Year

I-5 - Interstate 5

MPO - Metropolitan Planning Organization

N/S - North/South

OCTA - Orange County Transportation Authority

OPS - Operations

PLAN - Plan

PMRF - Pavement Management Relief Funding Program

R - Right-of-Way

S/B - Southbound

TIRCP - Transit and Intercity Rail Capital Program

SCCP - Solutions for Congested Corridors Program

SARTC - Santa Ana Regional Transportation Center

REAP 2.0 - Regional Early Action Plan Grants of 2021

Planned - Indicates that the funds for this phase have not been obligated and/or allocated.

Started - Indicates that the fund for this phase have been obligated and/or allocated.

Completed - Indicates that the work related to this phase is complete.

Withdrawn - Indicates that the agency chose to not go forward with obligation/allocation

As of February 3, 2025							
Project Amendment Requests							
Agency	Project Title	Fund Source	Phase	Previously Approved FY	Change Type	Supplemental Information	
Sally's Fund, Inc.	Operating Assistance for senior transportation services in Laguna Beach to support hiring for a senior services assistant to oversee drivers, vehicle maintenance and transportation coordination and in addition, when needed, drive various routes to maximize number of trips.	EMSD	OPS	FY 2021-22	Scope Change Modifications	<p>The project was originally approved for a grant award of \$61,350 towards a total project cost of \$81,800, with a 25 percent match under the EMSD program to support operating assistance for senior transportation services in Laguna Beach. Sally's Fund has requested a scope change to expand the eligible use of funds to include a part-time scheduler, marketing, and additional events, along with a 12-month time extension to their contract. This change will enable Sally's Fund to utilize the remaining grant funds more effectively, ensuring the delivery of their senior transportation and outreach program.</p> <p>The requested scope adjustment and time extension will not alter the total awarded grant amount of \$61,350 or require additional funding but will enhance program delivery and benefit to the senior community.</p> <p>Staff concurs with Sally's Fund's request and recommends Board approval.</p>	
OCCSP Programming Updates							
Wave 4 Projects - Additional Awards							
Agency	Project Title	Project Description	Phase of Work	FY	CMAQ (000'S)	STBG (000'S)	Total Funding Request (\$000's)
Huntington Beach	Magnolia Street Corridor Complete Streets Improvements	The Magnolia Street Corridor Complete Streets Improvements Project focuses on enhancing safety, accessibility, and mobility for all users along Magnolia Street between Adams Avenue and Pacific Coast Highway in the City of Huntington Beach. Proposed upgrades include reconstructing damaged sidewalks, installing ADA-compliant curb ramps, enhancing bicycle lanes with protected and wider designs, constructing landscaped medians, planting trees, and improving crosswalks and pedestrian lighting.	PA&ED	FY 2025-26	\$ 3	\$ -	
			PS&E	FY 2025-26	\$ 157	\$ -	
			ROW	FY 2025-26	\$ 16	\$ -	
		CON	FY 2026-27	\$ 3,899.4	\$ 611.6	\$ 4,687	
TOTAL					\$ 4,075.4	\$ 611.6	\$ 4,687

Acronyms

Board - Board of Directors
 CMAQ - Congestion Mitigation and Air Quality Improvement Program
 CON - Construction
 EMSD - Enhanced Mobility for Seniors and Individuals with Disabilities
 FY - Fiscal Year
 FTIP - Federal Transportation Improvement Program
 NEPA - National Environmental Policy Act
 OCCSP - Orange County Complete Streets Program

OPS - Operations
 PA&ED - Project Approvals and Environmental Documentation
 PS&E - Project Specifications and Estimates
 ROW - Right-of-Way
 Sally's Fund - Sally's Fund, Inc.
 SCAG - Southern California Association of Governments
 STBG - Surface Transportation Block Grant
 Wave 1 - Projects approved by OCTA in February 2024 under the OCCSP, funded with \$25.052 million in STBG and CMAQ funds

Board-Accepted Competitive Grant Awards July 2021 through February 2025 (FY2021-25)							
No.	Board Acceptance	Federal / State	Agency	Program	Project	Status	Award Amount
1	September 2021	State	Southern California Association of Governments (SCAG)	Sustainable Communities Program	Bus Stop Safety and Accessibility Plan	Awarded	\$300,000
2	September 2021	State	California Transportation Commission (CTC)	Active Transportation Program (ATP) Cycle 5	Garden Grove-Santa Ana Rails-to-Trails Gap Closure	Awarded	\$3,000,000
3	September 2021	State	Mobile Source Air Pollution Reduction Review Committee	Clean Transportation Funding	OC Fair Express Bus Service	Awarded	\$289,054
4	June 2022	State	Caltrans	Sustainable Transportation Planning Grants	Countywide Transportation Demand Management Strategic Plan	Awarded	\$150,000
5	August 2022	Federal	Department of Homeland Security (DHS)	Transit Security Grant Program (TSGP)	Operational Deterrence – Visible Intermodal Protection and Response (VIPR) and Anti-Terror Anti-Crime (ATAC)	Awarded	\$36,635
6	August 2022	Federal	Federal Transit Administration (FTA)	Low or No Emission Grant Program	Orange County Zero-Emission Paratransit Bus Pilot	Awarded	\$2,507,895
7	March 2023	State	California State Transportation Agency (CalSTA)	Transit Intercity Rail Capital Program (TIRCP)	OC Streetcar	Awarded	\$149,841,000
8	July 2023	Federal	U.S. Department of Transportation (US DOT)	Strengthening Mobility and Revolutionizing Transportation (SMART)	Pilot Innovative Cloud-Based Transit Signal Priority (Harbor Boulevard)	Awarded	\$1,600,000
9	July 2023	State	CalSTA	TIRCP	Coastal Rail Corridor Relocation Study	Awarded	\$5,000,000
10	July 2023	State	CalSTA	TIRCP	Central Mobility Loop	Awarded	\$39,407,895
11	July 2023	State	SCAG	Regional Early Action Planning Grants (REAP 2.0)	Harbor Boulevard Cloud-Based Transit Signal Priority Stage 1	Awarded	\$400,000
12	July 2023	State	SCAG	REAP 2.0	Fullerton Park and Ride Joint Use Master Plan	Awarded	\$500,000
13	July 2023	State	SCAG	REAP 2.0	Active Transportation Outreach and Engagement Support	Awarded	\$400,000
14	July 2023	State	SCAG	REAP 2.0	First Street Multimodal Boulevard Design	Awarded	\$4,300,000
15	July 2023	State	SCAG	REAP 2.0	Orange County Mobility Hubs Pilot Concept of Operations	Awarded	\$300,000
16	July 2023	State	SCAG	REAP 2.0	Bikeway Connectivity Study	Awarded	\$500,000
17	July 2023	State	SCAG	REAP 2.0	McFadden Avenue Transit Signal Priority and Complete Streets	Awarded	\$3,690,000
18	July 2023	State	SCAG	REAP 2.0	Next STEP 2.0	Awarded	\$1,250,000
19	July 2023	State	SCAG	REAP 2.0	Orange County Cyclic Counts 2024-2025	Awarded	\$400,000
20	July 2023	State	SCAG	REAP 2.0	Reconnecting Communities through Complete Streets	Awarded	\$550,000
21	July 2023	State	SCAG	REAP 2.0	Harbor Boulevard Cloud-Based Transit Signal Priority Stage 2	Awarded	\$1,000,000
22	September 2023	State	CTC	Active Transportation Program (ATP) Cycle 6	Next Safe Travels Education Program 2.0 (Next STEP 2.0)	Awarded	\$850,000
23	September 2023	State	CTC	Trade Corridor Enhancement Program (TCEP)	State Route 91 (SR-91) Multimodal Improvements	Awarded	\$42,566,000
24	May 2024	State	CTC	Local Transportation Climate Adaptation Program (LTCAP)	Coastal Rail Infrastructure Resiliency Project - Environmental	Awarded	\$12,000,000
25	May 2024	State	Department of Toxic Substances Control	Equitable Community Revitalization Grant	OC Connect Environmental Site Assessment	Awarded	\$350,000
26	July 2024	Federal	N/A	Community Project Funding	OC Connect (Garden Grove-Santa Ana Rails-To-Trails)	Awarded	\$750,000
27	July 2024	State	Caltrans	Sustainable Transportation Planning Grants	Zero-Emission Bus (ZEB) Infrastructure Readiness Study	Awarded	\$200,000
28	September 2024	Federal	U.S. Environmental Protection Agency (US EPA)	Brownfields Program - Multipurpose Grants	OC Connect Environmental Site Assessment	Awarded	\$1,000,000
29	November 2024	Federal	DHS	TSGP	Countywide Transit System Operational Deterrence- Visible Intermodal Protection and Response (VIPR)	Awarded	\$116,600

Competitive Grants Update

Board Accepted Competitive Grant Awards July 2021 through February 2025 (FY2021-25)							
No.	Board Acceptance	Federal/ State	Agency	Program	Project	Status	Award Amount
30	November 2024	Federal	U.S. Department of Energy	Regional Clean Hydrogen Hubs	Alliance for Renewable Clean Hydrogen Energy Systems	Awarded	TBD
31	December 2024	State	CalSTA	TIRCP Cycle 7	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	\$125,000,000
32	December 2024	State	CTC	TCEP Advanced Programming ¹	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	\$80,000,000
33	December 2024	Federal	Federal Railroad Administration (FRA)	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	\$100,000,000
34	TBD	Federal	N/A	Transit Infrastructure Grants	Coastal Rail Corridor Relocation Study	Awarded	\$4,000,000
35	TBD	Federal	N/A	Highway Infrastructure Programs	SR-91 Improvement Project	Awarded	\$4,000,000
36	TBD	Federal	N/A	Highway Infrastructure Programs	OC Loop Segments A and B (La Habra and Brea)	Awarded	\$3,000,000
37	TBD	State	SCAG	Sustainable Communities Program (SCP) - Active Transportation & Safety	Countywide Active Transportation Plan - Move OC	Awarded	\$400,000
Total Grant Requests Awarded in FY2021-25							\$589,655,079

1. The advanced programming mechanism allows the CTC to allocate TCEP funds ahead of the regular cycle for projects seeking federal grants. These funds serve as a non-federal match to enhance grant competitiveness and are contingent on federal grant approval.

Competitive Grant Submittals Pending Grant Award Decision July 2024 through February 2025 (FY2024-25)							
No.	Submittal Date	Federal/ State	Agency	Program	Project	Status	Grant Request
38	June 2024	State	CTC	ATP Cycle 7	Countywide Active Transportation Plan (update/reimagined)	Submitted	\$1,000,000
39	August 2024	Federal	FHWA	LTCAP	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Submitted	\$25,000,000
Total Grant Requests Pending Award/Rejection							\$26,000,000

Competitive Grant Submittals Not Awarded July 2024 through February 2025 (FY2024-25)							
No.	Submittal Date	Federal/ State	Agency	Program	Project	Status	Grant Request
40	April 2024	Federal	US DOT	USDOT Infrastructure for Rebuilding America (INFRA) program through the Multimodal Project Discretionary Grant (MPDG) opportunity	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Not awarded	\$100,000,000
41	April 2024	Federal	US DOT	USDOT National Infrastructure Project Assistance (Mega) program through the Multimodal Project Discretionary Grant (MPDG) opportunity	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Not awarded	\$100,000,000
42	April 2024	Federal	US EPA	Climate Pollution Reduction Grants (CPRG) program - Implementation	Harbor Boulevard Connected Bus Pilot	Not awarded	\$4,400,000
43	June 2024	Federal	DHS	TSGP	Transportation Center Surveillance Protection	Not awarded	\$200,000
Total Grant Requests Not Awarded in FY2024-25							\$204,600,000
Total Grant Requests Submitted or Awarded in FY2021-25							\$820,255,079

Acronyms

- | | |
|--|---|
| ATP - Active Transportation Program | N/A - Not Applicable |
| ATAC - Anti-Terror Anti-Crime | OC - Orange County |
| CalSTA - California State Transportation Agency | REAP - Regional Early Action Planning Grants |
| CRISI - Consolidated Rail Infrastructure and Safety Improvements | SCAG - Southern California Association of Governments |
| CTC - California Transportation Commission | SCP - Sustainable Communities Program |
| DHS - Department of Homeland Security | SMART - Strengthening Mobility and Revolutionizing Transportation |
| EPA - Environmental Protection Agency | TCEP - Trade Corridor Enhancement Program |
| FRA - Federal Railroad Administration | TIRCP - Transit and Intercity Rail Capital Program |
| FTA - Federal Transit Administration | TSGP - Transit Security Grant Program |
| FY - Fiscal Year | US DOT - United States Department of Transportation |
| LTCAP - Local Transportation Climate Adaptation Program | VIPR - Visible Intermodal Protection and Response |
| MPDG - Multimodal Project Discretionary Grant | ZEB - Zero-Emission Bus |

Project	Planning Document Consistency
Bus Transit	
Zero-Emission Bus (ZEB) (Long Term)	ZEB Roll Out Plan Long Range Transportation Plan (LRTP)
Future Paratransit Fleet Replacement - Zero Emission	ZEB Roll Out Plan LRTP
Harbor Boulevard Connected Bus Pilot	Central Harbor Boulevard Transit Corridor Study OC Transit Vision LRTP
Harbor Boulevard High-Capacity Transit Expansion Environmental	Central Harbor Boulevard Transit Corridor Study OC Transit Vision LRTP
Zero Emission Vanpools	LRTP
First Street Transit Signal Priority and Complete Streets (Design)	Master Plan of Arterial Highways LRTP
McFadden Avenue Transit Signal Priority and Complete Streets	Master Plan of Arterial Highways LRTP
Solar Panels at the Orange County Transportation Authority (OCTA) Bus Bases	ZEB Roll Out Plan LRTP
Facility Improvements	OCTA Comprehensive Business Plan LRTP
Bus Stop Improvements	OC Transit Vision LRTP
Future Bravo! / Rapid Projects	OC Transit Vision LRTP
Orange County Mobility Hubs Pilot Concept of Operations	Orange County Mobility Hubs Plan LRTP
Fullerton Park-and-Ride Transit Oriented Development Site Design Concepts	Fullerton Joint Development Study LRTP
Rail Transit	
Coastal Rail Infrastructure Resiliency Project	Rail Infrastructure Study Hazard Mitigation Plan OC Rail Defense Against Climate Change LRTP
Olympic Readiness Project: Orange County Maintenance Facility Phase 1	SoCal Connect LRTP
Metrolink Locomotive Replacement, Track, and Structures	SoCal Connect LRTP
Metrolink Operations and Fare Revenue Loss	SoCal Connect LRTP
OC Streetcar Operations and Maintenance	LRTP
Serra Siding and Bridge Replacement	SoCal Connect LRTP

Orange County Transportation Authority Priority Project List

Project	Planning Document Consistency
Active Transportation and Complete Streets	
OC Loop - Segment A and B (La Habra and Brea)	Orange County Bike Connectors Gap Closure Feasibility Study OC Active L RTP
Active Transportation and Complete Streets (continued)	
OC Connect - Santa Ana - Garden Grove Rails to Trails	Orange County Bike Connectors Gap Closure Feasibility Study OC Active L RTP
Olympic Readiness Project: Katella Avenue Pedestrian Bridge	L RTP
Reconnecting Communities through Complete Streets	OC Active Safe Routes to School (SRTS) Action Plan Systemic Safety Plan L RTP
Bikeway Connectivity Study	OC Active SRTS Action Plan Systemic Safety Plan L RTP
Active Transportation Outreach	OC Active SRTS Action Plan L RTP
Bicycle Counts	OC Active SRTS Action Plan Active Transportation Counts Program Study L RTP
National and State Highway System	
Interstate 5 (I-5) [Yale-State Route 55 (SR-55)] Segment 2	L RTP
Olympic Readiness Project: Interstate 605/Katella Avenue Interchange	L RTP
SR 55 [I-5 to State Route (SR 91)]	SR-55 Comprehensive Multimodal Corridor Plan L RTP
Olympic Readiness Project: State Route 57 (SR-57) (Orangewood to Katella)	L RTP
Ortega Highway Wildlife Crossing	L RTP
Managed Lanes	
I-5 (Pico to San Diego Line)	South Orange County Multimodal Transportation Study L RTP

Orange County Transportation Authority Priority Project List

Project	Planning Document Consistency
Freight / Trade Corridors	
SR-57 (Lambert to Orange County Line)	L RTP
State Route 91 (SR-91) (La Palma Avenue to SR-55)	SR-91 Implementation Plan SR-91 Comprehensive Multimodal Corridor Plan L RTP
SR-91 (Acacia Street to La Palma Avenue)	SR-91 Implementation Plan SR-91 Comprehensive Multimodal Corridor Plan L RTP
Freight / Trade Corridors	
Technology / Signal Upgrades	L RTP



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 10, 2025

Local Road 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
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$402,211						\$24,254		\$377,957	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$158,828	\$1,774					\$11,762	\$4,546	\$140,746	
Regional Traffic Signal Synch (Edinger Ave, MacArthur Blvd/Talbert Ave, and Warner Ave)	P	\$15,000					\$10,200			\$4,200	\$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$64,449								\$64,449	
Active Transportation Program - regional call		\$82,704	\$6,359		\$62,653	\$92		\$107			\$13,493
Bicycle Corridor Improvement Program (BCIP)		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Countywide Signal Synchronization Baseline		\$15,000	\$15,000								
First Street Multimodal Boulevard Design		\$4,300						\$4,300			
Local Agency led SCCP projects		\$3,357					\$3,357				
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
McFadden Avenue Transit Signal Priority Pilot		\$3,690						\$3,690			
OC Connect Santa Ana - Garden Grove Rails to Trails		\$8,000			\$3,750	\$3,900		\$350			
OC Loop - Segment A		\$38,233				\$38,233					
Orange County Complete Streets (Wave 3)		\$34,706	\$26,316								\$8,390
Orange County Complete Streets (Wave 4) ¹		\$5,229	\$4,687								\$542
Orange County Complete Streets Program (Wave 1)		\$40,915	\$25,062								\$15,853
Orange County Complete Streets Program (Wave 2)		\$40,072	\$33,421								\$6,651
Pavement Management Relief Funding Program		\$9,469			\$3,811			\$5,658			
SCAG sustainability planning grants		\$720			\$671						\$49
Traffic signal improvements		\$15,000				\$12,000					\$3,000
Transportation enhancement activities		\$22,172			\$15,628						\$6,544
Local Road Project Totals		\$1,643,499	\$156,374		\$94,232	\$128,930	\$13,557	\$75,066	\$39,826	\$995,476	\$140,038
Federal Funding Total		\$250,606									
State Funding Total		\$217,553									
Local Funding Total		\$1,175,340									
Total Funding (000's)		\$1,643,499									

Local Road 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
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 10, 2025

Local Road 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
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	O	\$125,419						\$95,482		\$22,373	\$7,564
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,951	\$19,655		\$604						\$30,692
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), countywide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals		\$840,715	\$223,243		\$76,218			\$268,544	\$6,492	\$156,141	\$110,077
Federal Funding Total		\$299,461									
State Funding Total		\$268,544									
Local Funding Total		\$272,710									
Total Funding (000's)		\$840,715									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - February 10, 2025

Competitive Grant Programs – Update and Recommendations

1. Approve \$4.687 million in Congestion Mitigation and Air Quality Improvement program funds for the City of Huntington Beach’s Magnolia Street Corridor Complete Streets Improvements project from the contingency list from the Orange County Complete Streets Program.

Acronyms:

- ARRA - American Recovery and Reinvestment Act of 2009
- Ave - Avenue
- Board - Board of Directors
- Blvd - Boulevard
- Call - Call for Projects
- CMAQ - Congestion Mitigation Air Quality Improvement Program
- FTA - Federal Transit Administration
- FY - Fiscal Year
- I-5 - Interstate 5
- M Code - Project Codes in Measure M1 and M2
- M1 - Measure M1
- M2 - Measure M2
- OCTA - Orange County Transportation Authority
- SB 1 - SB 1 (Chapter 5, Statutes of 2017)
- SCAG - Southern California Association of Governments
- SCCP - Solutions for Congested Corridors Program
- SHA - State Highway Account
- SR-57 - State Route 57
- STBG - Surface Transportation Block Grant
- STIP - State Transportation Improvement Program



February 3, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Coastal Rail Resiliency Study Update

Overview

In response to emergency remedial actions that resulted in a nearly yearlong closure of the coastal rail line in south Orange County, Orange County Transportation Authority initiated the Coastal Rail Resiliency Study in fall 2023, focusing on both short- and mid-term solutions to protect the rail line and preserve rail operations. Through this study, staff has developed concepts that would protect the rail line in place for the foreseeable future, which is estimated to be up to 30 years. A separate study, led by the State of California, is anticipated to determine the feasibility of potentially relocating the rail line to an inland alignment. An update on the range of feasible concepts for the Coastal Rail Resiliency Study is discussed herein.

Recommendation

Direct staff to continue collaborating with key stakeholders to refine the range of feasible concepts and actively engage the public to solicit input on these concepts.

Background

The Orange County Transportation Authority (OCTA) owns the Orange Subdivision railroad right-of-way (ROW) in Orange County between the Fullerton Junction and the San Diego County Line. A map of the Orange and Olive subdivisions is provided as Attachment A. This rail corridor is part of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor that serves intercity and commuter passenger and freight rail service. Beginning in fall 2021, several bluff failures, landslides on the inland side, and diminishing beaches on the seaward side in the City of San Clemente have resulted in significant impacts to rail operations. This has required a series of emergency remedial projects to restore rail operations. The remedial actions have included stabilization of a landslide at Cyprus Shore which was associated with beach loss and an ancient landslide, and construction of catchment walls at Casa Romantica and Mariposa

Point to protect the tracks from privately owned bluff failure debris. These remedial actions required nearly \$40 million to support immediate stabilization and continued safe and reliable rail operations. In late 2023, OCTA initiated the South Coast Rail Infrastructure Feasibility Study and Alternative Concepts Analysis (also known as the Coastal Rail Resiliency Study [Study]) along the seven-mile stretch of coastal rail line in south Orange County to assess existing and future risks, challenges, and potential solutions to protect the rail line in place.

This Study explores opportunities to protect the rail corridor for the short-term (ten years) and mid-term (30 years) between the City of Dana Point and the Orange County/San Diego County Line. An Initial Assessment Technical Memorandum identified the need for immediate protective measures for the highest at-risk areas (reinforcement areas). These at-risk areas are located within the City of San Clemente, where coastal storm surges, failing bluffs, and other factors pose an immediate threat of additional extended rail service disruptions, impacting service quality and reliability. This effort led to the advancement of four reinforcement area projects known as the Coastal Rail Stabilization Priority Project (Project), which is the subject of a separate staff report update on this agenda.

During the first half of 2024, nearly three dozen meetings were held with stakeholders, regulatory agencies, and the public to gather feedback on the Study and the reinforcement areas concepts. Input included the following:

- Suggestions for natural solutions (i.e., sand replenishment and living shoreline),
- Integrating previous studies by others,
- Consideration of the impacts of armoring on beach erosion,
- Supporting early preventative action,
- Consulting with habitat experts, and
- Maintaining reliable railroad operations.

Discussion

Following a series of stakeholder and regulatory meetings, the technical team has been working to define the purpose and need of the Study, evaluation criteria for the short- and mid-term solutions, and develop concepts that will be assessed to protect the rail line.

Natural coastal erosion, increasing storm frequency, accelerated sea level rise, and continuous bluff failures have triggered regular closures of the LOSSAN Rail Corridor in the San Clemente area. This has created unplanned rail closures resulting in unreliable service. The purpose of this Study is to provide resiliency strategies and engineering solutions for the existing railroad corridor.

These solutions include consideration of public input to improve the existing railroad corridor that can better facilitate the efficient and safe movement of passengers, freight, and support national military readiness for up to the next 30 years.

A set of draft alternative concepts have been developed to protect the rail line against bluffside erosion, the receding coastline, as well as rail line improvements to mitigate against the aforementioned challenges. Examples of bluffside concepts include various wall types, stabilization measures, and drainage improvements. Beachside example concepts include riprap placement, engineered rock revetment, and beach sand nourishment. Rail concepts include elevating the track profile, alternative materials for critical railroad assets such as signal houses, masts, and positive train control equipment, and track bed stabilization. Attachment B includes a list of all draft alternative concepts being considered including bluffside, beachside and rail-based options. The draft alternative concepts will serve as a menu of options that could be applied to various stretches along the seven-mile coastal rail line. Seven typical sections have been established representing areas along the corridor which have similar existing conditions. The draft alternative concepts being proposed as Typical Sections 1 through 7 are provided in Attachment C.

Typical Sections 1 and 2 have similar land profiles in both topography and development. These sections consist of similar characteristics which include Doheny State Beach, Capistrano Beach, as well as North Beach areas. Landward of the railroad are the bluffs, Pacific Coast Highway and, in some segments, a trail. Seaward of the railroad, there are low-impact developments (such as parking lots and single-family homes), existing patches of riprap, and the beach. In these coastal areas, bluff erosion does not pose a significant threat to the railroad, as the distance between the bluffs and railroad line is buffered by Pacific Coast Highway. Accordingly, there are no proposed bluffside concepts for Typical Sections 1 and 2. Seaward of the railroad in these sections, there is the potential for erosion, and alternative concepts focus on the addition of beach sand and available supply as well as watershed modifications. Similarly with Typical Section 3, there are no bluffs and therefore no bluffside concepts to be considered. Seaward of the railroad is existing riprap and the beach, and landward is the beach trail and parking lots. The main focus along these sections is to ensure sand is maintained along with the beachside infrastructure such as the parking lots.

In Typical Sections 4 and 5, the land profiles are fairly similar. These sections consist of similar characteristics which include portions of North Beach, San Clemente Pier, and San Clemente State Beach and south of this area. Landward of the railroad is the beach trail, the bluffside, and residential development on top of the bluffs. Seaward of the railroad are existing riprap and the beach. The main difference between Typical Sections 4 and 5 is the amount of beach area, with Typical Section 5 containing little to no beach. These two sections feature the widest range of proposed concepts, offering the most diverse

mix of potential solutions. The alternative concepts are focused on preventing debris flow, stabilizing the bluffs, and preserving and enhancing sand retention through beach sand nourishment and the development of beachside infrastructure. In addition to these efforts, railroad improvements such as track-bed stabilization and elevated railroad tracks are proposed.

For Typical Section 6, landward of the railroad are the bluffs and seaward are the trail and a wide beach. This section is along the San Clemente Pier area. Along this section, the alternative concepts focus on preventing potential landslide debris flow from the bluffs with a catchment wall. Since there is a wide beach and trail, there are no alternative concepts proposed on the seaward side. In Typical Section 7, landward of the railroad are the trail and residential development located on top of the bluffs and seaward of the railroad are existing riprap and the beach. Bluff erosion in this section is not considered a major threat to the railroad. Beach erosion is the major concern here with alternative concepts focusing on beachside infrastructure, beach sand supply, and watershed modifications. See Attachment C for a full description of the alternative concepts proposed for each Typical Section.

The draft alternative concepts were shared with the Project Development Team (PDT). The PDT is comprised of technical staff from OC Parks, California Department of Transportation, California State Parks, LOSSAN Rail Agency, and the cities of Dana Point, San Clemente, and San Juan Capistrano. The PDT reviewed the concepts and provided initial feedback on the viability of the concepts. For example, the City of San Clemente had considered Cobble Beach as part of their previous studies, and it was not carried forward for further consideration. Hence, this concept has been eliminated from further consideration. The City of San Clemente's comment letter can be found as Attachment D.

A two-day workshop comprised of subject matter experts was convened in early December 2024. The panel was presented with historical data on previous emergencies, the four Reinforcement Areas, and proposed short- and mid-term solutions. The experts provided valuable feedback, commending OCTA for its effective remediation efforts at the prior emergency sites and affirming the team's approach to addressing the immediate needs of the Reinforcement Areas. They also evaluated the proposed solutions for the seven Typical Sections, offering constructive input, additional suggestions for improvement, and guidance on navigating the regulatory permitting process.

Evaluation criteria are being developed to assess a range of concepts with the primary goal of protecting the rail line in place over the next several decades. The criteria will take into consideration nature-based solutions and balance that with the need to protect the railroad. These concepts will proceed to the project

development phases following the Study, and OCTA will continue to seek additional state and federal grants to support the next phase of the effort to protect the rail line.

Key Project Risks and Challenges

Any improvements that are being planned would be subject to the immediate risk of additional bluff failures during the project development process which could lead to immediate rail service closure and require rescoping of planned improvements underway.

As the proposed improvements progress through the project development process, some of the key challenges will include:

- Development of project preferred alternatives, which are acceptable to multiple permitting resource agencies,
- Identification and permitting of a sufficient sand replenishment source location,
- Developing and securing a timely sand transport and delivery method, and
- Coordination, approvals, and permitting required for additional revetment.

Next Steps

Upon direction from the OCTA Board of Directors (Board), the Study team will continue to engage stakeholders and the public on the proposed concepts. In-person and virtual meetings to gather input from the public are anticipated in spring 2025. The concepts are expected to be refined as part of this public vetting process. Staff will return to the Board during summer 2025 with a summary of the public input process and a refined set of concepts for further consideration. The project team will begin preparation of the draft Feasibility Study Report between mid-2025 and the early part of 2026. The final Feasibility Study Report will be completed in the mid-2026 timeframe. Following the conclusion of this short and mid-term planning Study, OCTA will begin the preliminary engineering phase for the various concepts identified through this effort. This Study will also help to determine the priority of the needed improvements. The prioritization process will drive the implementation schedule for the next wave of improvements needed to protect the rail line. Staff will continue to identify funding and project streamlining opportunities as well as working with regulatory agencies to expedite the permitting processes.

Summary

As a result of emergency remedial actions that have led to multiple closures of the coastal rail line in south Orange County, OCTA initiated a short- and mid-term Study (known as the Coastal Rail Resiliency Study). Rail line protection concepts have been developed that would protect the rail line in place for the foreseeable future, which is estimated to be up to 30 years, while a separate state-led study will be undertaken to determine the feasibility of relocating the rail line to an inland alignment. An update on the range of feasible concepts is presented herein.

Attachments

- A. Orange and Olive Subdivisions Map
- B. Coastal Rail Resiliency Study Draft Alternative Concepts
- C. Coastal Rail Resiliency Study Typical Sections and Applicable Draft Alternative Concepts
- D. Letter from Leslea Myerhoff, AICP, Coastal Administrator, City of San Clemente, to Dan Phu, OCTA, dated January 6, 2025, re: Feedback on OCTA CRRS Draft Alternative Concepts

Prepared by:



Dan Phu
Sustainability Planning Manager
(714) 560-5907

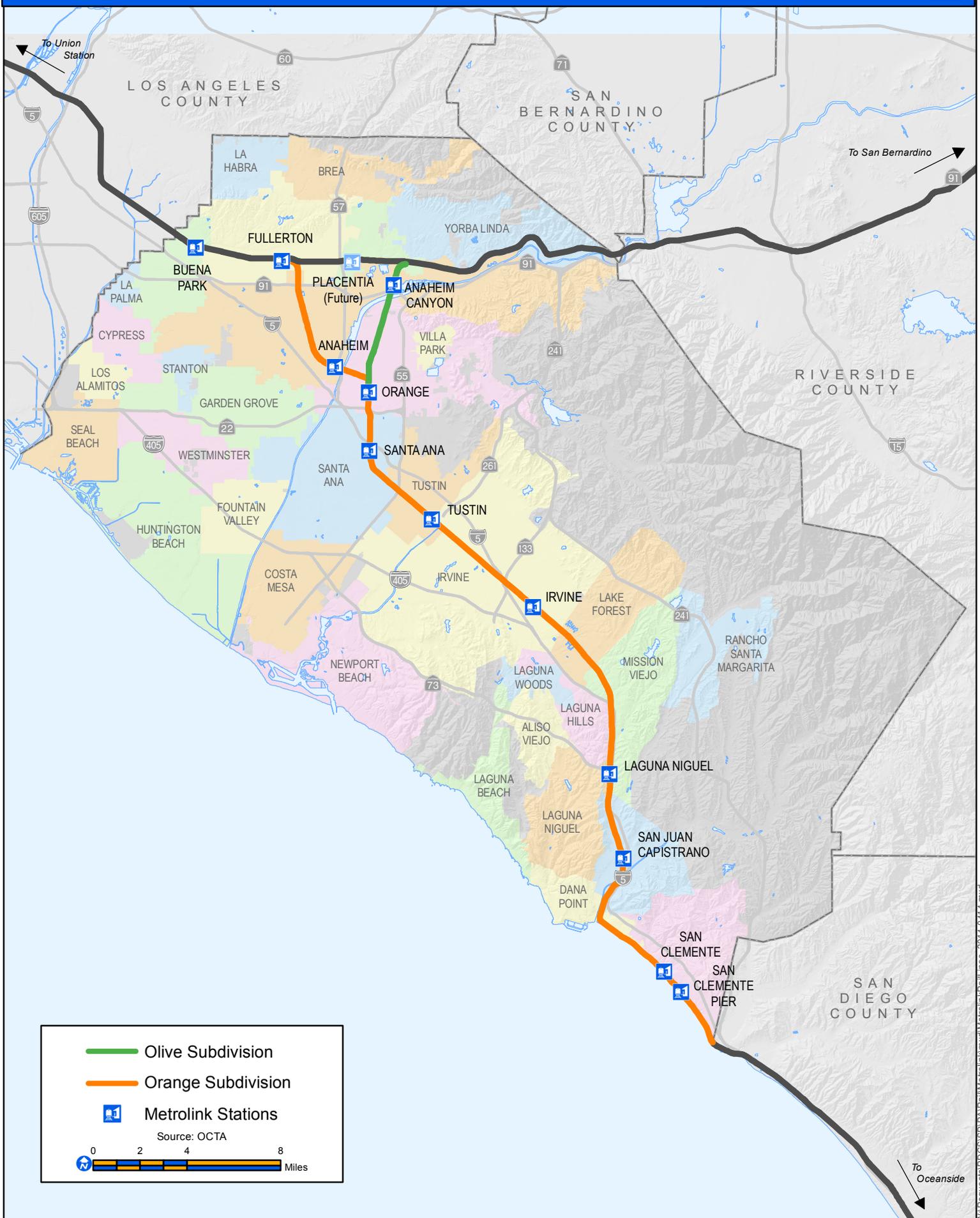
Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

ORANGE AND OLIVE SUBDIVISIONS

ATTACHMENT A

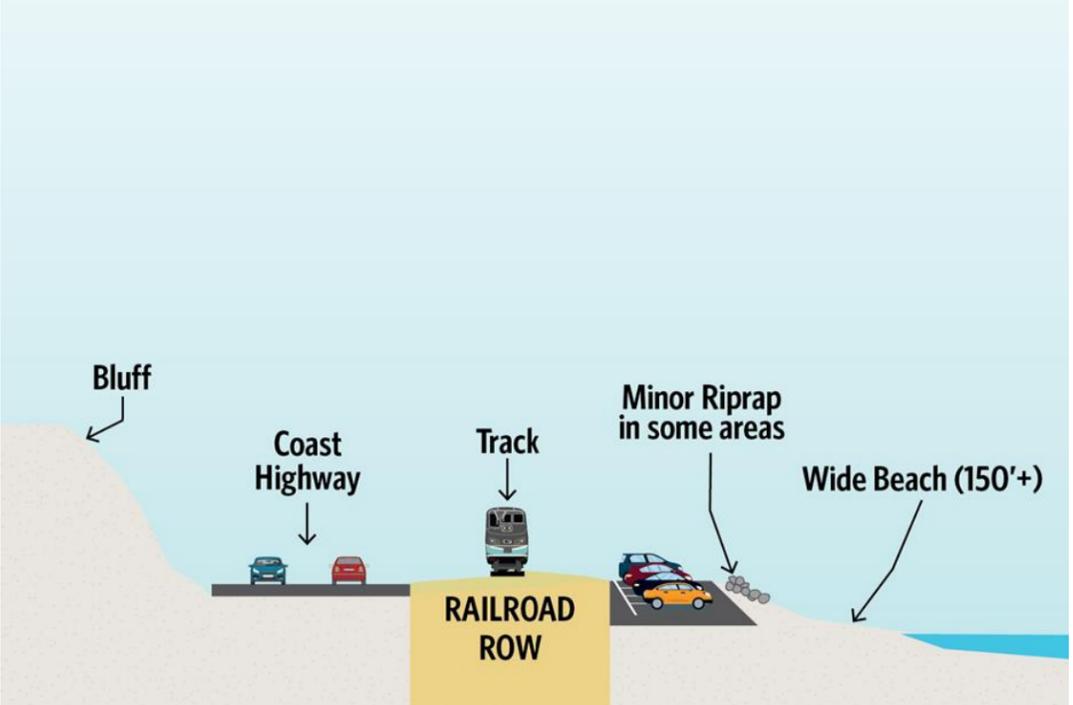
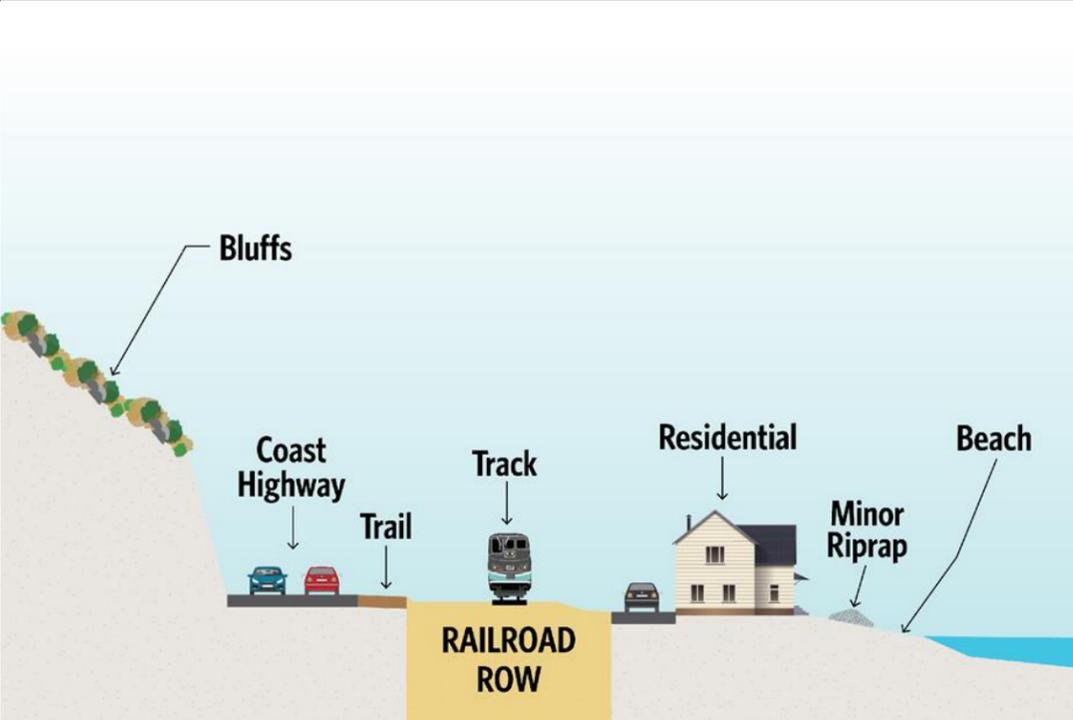


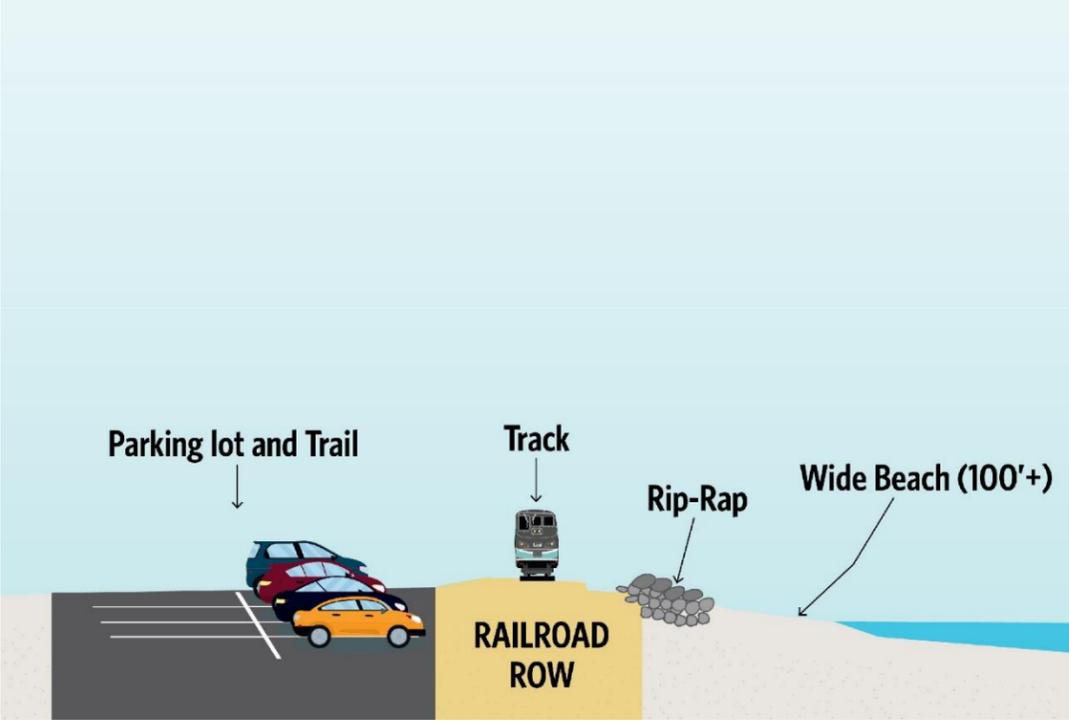
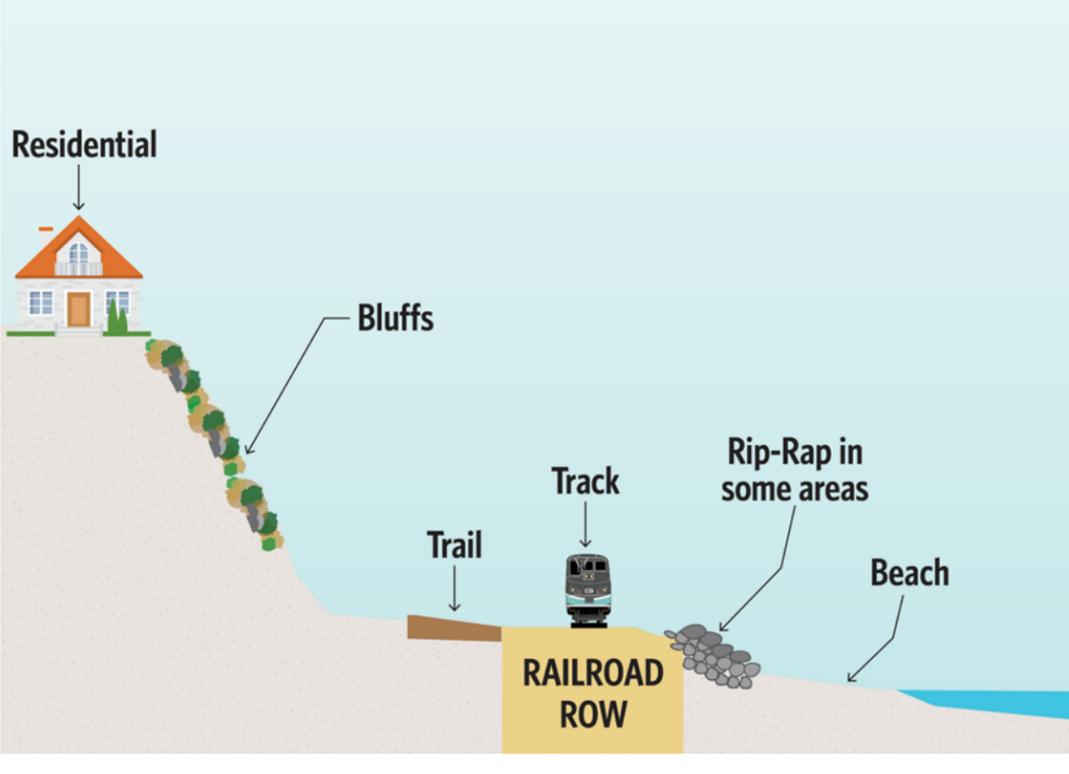
Coastal Rail Resiliency Study Draft Alternative Concepts

Bluffside Concepts	Beachside Concepts	Rail Concepts
<ol style="list-style-type: none"> 1. Catchment walls (block slide debris) 2. Stabilization grading (buttress slide toe) 3. Tieback / soil nail / pin-pile walls (mitigate larger slides) 4. Ground improvement (bluff stabilization) 5. Surface matting and deep-rooted vegetation planting (reduce sediment erosion) 6. Drainage improvement via grading / detention basins / undertrack outlets 7. Deflection walls in tributaries (reduce flood and sedimentation flow rates) 8. Up-gradient cut-off drains (reduce source of water) 9. Hydraugers (lower hydraulic pressure and slide potential) 	<ol style="list-style-type: none"> 1. Riprap placement 2. Engineered rock revetment 3. Vertical seawall 4. Hybrid structural solution 5. Beach nourishment with shoreline protection structure (1-4 above) 6. Beach nourishment with sand retention measures and shoreline protection structure (1-4 above) 7. Watershed modifications to increase beach sand supply (implemented by others) 8. No railroad action - monitor regional beach nourishment activities* and participate as appropriate 	<ol style="list-style-type: none"> 1. Elevate tracks 2. Alternative materials for critical railroad infrastructure to reduce lifecycle costs 3. Ground improvement (track-bed stabilization)

* Regional beach sand projects include the United States Army Corps of Engineers with the City of San Clemente, County of Orange, and San Diego Association of Governments Regional Beach Sand Program III.

Coastal Rail Resiliency Study Typical Sections and Applicable Draft Alternative Concepts

Typical Section and Milepost(s) (MP)	Nearby Landmark(s)	Applicable Draft Alternative Concepts	Graphic Representation of Existing Condition
<p>Typical Section 1</p> <p>MP 200.20 – 201.20</p> <p>MP 202.60 – 202.95</p>	<p>Doheny State Beach</p> <p>Capistrano Beach</p> <p>North Beach</p>	<p>Bluffside:</p> <ul style="list-style-type: none"> • Not applicable <p>Beachside:</p> <ul style="list-style-type: none"> • Watershed modifications to increase beach sand supply (implemented by others) • No direct railroad action – collaborate with regional beach sand project <p>Rail:</p> <ul style="list-style-type: none"> • Alternative materials for critical railroad infrastructure to reduce lifecycle costs 	 <p>A cross-sectional diagram of a coastal area. From left to right: a sand bluff; a road labeled 'Coast Highway' with two cars; a 'Track' with a train; a yellow-shaded area labeled 'RAILROAD ROW'; a road with cars and a pile of rocks labeled 'Minor Riprap'; and a wide sandy beach labeled 'Wide Beach (150'+)' meeting the ocean.</p>
<p>Typical Section 2</p> <p>MP 201.20 – 202.60</p> <p>MP 202.95 – 203.62</p>	<p>Between Capistrano Beach and North Beach</p>	<p>Bluffside:</p> <ul style="list-style-type: none"> • Not applicable <p>Beachside:</p> <ul style="list-style-type: none"> • Watershed modifications to increase beach sand supply (implemented by others) • No direct railroad action – collaborate with regional beach sand project <p>Rail:</p> <ul style="list-style-type: none"> • Alternative materials for critical railroad infrastructure to reduce lifecycle costs 	 <p>A cross-sectional diagram of a coastal area. From left to right: a bluff with trees labeled 'Bluffs'; a road labeled 'Coast Highway' with two cars; a 'Trail'; a 'Track' with a train; a yellow-shaded area labeled 'RAILROAD ROW'; a residential house labeled 'Residential'; a pile of rocks labeled 'Minor Riprap'; and a sandy beach labeled 'Beach' meeting the ocean.</p>

Typical Section and Milepost(s) (MP)	Nearby Landmark(s)	Applicable Draft Alternative Concepts	Graphic Representation of Existing Condition
<p>Typical Section 3</p> <p>MP 203.62 – 203.72</p>	<p>North Beach</p>	<p>Bluffside:</p> <ul style="list-style-type: none"> • Not applicable <p>Beachside:</p> <ul style="list-style-type: none"> • Riprap placement • Engineered rock revetment • Vertical seawall • Hybrid structural solution • Beach nourishment with shoreline protection structure • Beach nourishment with sand retention measures and shoreline protection structure • No direct railroad action – collaborate with regional beach sand project <p>Rail:</p> <ul style="list-style-type: none"> • Alternative materials for critical railroad infrastructure to reduce lifecycle costs 	 <p>The diagram shows a cross-section from left to right. On the far left is a parking lot with several cars and a trail. To the right is a raised embankment labeled 'RAILROAD ROW' containing a single railroad track with a train. Further right is a section of riprap (rocks) leading to a wide, sandy beach labeled 'Wide Beach (100'+)' that meets the ocean on the right.</p>
<p>Typical Section 4</p> <p>MP 203.72 – 203.92</p> <p>MP 204.42 – 204.54</p> <p>MP 205.16 – 205.22</p> <p>MP 206.02 – 206.66</p>	<p>North Beach</p> <p>Just South of San Clemente Pier</p> <p>San Clemente State Beach</p>	<p>Bluffside:</p> <ul style="list-style-type: none"> • Catchment walls (block slide debris) • Stabilization grading (buttress slide toe) • Tieback / soil nail / pin-pile walls (mitigate larger slides) • Ground improvement (bluff stabilization) • Hydraugers (lower hydraulic pressure and slide potential) <p>Beachside:</p> <ul style="list-style-type: none"> • Riprap placement • Engineered rock revetment • Vertical seawall • Hybrid structural solution • Beach nourishment with shoreline protection structure • Beach nourishment with sand retention measures and shoreline protection structure • No direct railroad action – collaborate with regional beach sand project 	 <p>The diagram shows a cross-section from left to right. On the far left is a residential house on a bluff. A trail leads down from the bluff to a raised embankment labeled 'RAILROAD ROW' containing a single railroad track with a train. To the right of the track is a section of riprap labeled 'Rip-Rap in some areas', which leads to a sandy beach labeled 'Beach' that meets the ocean on the right.</p>

Typical Section and Milepost(s) (MP)	Nearby Landmark(s)	Applicable Draft Alternative Concepts	Graphic Representation of Existing Condition
		Rail: <ul style="list-style-type: none"> Elevate tracks Alternative materials for critical railroad infrastructure to reduce lifecycle costs Ground improvement (track-bed stabilization) 	
Typical Section 5 MP 203.92 – 204.42 MP 206.70 – 207.25	Between North Beach and San Clemente Pier South of San Clemente State Beach	Bluffside: <ul style="list-style-type: none"> Catchment walls (block slide debris) Stabilization grading (buttress slide toe) Tieback / soil nail / pin-pile walls (mitigate larger slides) Ground improvement (bluff stabilization) Up-gradient cut-off drains (reduce source of water) Hydraugers (lower hydraulic pressure and slide potential) Beachside: <ul style="list-style-type: none"> Riprap placement Engineered rock revetment Vertical seawall Hybrid structural solution Beach nourishment with shoreline protection structure Beach nourishment with sand retention measures and shoreline protection structure Rail: <ul style="list-style-type: none"> Elevate tracks Alternative materials for critical railroad infrastructure to reduce lifecycle costs 	

Typical Section and Milepost(s) (MP)	Nearby Landmark(s)	Applicable Draft Alternative Concepts	Graphic Representation of Existing Condition
<p>Typical Section 6 MP 204.54 – 205.16</p>	<p>San Clemente Pier</p>	<p>Bluffside:</p> <ul style="list-style-type: none"> • Catchment walls (block slide debris) <p>Beachside:</p> <ul style="list-style-type: none"> • No direct railroad action – collaborate with regional beach sand project <p>Rail:</p> <ul style="list-style-type: none"> • Alternative materials for critical railroad infrastructure to reduce lifecycle costs 	<p>The diagram shows a cross-section of the coastline. On the left, a steep bluff is shown with a row of trees. A railroad track with a train is positioned on a yellow rectangular area labeled 'RAILROAD ROW'. To the right of the track is a narrow 'Trail'. Further right is a wide, sandy beach labeled 'Wide Beach (100'+)' that meets the ocean. The sky is light blue, and the ocean is a darker blue.</p>
<p>Typical Section 7 MP 205.22 – 205.82 MP 205.94 - 206.02</p>	<p>South of San Clemente Pier San Clemente State Beach</p>	<p>Bluffside:</p> <ul style="list-style-type: none"> • Not Applicable <p>Beachside:</p> <ul style="list-style-type: none"> • Engineered rock revetment • Beach nourishment with shoreline protection structure • Watershed modifications to increase beach sand supply (implemented by others) • No direct railroad action – collaborate with regional beach sand project <p>Rail:</p> <ul style="list-style-type: none"> • Alternative materials for critical railroad infrastructure to reduce lifecycle costs 	<p>The diagram shows a cross-section of the coastline. On the left, a residential house is shown on a bluff. A railroad track with a train is positioned on a yellow rectangular area labeled 'RAILROAD ROW'. To the right of the track is a narrow 'Trail'. Further right, there is a section of the beach with 'Rip-Rap in some areas' (represented by grey rocks) and a 'Beach' area meeting the ocean. The sky is light blue, and the ocean is a darker blue.</p>



**CITY OF SAN CLEMENTE
OFFICE OF THE CITY MANAGER**

Date: January 6, 2025
To: Dan Phu, OCTA
From: Leslea Meyerhoff, AICP, Coastal Administrator
Re: Feedback on OCTA CRRS Draft Alternative Concepts
CC: City Manager, Mayor and City Council

Introduction

The City of San Clemente appreciates the opportunity to provide preliminary feedback on the Draft Alternative Concepts for the Coastal Rail Resiliency Study (CRRS) presented on 12/19/24. The OCTA rail line traverses the entire 5-mile length of shoreline in the City and as such the City is the primary stakeholder with a direct and vested interest in the coastal rail resiliency planning process and outcomes. The City will also be a Responsible Agency under CEQA. Our comments are provided below for your review and consideration.

Local Coastal Resiliency Planning Context

For coastal policy and resiliency planning context, the City of San Clemente (City) is a leader. In 2018, the City prepared a comprehensive, *Certified Local Coastal Program (LCP) Land Use Plan* update. In 2019, the City prepared a *Sea Level Rise Vulnerability Assessment (SLRVA)*. In 2021, the City prepared a *Coastal Resiliency Plan* to establish an action plan for the preferred, long term shoreline management strategy for San Clemente. In 2022, the City established a regional shoreline monitoring program that collects data for that benefits all South Orange Counties agencies with coastal assets.

The direction provided by the City leadership, and the overwhelming consensus of the community, is that comprehensive and consistent beach sand replenishment, combined with strategic supplemental sand retention features is the preferred strategy for short and long-term shoreline management. This strategy emerged as the preferred approach to (1) addressing the immediate needs caused by coastal erosion due to sand supplies being cut off and (2) building long term coastal resilience in San Clemente. Comprehensive beach sand replenishment was intentionally and thoughtfully selected as it is the only approach that provides shoreline protection for existing structures and critical public infrastructure, and co-benefits sandy beach recreational space and habitat enhancements.

The City's coastal setting and its sandy beach is the economic foundation of the local economy in San Clemente. In 2024, the City completed the first cycle of a 50-year beach sand replenishment project developed in partnership with the federal and State governments. The partnerships successfully forged with the US Army Corps of Engineers and California State Parks represent an important collaboration that will help to restore the sand supply in San Clemente bringing 2 million cubic yards of sand to the City over the next 50 years. In 2024, the City also conducted its third opportunistic beach sand replenishment project at North Beach.

The City also signed an MOU with SANDAG in December 2023 to participate in the third Regional Beach Sand Project which will bring another 1 million cubic yards of sand to the City in the coming years. The City's request to SANDAG to participate also opened the door to regional partners including Dana Point and the County of Orange.

The City is also conducting a sand retention study to develop alternative methods of slowing down the sand loss in the City and we are conducting an offshore borrow site investigation to develop additional offshore sand sources that can be used to sustain long term beach sand replenishment. Both of these efforts are grant funded and both will be completed in 2025 and we will make these available to you when complete.

The City brings these recently completed and planned coastal resilience building projects to your attention to emphasize that we have begun implementing our preferred comprehensive and consistent beach sand replenishment strategy and that we welcome OCTA as a partner in this effort.

By OCTA's own accounts, when the railroad was first established, and for the last 100 years the railroad was well buffered by the presence of a sandy beach that protected the railway.

Since the sand supplies from San Juan Creek have effectively been cut off from reaching the beach, the San Clemente region has reached critical mass in its lack of sand supply. This lack of sand is having a material effect on the OCTA rail line as well as all other existing structures along the coast. Focusing on restoring the sand supply remains the City's primary focus as it works to rebuild its beaches for current and future generations of residents and visitors.

To this end we recommend that you include (1) remaining a good regional partner agency and (2) maintaining a walkable sandy beach as two of the project goals and objectives which are listed in the presentation as Project Purpose and Need.

Recommendations for Draft Bluffside Concepts

The City anticipates completing a bluff characterization study that will provide important information on the geologic makeup of the coastal bluffs in the City. We will make this study available to you when it is complete later in 2025.

The City desires to have proactive, uniform, consistent and natural appearing bluff retention devices that replicate the look of the native bluffs installed in the City rather than a haphazard and inconsistent structures. The City also urges OCTA to ensure that no bluffside solutions preclude the existing Coastal Trail and that if it is jeopardized it be relocated to the westside of the OCTA ROW along the beach as it is an important, highly valued and highly utilized community asset.

In response to recent failures, the City recently explored the concept of a geologic hazard abatement district (GHAD) as a means of developing a uniform and consistent approach to stabilizing coastal bluffs by formalizing a plan of control. Such a plan of control could implement one or more of the bluffside solutions identified by OCTA. Note also that the City has begun prohibiting permanent irrigation on coastal bluff top properties for projects requiring a discretionary action. While this will not have an immediate effect of reducing perched groundwater within the bluffs it will assist over time in slope stability.

The City desires to continue evaluating this option in collaboration with OCTA since the toe of the bluff slope and in some cases the slopes themselves are located within OCTA ROW. Additionally, when bluff failures do occur, they have a material and detrimental effect on OCTA rail line and railroad operations in general since the OCTA ROW is downslope from the coastal bluffs in San Clemente. Therefore, we request that you add a GHAD to your list of alternatives that could be implemented Citywide, or in select areas more prone to bluff instability, and cost shared with all property owners that benefit from GHAD formation.

Recommendations for Draft Beachside Concepts

The resiliency goals of the City include beach sand replenishment that is both comprehensive and sustained. Any shore-parallel or shore-perpendicular structures such as mini-headlands or seawalls should be optimized to have a minimal footprint.

Options 1 & 2: The City recommends that Options 1 & 2 (rip rap and revetment concepts) be combined as revetment (engineered or non-engineered) to streamline the list of alternatives since both options involve the placement of armor stone.

Option 3: This option is preferable as a hard structure relative to revetment as it would occupy significantly less physical beach space. For example, a seawall would likely have

a 2-foot-wide footprint on the beach compared to 50-foot wide or greater footprint for a revetment (engineered or un-engineered).

Option 4: Additional information and clarification is needed on Option 4 (hybrid solution) in order for the City to understand what this option entails and to weigh in. For example, would this option include a living shoreline concept similar to what has been constructed in Encinitas to protect Pacific Coast Highway? Would this option include a mini-headlands to create pocket beaches along the coast similar to what exists in Newport Beach?

Option 5: This would be a City preferred alternative and may also be the environmentally superior alternative and least environmentally damaging alternative.

Option 6: This would be a City preferred alternative and may also be the environmentally superior alternative and least environmentally damaging alternative.

Option 7: The concept of a cobble beach was recently vetted in the City as part of the City's sand retention project study. There is little to no support for this option and we recommend that you take this option off the table.

Option 8: This would be a longer-term study and may be undertaken by others but it is not likely a viable option for the 10–30-year CRRS. This could be a viable option for a longer-term study by OCTA.

Option 9: We recognize that as part of CEQA and NEPA you are required to have a no-action / no-project alternative. However, as the primary landowner of a continuous, linear, transportation corridor at the back of the beach that is part of the LOSSAN network and is a designated DOD strategic defense asset, a no action alternative is wholly unrealistic.

Draft Rail Concepts

It is unclear how these concepts relate to the Beachside and Bluffside Concepts. Are they mutually exclusive and proposed in lieu of the Beachside and Bluffside Concepts or are they intended to be implemented in combination with these concepts? The relationship of these concepts should be explained more fully in forthcoming public documents.

Conclusion

The City appreciates the continued conversation with OCTA regarding options for supporting and building short-term and long-term coastal resiliency in San Clemente. We encourage you to continue to focus on alternatives that do not preclude the City's ability to implement its vision for restoring the public beach to ensure a walkable dry sandy beach for current and future generations.



Coastal Rail Resiliency Study Update



Purpose and Need

Purpose

- Evaluate and prioritize adaptation strategies and engineering solutions that would maintain railroad operations generally within the existing right-of-way for up to the next 30 years.
- Identify and assess vulnerable locations that are at risk of railroad damage or operational disruptions.
- Minimize future disruptions and closures to improve service reliability.
- Support stewardship of the railroad corridor to implement multi-beneficial solutions that would positively impact the surrounding community.
- Build on the work of others in the region that would help to further protect the rail line.

Need

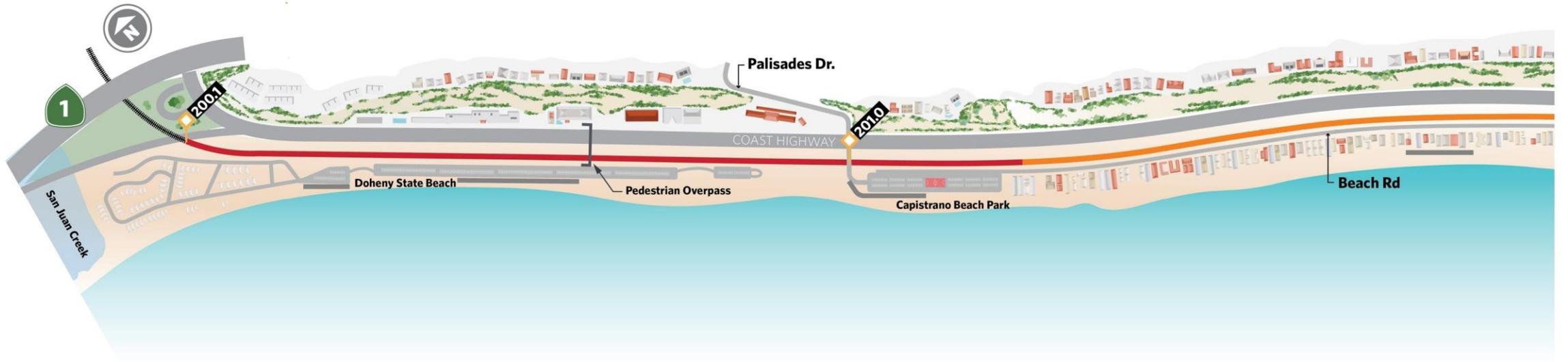
- A safe and reliable railroad corridor that can support the movement of people, freight, and national military readiness.
- A stable and dependable railroad corridor that is resilient against natural coastal erosion, increasing storm frequency and intensity, and accelerated sea level rise.
- Improved regional and freight operations by mediating continuous bluff failure and landslides that are impacting the railroad tracks.

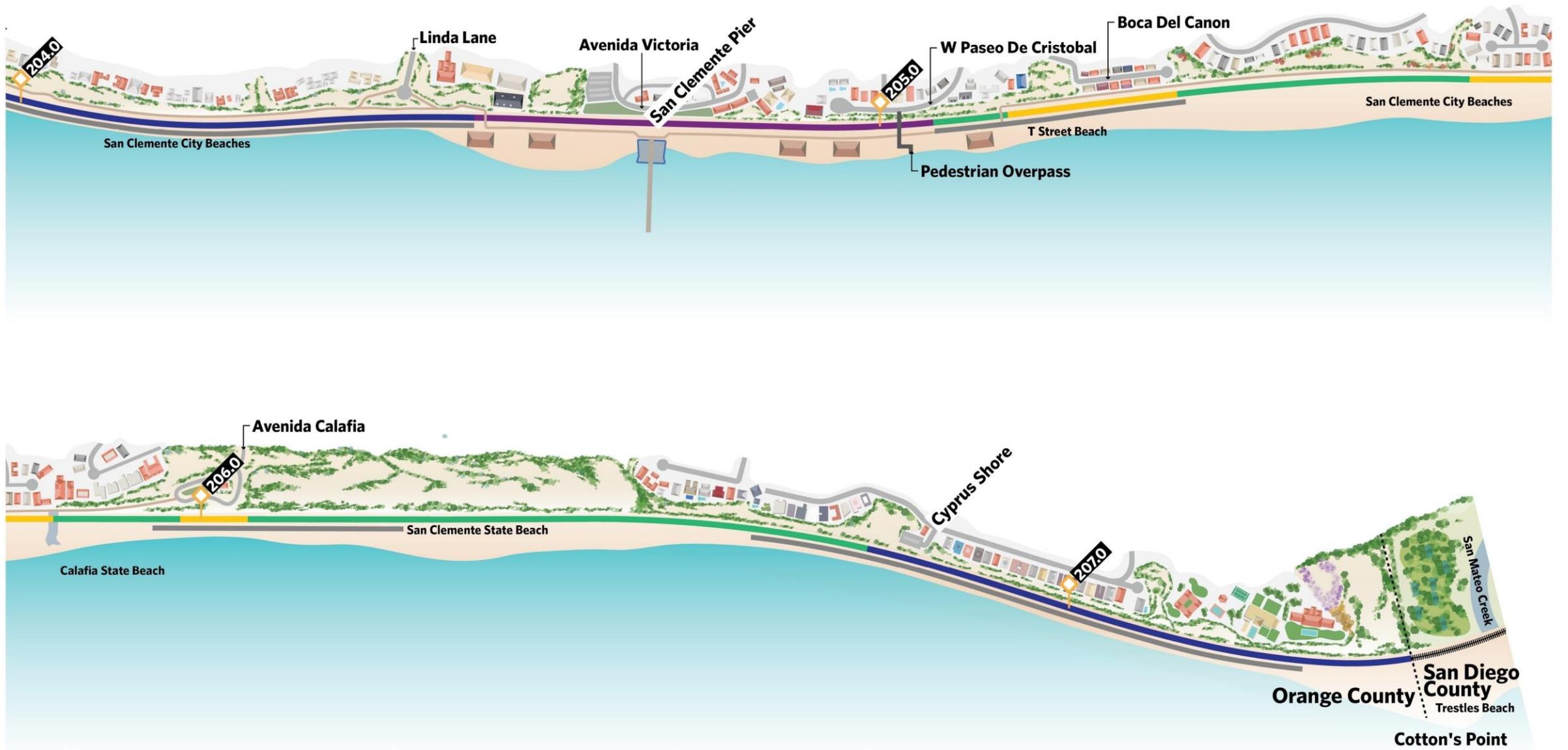
Goals & Objectives for Short- & Mid-term Study

- Continual stakeholder engagement
- Minimize passenger and freight service disruptions
- Protect the railroad in place (up to 30 years)
 - Assess, identify, and develop a program of capital projects within the OCTA ROW
 - Develop short-term (ten years) and mid-term (30 years) conceptual alternatives
 - Work with adjacent stakeholders to develop a comprehensive coastal capital program with roles and responsibilities beyond the OCTA ROW

OCTA – Orange County Transportation Authority
ROW – Right-of-Way







Concepts*

Bluffside

1. Catchment walls (block slide debris)
2. Stabilization grading (buttress slide toe)
3. Tieback / soil nail / pin-pile walls (mitigate larger slides)
4. Ground improvement (bluff stabilization)
5. Surface matting & deep-rooted vegetation planting (reduce sediment erosion)
6. Drainage improvement via grading / detention basins / undertrack outlets
7. Deflection walls in tributaries (reduce flood and sedimentation flow rates)
8. Up-gradient cut-off drains (reduce source of water)
9. Hydraulugs (lower hydraulic pressure and slide potential)

Beachside

1. Riprap placement
2. Engineered rock revetment
3. Vertical seawall
4. Hybrid structural solution
5. Beach nourishment with shoreline protection structure (1-4 above)
6. Beach nourishment with sand retention measures & shoreline protection structure (1-4 above)
7. Watershed modifications to increase beach sand supply (implemented by others)
8. No railroad action - monitor regional beach nourishment activities and participate as appropriate

Rail

1. Elevate tracks
2. Alternative materials for critical railroad infrastructure to reduce lifecycle costs
3. Ground improvement (track-bed stabilization)

*No order of preference

Typical Section 1: Railroad between Roadway and Beach



**Typical Section
(Existing Condition):**



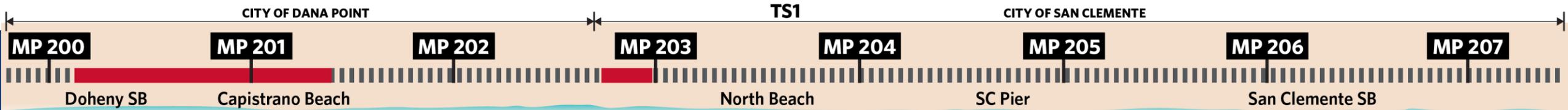
SB – State Beach/SC- San Clemente

Beachside

- ✓ Watershed modifications to increase beach sand supply (implemented by others)
- ✓ No direct railroad action – collaborate with regional beach sand project

Rail

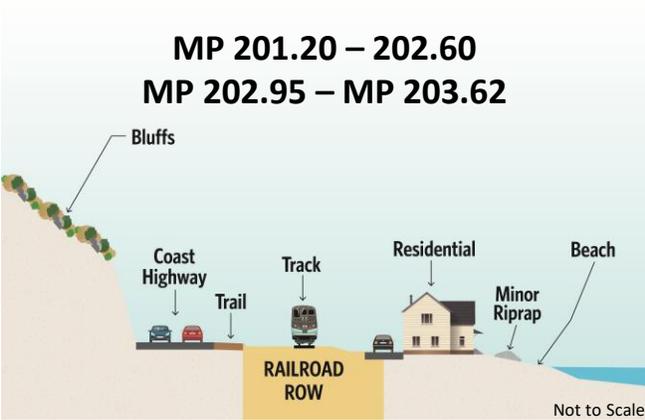
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs



Typical Section 2: Railroad between Roadway and Homes



**Typical Section
(Existing Condition):**

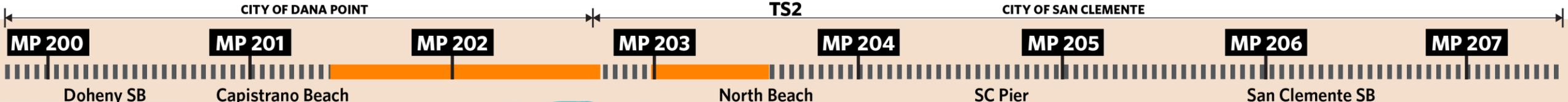


Beachside

- ✓ Watershed modifications to increase beach sand supply (implemented by others)
- ✓ No direct railroad action – collaborate with regional beach sand project

Rail

- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs

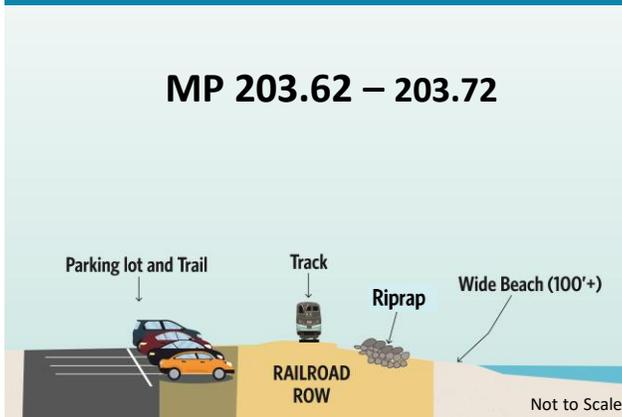


Typical Section 3: Railroad between Development/Trail and Beach



**Typical Section
(Existing Condition):**

MP 203.62 – 203.72

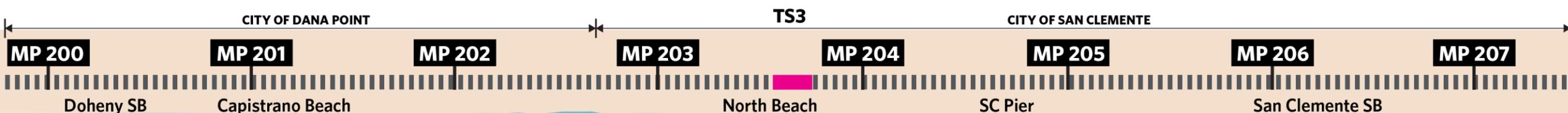


Beachside

- ✓ Riprap placement
- ✓ Engineered rock revetment
- ✓ Vertical seawall
- ✓ Hybrid structural solution
- ✓ Beach nourishment with shoreline protection structure
- ✓ Beach nourishment with sand retention measures & shoreline protection structure
- ✓ No direct railroad action – collaborate with regional beach sand project

Rail

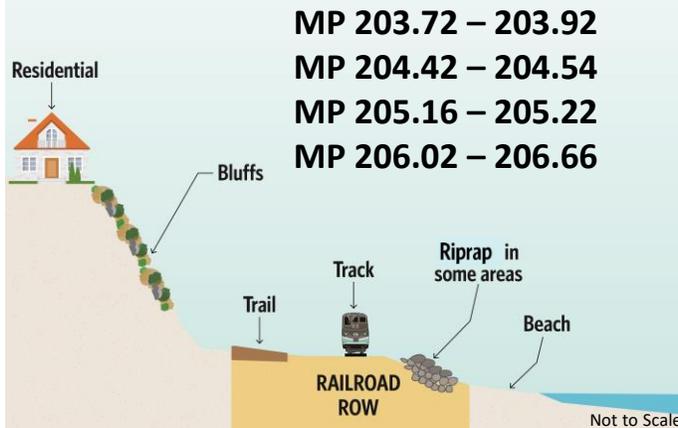
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs



Typical Section 4: Railroad between Beach and Bluff/Trail



**Typical Section
(Existing Condition):**

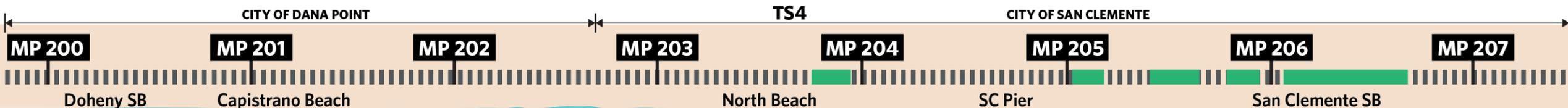


Bluffside

- ✓ Catchment walls (block slide debris)
- ✓ Stabilization grading (buttress slide toe)
- ✓ Tieback / soil nail / pin-pile walls (mitigate larger slides)
- ✓ Ground improvement (bluff stabilization)
- ✓ Hydraugers (lower hydraulic pressure and slide potential)

Rail

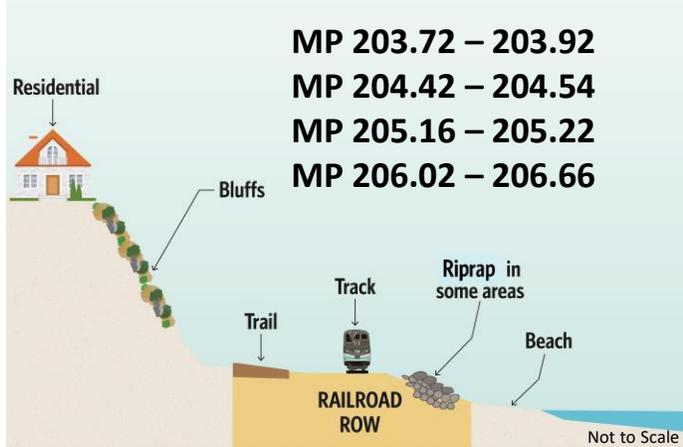
- ✓ Elevate tracks
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs
- ✓ Ground improvement (track-bed stabilization)



Typical Section 4: Railroad between Beach and Bluff/Trail (cont'd)

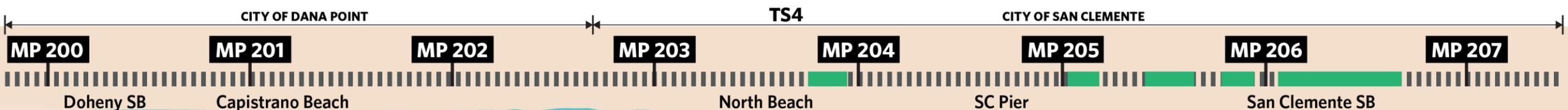


**Typical Section
(Existing Condition):**



Beachside

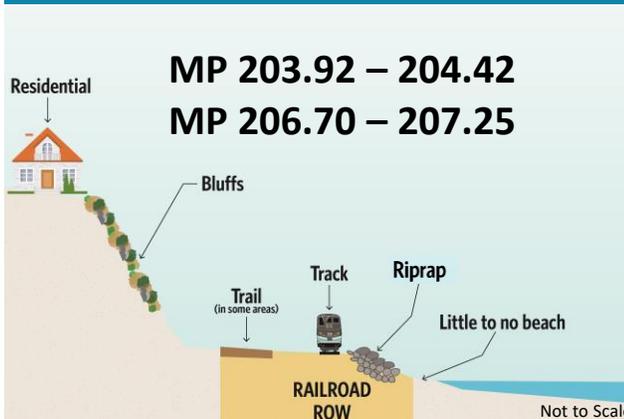
- ✓ Riprap placement
- ✓ Engineered rock revetment
- ✓ Vertical seawall
- ✓ Hybrid structural solution
- ✓ Beach nourishment with shoreline protection structure
- ✓ Beach nourishment with sand retention measures & shoreline protection structure
- ✓ No direct railroad action – collaborate with regional beach sand project



Typical Section 5: Railroad between Bluff/Trail and Ocean

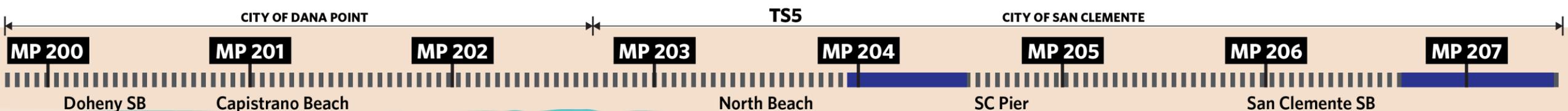


Typical Section
(Existing Condition):



Bluffside

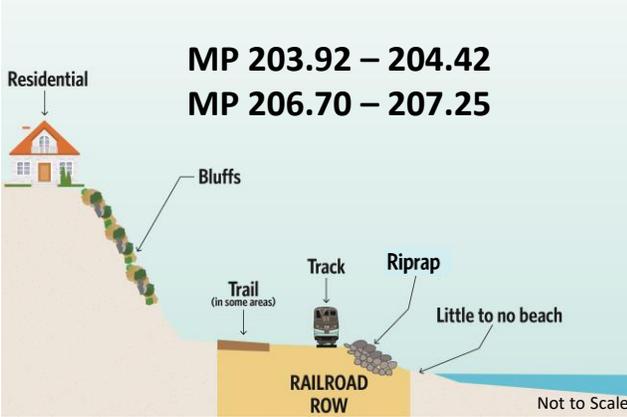
- ✓ Catchment walls (block slide debris)
- ✓ Stabilization grading (buttress slide toe)
- ✓ Tieback / soil nail / pin-pile walls (mitigate larger slides)
- ✓ Ground improvement (bluff stabilization)
- ✓ Up-gradient cut-off drains (reduce source of water)
- ✓ Hydraulaugers (lower hydraulic pressure and slide potential)



Typical Section 5: Railroad between Bluff/Trail and Ocean (cont'd)



**Typical Section
(Existing Condition):**

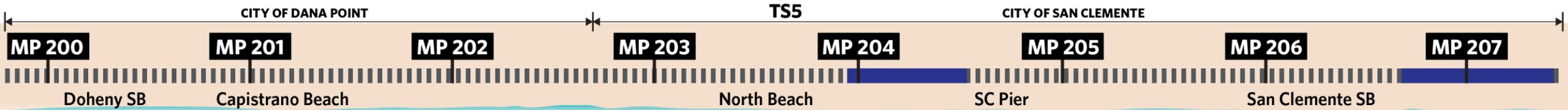


Beachside

- ✓ Riprap placement
- ✓ Engineered rock revetment
- ✓ Vertical seawall
- ✓ Hybrid structural solution
- ✓ Beach nourishment with shoreline protection structure
- ✓ Beach nourishment with sand retention measures & shoreline protection structure

Rail

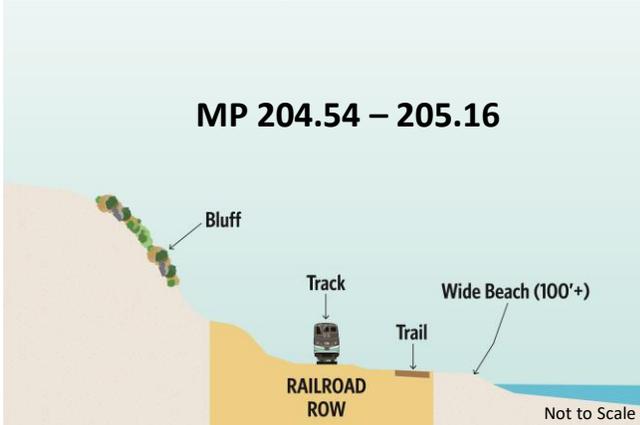
- ✓ Elevate tracks
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs



Typical Section 6: Railroad between Bluff and Beach/Trail



Typical Section
(Existing Condition):



Bluffside

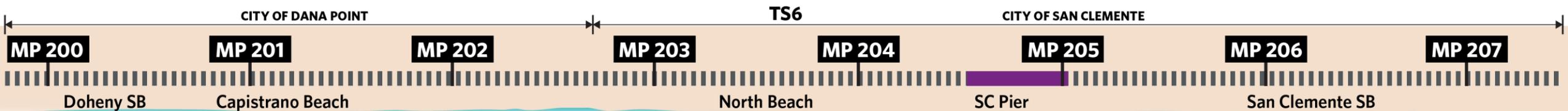
- ✓ Catchment walls (block slide debris)

Beachside

- ✓ No direct railroad action - collaborate with regional beach sand project

Rail

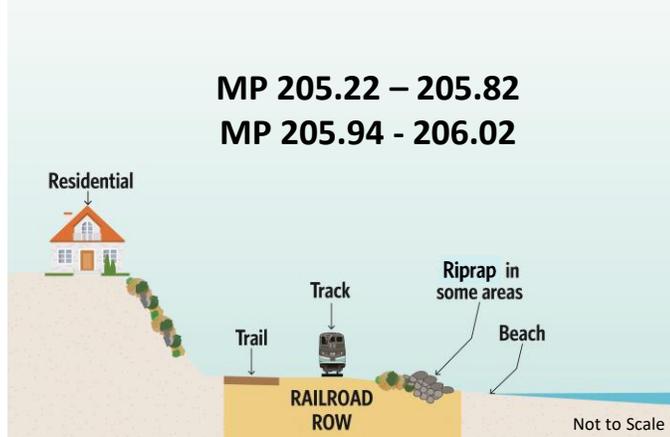
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs



Typical Section 7: Railroad between Trail and Beach



Typical Section
(Existing Condition):

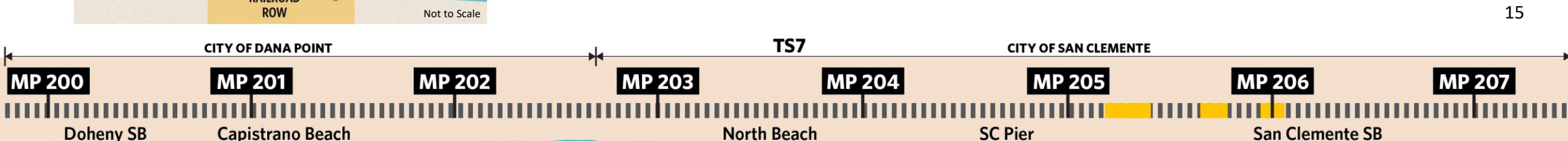


Beachside

- ✓ Engineered rock revetment
- ✓ Beach nourishment with shoreline protection structure
- ✓ Watershed modifications to increase beach sand supply (implemented by others)
- ✓ No direct railroad action – collaborate with regional beach sand project

Rail

- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs



Key Project Risks and Challenges

IMMEDIATE RISK: Potential additional bluff failures during the project development process could lead to immediate rail service closure and require rescoping of planned improvements underway.

CHALLENGES:

- Development of project preferred alternatives, which are acceptable to multiple permitting resource agencies
- Identification and permitting of a sufficient sand replenishment source location
- Developing and securing a timely sand transport and delivery method
- Coordination, approvals, and permitting required for additional revetment

Next Steps

- Solicit public input on draft alternative concepts
- Convene in-person and virtual meetings to gather input from the public (anticipated spring 2025)
- Refine concepts
- Return to Board of Directors with updates (summer 2025 timeframe)
- Prepare draft and final Feasibility Study Report (mid-2025 to mid-2026)
- Conduct preliminary engineering
- Perform environmental technical studies and surveys
- Identify project streamlining opportunities
- Work with regulatory agencies to expedite permitting processes
- Seek funding opportunities



February 3, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Coastal Rail Stabilization Priority Project Update

Overview

On September 9, 2024, staff was directed by the Board of Directors to continue to engage the regulatory agencies to identify opportunities to streamline processes and obtain regulatory permits to immediately implement solutions identified through the Coastal Rail Resiliency Study Assessment. Staff has continued to coordinate with regulatory agencies, and develop and update the Coastal Rail Priority Stabilization Project to proceed into the environmental phase.

Recommendation

Direct staff to advance Reinforcement Areas (Areas 1 through 4) and complete the preliminary engineering/environmental phase to minimize additional rail closures.

Background

The Orange County Transportation Authority (OCTA) owns the Orange Subdivision railroad right-of-way (ROW) in Orange County between the Fullerton Junction and the San Diego County Line. A map of the Orange and Olive subdivisions is provided as Attachment A. This rail corridor is part of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor that provides intercity and commuter passenger and freight rail service. Since fall 2021, several bluff failures and landslides on the inland side and diminishing beaches on the seaward side in the City of San Clemente (City) have resulted in significant impacts to rail operations and have required a series of emergency projects to restore rail operations. The remedial actions have included stabilization of a landslide at Cyprus Shore which was associated with beach loss, and construction of catchment walls at Casa Romantica and Mariposa Point to protect the tracks from privately-owned bluff failure debris. These remedial actions required nearly \$40 million to support immediate stabilization and continued safe and reliable rail operations.

In late 2023, OCTA initiated the South Coast Rail Infrastructure Feasibility Study and Alternative Concepts Analysis (also known as the Coastal Rail Resiliency Study [Study]) along the seven-mile stretch of the coastal rail line in Orange County to assess existing and future risks, challenges, and concepts to protect the rail line in place.

The Study explores opportunities to protect the rail corridor for the short-term (ten years) and mid-term (30 years) between the City of Dana Point and the San Diego County Line. An Initial Assessment Technical Memorandum identified the need for immediate protective measures for the highest at-risk areas (reinforcement areas) in the City, where coastal storm surges, failing bluffs, and other factors create an immediate threat of additional extended rail service disruptions, impacting service quality and reliability. This effort led to the advancement of four reinforcement area projects known as the Coastal Rail Stabilization Priority Project (Project) and a map of the locations is provided as Attachment B. A long-term study to include potential relocation of the rail line will be led by the state.

Since spring 2024, staff has worked to continue the development of the reinforcement areas with geotechnical, structural, and coastal engineers to study various alternative solutions for each area to prepare for the next phase to design and environmentally clear the proposed solutions. In October 2024, OCTA secured \$305 million in state and federal funds for the Project, which will allow the completion of design and construction for the Project.

Discussion

The following is a status update of the ongoing Project:

Regulatory permitting agencies have determined that the four immediate need reinforcement areas will not be processed under emergency permitting procedures because the rail line is in operation and an emergency does not exist. Efforts to implement the Project under the normal project development process are summarized below. A comment letter from the City providing feedback on the Project preliminary alternatives was received on January 6, 2025 (Attachment C).

Reinforcement Area 3

In coordination with various regulatory permitting agencies, the Area 3 location providing landslide and bluff collapse protection on the inland side of the railroad could be advanced with a proposed protective catchment structure more quickly than Areas 1, 2, and 4, which are ocean intrusion risk areas. A proposed protective catchment structure would be constructed outside of the United States Army Corps of Engineers (USACE) and California State Lands Commission (CSLC) jurisdictions. Staff is advancing multiple project activities, including geological mapping, geotechnical investigation, utility mapping, utility potholing, and

right-of-way (ROW) surveys to be used for Area 3 preliminary engineering to accelerate the delivery schedule. Staff has developed protective concept alternatives and evaluated the concepts for resilience, protective reliability, cost, impacts on public assets, feasibility of implementation, constructability, and environmental impacts to select the best alternative to move forward to the final design and construction phase.

As part of the alternatives analysis, each of the alternatives is screened and scored based on the weighted evaluation criteria developed with the project development team (PDT) members. The PDT members include the City, OC Parks, State Parks, Southern California Regional Rail Authority (SCRRA), LOSSAN, Amtrak, and BNSF Railway (BNSF) who provided input to the evaluation of solutions. Through this coordinated effort, the top scoring alternative and the preferred concept to advance to design is a soldier pile wall. A soldier pile wall has been used successfully in past emergencies at Mariposa Point and Casa Romantica locations, and other locations within the rail corridor. Staff is working closely with the City and railroad stakeholders to refine the catchment wall concept to include relocation of the pedestrian trail at grade and to protect the underground utilities with the wall alignment. Staff is also working closely with all rail operators to develop potential construction work windows to allow construction to advance efficiently while minimizing impacts to passenger and freight rail services.

The goal is to finalize the alternatives analysis in March 2025, complete 30 percent preliminary engineering with environmental documentation in the first quarter of 2026 and seek a Coastal Development Permit (CDP) from the California Coastal Commission (CCC) by the third quarter of 2026 to allow construction to commence by late 2026. Staff will be seeking Board of Directors (Board) approval to release a Request for Qualifications (RFQ) in the first quarter of this year as the first step to identify qualified design-builders before the release of a Request for Proposals (RFP) for a design-build construction contractor in early 2026.

Reinforcement Areas 1, 2, and 4

Staff is developing various alternatives to mitigate beachside coastal erosion risks for reinforcement Areas 1, 2, and 4. Similar to the alternative analysis for Area 3, evaluation criteria and scoring specific to the beachside areas were developed with the PDT to select the best alternative to advance into the design phase for each reinforcement area. The top concepts to be further evaluated include repairing existing riprap, constructing new engineered revetment, and constructing a seawall, all with sand nourishment to complement and reinforce the armoring acting as the final protective feature. A sand nourishment-only alternative has also been included in the alternative analysis process for the selection of the preferred alternative.

The alternative analysis is planned to be completed in the second quarter of 2025 and preliminary engineering with environmental documentation is to be completed in the first quarter of 2027. Concurrently, staff is assessing all available sources of sand for potential placement at the reinforcement areas.

Sand Sources and Permitting

While preliminary design and environmental for reinforcement Areas 1, 2, and 4 progress, a key component that needs to be identified is the source for imported sand. The source of sand is required for environmental documentation, design, and permitting. Staff has investigated the inland sources of sand available in the project vicinity. Potential inland sources include Prado Dam, Lapeyre Industrial Sands, Lower Santa Ana River, Cabazon, Durbin Sand and Gravel, West Coast Sand and Gravel, San Bernardino Sand and Gravel, and Dana Point Harbor. Key evaluation considerations include quantity, quality, feasible delivery method, travel distance, number of trips, costs, beach access, staging areas, and work hours. The inland sources have a range of quantities available, varying qualities, and distances that factor into the determination of a viable source of inland sand.

The estimated volume of sand needed for the Project is approximately 540,000 cubic yards. A significant number of truck trips (up to 44,000) would be necessary to deliver the sand needed to the project site. The northern section of the Project, generally north of the City pier, would be more accessible for truck delivery while the southern section of the Project has no truck access, which makes truck delivery difficult as a transportation option in addition to the environmental impacts. When evaluating transport by rail for source locations like Prado Dam, additional costly rail infrastructure would need to be constructed to allow for rail cars to be loaded and unloaded. We have not identified a viable means to unload rail cars for placement of sand on beaches. It may take up to a week to unload each train, and up to 100 train trips make the train transport option impracticable.

Known offshore sand borrow sites were also investigated, including in the City of Oceanside where the sand quality is not acceptable to the City, and Surfside-Sunset which was recently successfully used by the USACE and the City for sand replenishment at the City pier. Surfside-Sunset has additional capacity to allow the Project to borrow from the source, and staff has begun pursuing the necessary environmental studies such as offshore biological surveys to support the utilization of the Surfside-Sunset location as the most efficient and economical sand source available for this Project. The environmental and permitting process for sand will take approximately two years to complete. Staff is also in coordination with the City to explore opportunities to shorten this duration with the City's existing USACE approvals, environmental assessments, and lease agreements with CSLC.

In addition, the City recently awarded a grant-funded contract to conduct ocean exploration and testing to identify new offshore sand borrow sites for beach nourishment use in the City. This study is scheduled to conclude in fall 2025, and potential borrow sites identified will be a potential source for the Project's beach nourishment sand needs. The City's study will provide valuable information on additional offshore sand sources available to the Project.

The USACE recently returned to provide an additional 86,000 cubic yards of sand nourishment sourced from the Surfside-Sunset location to the areas surrounding the City pier. OCTA was not able to utilize this opportunity without the appropriate completed environmental studies, necessary permitting, and lease with CSLC for the areas the Project needs sand. The environmental studies, necessary permitting, and leasing with CSLC are anticipated to take up to two years to complete. Staff will continue to work expeditiously to identify the sand source(s) and coordinate with regulatory agencies to obtain the appropriate permits and leases to proceed with the Project's beach nourishment needs.

Staff holds regularly scheduled meetings with the USACE and CCC to provide updates on the status of the Project and seek guidance on permitting actions necessary for the Project. In August 2024, staff submitted a Nationwide Permit 13 (NWP-13) application to USACE for Areas 1, 2, and 4 for construction of revetment and sand nourishment. However, at the request of the USACE, OCTA rescinded the permit in October 2024 for the following reasons: the proposed quantity of sand for beach nourishment exceeded the NWP-13 permitting limits, and the lack of sufficient project design details, studies, and environmental documentation. In September 2024, staff also submitted an emergency Regional General Permit 63 (RGP-63) application to USACE for Areas 1, 2, and 4. This permit was also rescinded in October 2024 since it is not the appropriate mechanism due to the large quantity of sand proposed by OCTA. Specifically, the sand quantity exceeds the minimum necessary to alleviate an immediate emergency, and the proposed activities would result in more than minimal adverse environmental effects. Finally, OCTA would not be able to initiate construction activities within 14 days of permit issuance. The appropriate sand source identification and environmental actions should already be in place prior to application submittal.

A CDP application was submitted to the CCC in August 2024. Staff received a notice of incomplete from the CCC with a request to provide detailed project information, including alternatives analysis, plans, sand source, soil suitability analysis, sand transportation and staging, aquatic resources delineation, environmental documents, maintenance and monitoring plan, and other agency's approvals to continue processing the permit. Staff will continue to coordinate with CCC staff and provide project progress updates.

Staff continues to coordinate with CSLC regarding which reinforcement areas of the proposed Project need a lease that is within CSLC's jurisdiction and to understand the process and timeline to obtain a lease if it is needed.

A lease would be necessary for the sand placement locations and any revetment below the Mean High Tide Line, and if the sand borrow site is offshore, a lease would be required for the borrow site. The lease application would need to provide specifics on the project limits, impacted areas within the CSLC's jurisdiction, project design, and environmental documents to be able to process the application.

During an emergency, a project can proceed with immediate construction with the proper notifications to regulatory agencies, and the agency is required to follow up and complete the necessary documentation afterward. When a project proceeds as a non-emergency project, the required project development includes the appropriate planning, environmental, design, and construction. Regulatory permits are typically sought when the environmental phase is completed and sufficient design has been accomplished to provide the details required by each permitting agency.

Delivery Risks

As the Project continues to be developed, there are risks that may impact the delivery of the reinforcement areas. These risks include selection of a preferred alternative for each of the four reinforcement areas which minimizes environmental impacts and is acceptable to multiple permitting resource agencies, identifying and obtaining permits and approvals for each reinforcement area, including an offshore sand source, sand transport and delivery method and placement, and determining the temporary railroad work windows necessary to deliver the Project. If these tasks cannot be achieved in a reasonable timeframe (i.e., before the next one or two storm seasons), then there is a risk of potential passenger and freight rail service disruptions as a result of additional bluff failures and coastal erosion.

Next Steps

Staff will continue to advance the project development process through the environmental phase for the four reinforcement areas. Staff will also continue to expedite all reinforcement areas and continue work, in coordination with the City, to identify a closer more cost-effective offshore sand source for permitting.

Summary

Upon Board approval, staff will continue to advance the Project and complete the preliminary engineering/environmental phase. Staff will continue to prepare environmental studies and necessary permitting for the identified offshore sand source that meets the project requirements and expedite approvals in coordination with the resource agencies.

Attachments

- A. Orange and Olive Subdivisions Map
- B. Reinforcement Area Locations Map
- C. Letter from Leslea Meyerhoff, AICP, Coastal Administrator, City of San Clemente to Jason Lee, OCTA, dated January 6, 2025, re: Feedback on OCTA Coastal Rail Stabilization Priority Project Concepts

Prepared by:



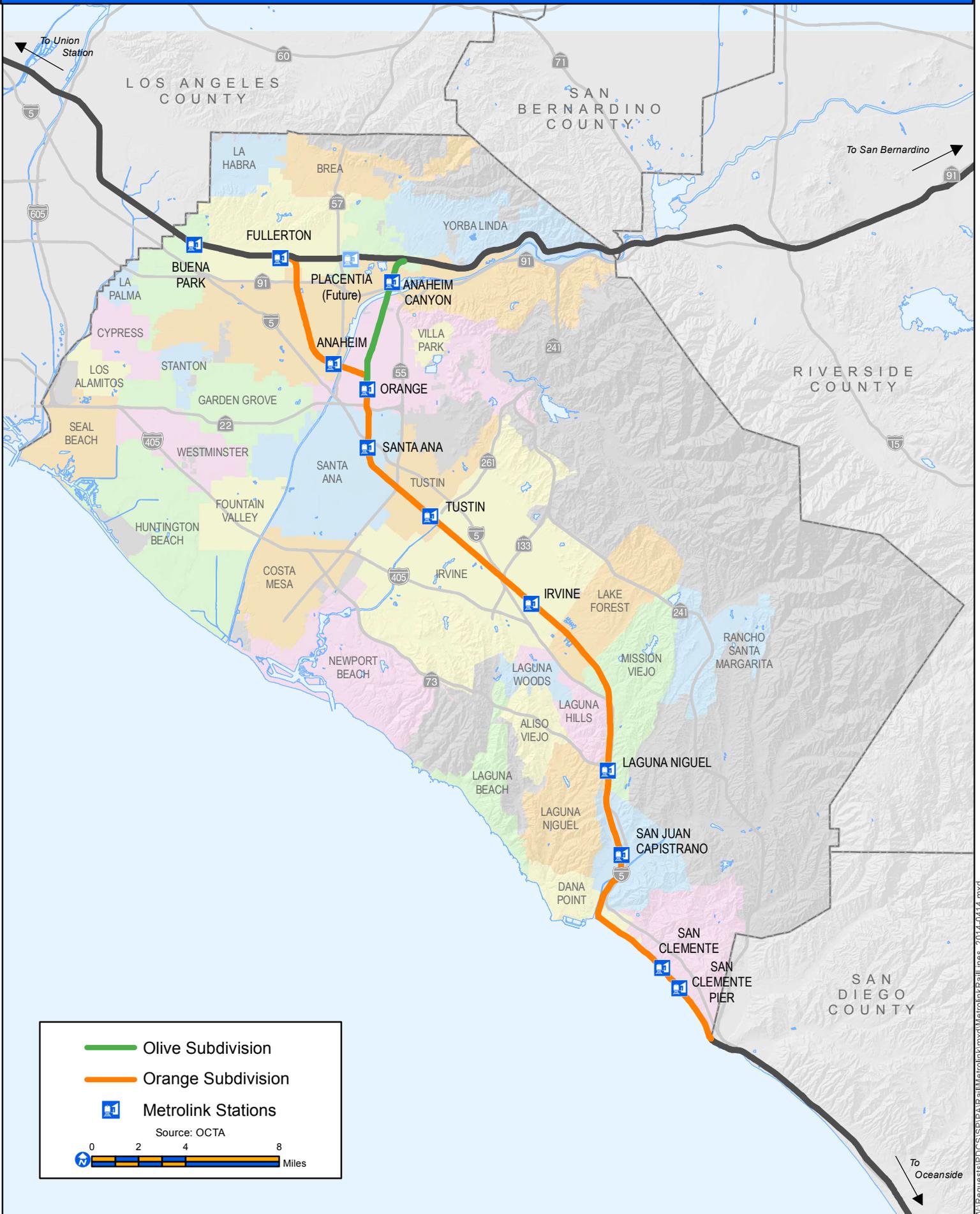
Jason Lee
Program Manager,
Capital Project Delivery
(714) 560-5833

Approved by:



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

ORANGE AND OLIVE SUBDIVISIONS



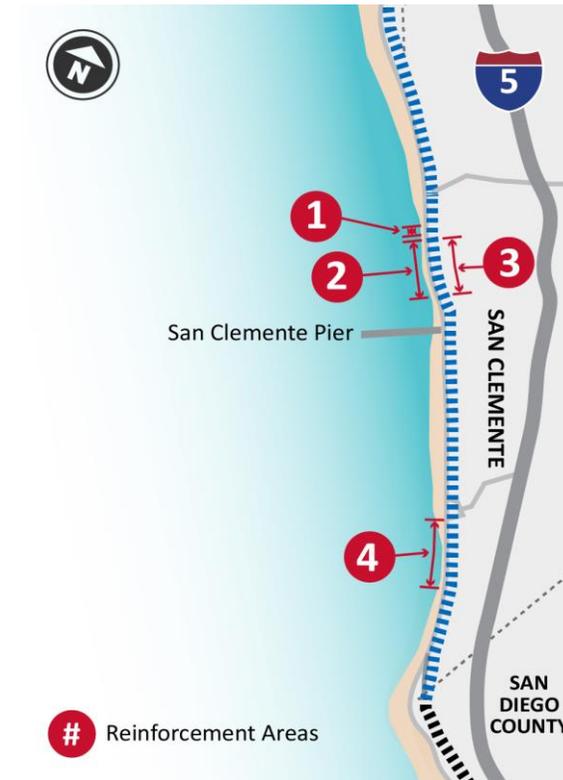
Reinforcement Area Locations Map

- Four reinforcement areas were identified in January 2024
- Potential solutions evaluated at a conceptual level considering different materials, performance, costs, methods, and schedule

Area	Location (MP)	Challenge	Potential Solutions*
1	203.80 – 203.90	Ongoing deterioration of existing riprap protection	Armoring and sand nourishment
2	204.00 – 204.40	Erosion - no beach at high tide and direct wave attack damaging existing riprap protection	Armoring and sand nourishment
3	204.00 – 204.50	Steep bluffs with high potential for failure that could impact rail infrastructure	Catchment structure
4	206.00 - 206.67	Near San Clemente State Beach - erosion exposing areas of limited to no riprap protection	Armoring and sand nourishment

*Range of solutions to be evaluated with Alternative Analysis (AA).

MP – Mile Post



Preliminary concepts; assumptions are subject to change as more information becomes available.



**CITY OF SAN CLEMENTE
OFFICE OF THE CITY MANAGER**

Date: January 6, 2025
To: Jason Lee, OCTA
From: Leslea Meyerhoff, AICP, Coastal Administrator
Re: Feedback on OCTA Coastal Rail Stabilization Priority Project Concepts
CC: City Manager, Mayor and City Council

Introduction

The City of San Clemente (City) appreciates the opportunity to provide preliminary feedback on the Draft Coastal Rail Stabilization Priority Project Concepts presented on 12/19/24. The OCTA rail line traverses the entire 5-mile length of shoreline in the City within a 100-foot right of way (ROW) that includes beaches and bluffs. As such the City is the primary stakeholder with a direct vested interest in the coastal rail stabilization project outcomes.

To that end, the City requests that the “Evaluation Criteria” being used by OCTA explicitly include “Local Preference” as a criterion. As a criterion, local preference should also be integrated into the scoring process.

As written, it is unclear if consideration of local/community preference is integrated into your decision-making process or assigned any weight in the alternatives analysis. However, given the extensive community outreach OCTA conducted in 2024 within our community in San Clemente it would seem that OCTA is committed to implementing stabilization projects in San Clemente that are supported by the community in which they will be constructed.

Our comments on the Coastal Rail Stabilization Priority Project concepts are provided below for your review and consideration. These comments should be reviewed in tandem with the City’s comments to OCTA on the “*Coastal Rail Resiliency Study*” draft design concepts as the reinforcement area priority project delivery have the potential to set design precedent as they are interrelated in both physical space and time in the City.

Please note that the City of San Clemente will be a CEQA Responsible Agency if these projects undergo environmental review and are not found to be either statutorily or categorically exempted from the requirements of CEQA.

Local Coastal Resiliency Planning Context

For coastal policy and resiliency planning context, the City of San Clemente (City) continues to be a leader. In 2018, the City prepared a comprehensive, *Certified Local Coastal Program (LCP) Land Use Plan* update. In 2019, the City prepared a *Sea Level Rise Vulnerability Assessment (SLRVA)*. In 2021, the City prepared a *Coastal Resiliency Plan* to establish an action plan for the preferred, long term shoreline management strategy for San Clemente. In 2022, the City established a regional shoreline monitoring program that collects data for that benefits all South Orange Counties agencies with coastal assets.

The direction provided by the City leadership, and the overwhelming consensus of the community, is that comprehensive and consistent beach sand replenishment, combined with strategic supplemental sand retention features is the preferred strategy for short and long-term shoreline management. This strategy emerged as the preferred approach to (1) addressing the immediate needs caused by coastal erosion due to sand supplies being cut off and (2) building long term coastal resilience in San Clemente. Comprehensive beach sand replenishment was intentionally and thoughtfully selected as it is the locally preferred approach that provides shoreline protection for existing structures and critical public infrastructure, and co-benefits sandy beach recreational space and natural resources.

The City's coastal setting and its sandy beach is the economic foundation of the local economy in San Clemente. In 2024, the City completed the first cycle of a 50-year beach sand replenishment project developed in partnership with the federal and State governments. The partnerships successfully forged with the US Army Corps of Engineers and California State Parks represent an important collaboration that will help to restore the sand supply in San Clemente bringing 2 million cubic yards of sand to the City over the next 50 years. In 2024, the City also conducted its third opportunistic beach sand replenishment project at North Beach.

The City also signed an MOU with SANDAG in December 2023 to participate in the third Regional Beach Sand Project which will bring another 1 million cubic yards of sand to the City in the coming years. The City's request to SANDAG to participate also opened the door to regional partners including Dana Point and the County of Orange.

The City is also conducting a sand retention study to develop alternative methods of slowing down the sand loss in the City and we are conducting an offshore borrow site investigation to develop additional offshore sand sources that can be used to sustain long term beach sand replenishment. Both of these efforts are grant funded and both will be completed in 2025 and we will make these available to you when complete.

The City brings these recently completed and planned coastal resilience building projects to your attention to emphasize that efforts have already been initiated to implement our preferred comprehensive and consistent beach sand replenishment strategy and that we welcome OCTA as a partner in this effort.

By OCTA's own accounts, when the railroad was first established, and for the last 100 years the railroad was well buffered by the presence of a sandy beach that protected the railway.

Since the sand supplies from San Juan Creek have effectively been cut off from reaching the beach, the San Clemente region has reached critical mass in its lack of sand supply. This lack of sand is having a material effect on the OCTA rail line as well as all other existing structures along the coast. Focusing on restoring the sand supply remains the City's primary focus as it works to rebuild its beaches for current and future generations of residents and visitors.

Our expert coastal engineers have calculated that there is a sediment deficit on the order of 5 million cubic yards in the City in San Clemente. It is clear that in order to save the local beaches that have historically protected the railroad, OCTA and the City need to continue to work together to solve this regional challenge together.

To this end we recommend that you include (1) remaining a good regional partner agency and (2) maintaining a walkable sandy beach as two of the project goals and objectives which are listed in the presentation as Project Purpose and Need.

Recommendations for Reinforcement Area 3 (Bluffside Concepts)

The City prefers Area 3 Wall Design Concept with the 27-foot Offset as it relocates the pedestrian California Coastal Trail to the west side of the retaining wall. The trail is highly valued by the community and is heavily used by residents and visitors. In addition, the trail provides emergency access by City Lifeguards from Marine Safety to North Beach during high tides.

The City desires to have proactive, uniform, consistent and natural appearing bluff retention devices that replicate the look of the native bluffs installed in the City rather than a haphazard and inconsistent structures. The City also urges OCTA to ensure that no bluffside solutions preclude the existing Coastal Trail and that if it is jeopardized, it be relocated to the westside of the OCTA ROW along the beach as it is an important, highly valued and highly utilized community asset.

In response to recent failures, in 2024 the City explored the concept of forming a district to cost share a uniform and consistent approach to stabilizing coastal bluffs through formalizing a plan of control. Such a plan of control could implement one or more of the

bluffside solutions identified by OCTA. Costs are borne by all property owners who benefit from the solution(s). Note also that the City has begun prohibiting permanent irrigation on coastal bluff top properties for projects requiring a discretionary action. While this will not have an immediate effect of reducing perched groundwater within the bluffs it will assist over time with slope stability.

The City desires to continue evaluating this option in collaboration with OCTA since the toe of the bluff slope and in some cases the slopes themselves are located within OCTA ROW. Additionally, when bluff failures do occur, they have a material and detrimental effect on OCTA rail line and railroad operations in general since the OCTA ROW is downslope from the coastal bluffs in San Clemente. Therefore, we request that you add a district to your list of alternatives that could be implemented Citywide, or in select areas more prone to bluff instability, and cost shared with all property owners that benefit from its formation.

Recommendations for Reinforcement Areas 1, 2 and 4 (Beachside Concepts)

Coastal resiliency is being achieved in San Clemente through implementing comprehensive and sustained beach sand replenishment. Any shore-parallel or shore-perpendicular structures such as mini-headlands or seawalls should be optimized to have a minimal footprint on the public beach. Minimizing the footprint of hard structures has significant economic benefits to OCTA too as CCC impact mitigation fees for beach sand and public recreation are based on the footprint/area of the structure. The bigger the structure the larger the mitigation fees according to CCC impact mitigation fee methodologies for shoreline structures.

When considering the comparative costs of a seawall versus revetment, the economics should consider reduced sand and public recreation impact mitigation fees for seawalls due to their smaller footprint on the beach. CCC currently calculates their fees on a square foot (area) basis.

It is unclear why the concepts for Reinforcement Areas 1, 2 and 4 have a 10-year design life as opposed to a 30-year design life to synchronize with the 30-year Coastal Rail Resiliency Study project design life. We think this is short-sighted and request clarification on the rationale behind a 10-year design life.

Similarly, the City does not understand the rationale for designing for a 50-year storm event as opposed to a more standard/traditional 100-year storm event. The San Clemente shoreline has a high energy wave climate and coastal storms create the most erosive hazard events likely to be encountered. Designing a solution that is intended to underperform and possibly fail from the outset does not make sense. We seek to understand the rationale and request that OCTA elaborate on the thinking behind the selection of a 50-year storm as the basis of design.

It is interesting that on slide 16, the “No-Project” alternative is defined as “reactive to emergencies”. In this case the no project alternative is not a no-action alternative (See CEQA §15626.6(e)). This reference appears again on slide 19 where the no-project alternative explicitly states that no-project = placement of stone when needed.

We appreciate OCTA acknowledging that sand placed by the City of San Clemente at North Beach in summer 2024 (at its own cost of \$2M) will benefit the railroad as the sand was placed partially within OCTA Reinforcement Areas 1 & 2. The City had permits to place up to 50,000 cubic yards of sand on the beach but was only able to obtain 37,000 cubic yards with approximately 10,000 cubic yards being diverted instead to Newport Beach.

Of the “General Concepts Being Considered” on slide 16, the City has made clear its preference for beach sand replenishment as the primary means for stabilizing the railroad tracks by replicating the original conditions that existed with the railroad was originally built whereby a wide sandy beach protected the railroad.

The City has offered to be a co-applicant with OCTA on a State Lands Lease (and other regulatory agency permits) to help OCTA expedite the placement of sand along the shoreline fronting the rail line. The City has also specifically offered use of the City’s existing land lease of the Surfside Sunset borrow site to assist OCTA as this approach enables utilization of a proven sand source to deliver sand in an expedited manner.

We understand that OCTA is contemplating armor stone units of up to 8 tons. The City is not in favor of adding additional shore parallel rock (e.g., unengineered riprap or engineered revetment) unless it is being designed to serve as the foundation of a living shoreline concept with additional beach area in front of the living shoreline. The City’s chief concern with the addition of more rock to the San Clemente shoreline is it that it will fundamentally and profoundly preclude the City’s ability to continue to implement its own beach sand replenishment projects which are the foundation of the City’s coastal erosion and SLR adaptation strategy.

In areas of the City, the OCTA rock revetment has migrated seaward such that it occupies up to 75 feet of the beach. Placement of beach sand (whether trucked or pumped onshore) occurs on the back of the beach as was done at North Beach in Summer 2024. The presence of rip rap or revetment creates a significant physical obstacle to beach nourishment and hinders lateral coastal access; therefore, the City is strongly opposed the addition of any more shore parallel rock or armor stone to its shoreline.

The City supports restacking existing rock (e.g., rip rap repair concept) if it means existing rock can be made more effective at protecting the tracks while remedying the seaward migration of the rock within the OCTA ROW and freeing up space for additional beach

sand replenishment efforts by OCTA and the City. To reiterate, addition of more rock to the beach is not supported by the community or the City for the reasons stated above.

The City may be supportive of the placement of short rock groins/headlands to create pocket beaches along the coast which would then be prefilled with sand to widen the beach such as the concept in place at Newport Beach. In fact, we are currently studying this option as part of our sand retention study. The City is conducting a study to evaluate the effectiveness of offshore structures including breakwaters and the feasibility study will be completed in Summer 2025 and we will share our findings with your team.

The City recommends that if railroad stabilization cannot be achieved solely by sand, exploring a bio-engineered concrete (such as EConcrete or similar) seawall with a minimal footprint be studied for placement at the back of the beach to protect the railroad. A typical coastal seawall exposed to direct wave attack has a footprint of approximately 2.5 feet in width compared to the 50- to 75-foot-wide revetment footprint being contemplated by OCTA. While the City's preference is for sand only, as a secondary option the City may be supportive of a structure with a minimal footprint.

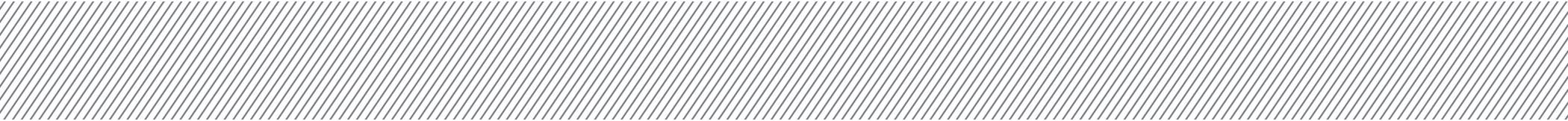
The City would not be supportive of cobble beaches due to community opposition or geotextile bags given the high wave energy environment in Reinforcement Areas 1, 2 and 4. Also, the Surfers Point concept shown on slide 24 should be deleted from the slide deck as that is a managed retreat project which is not an option on the table nor is it appropriate for a fully urbanized coastline.

Conclusion

In summary, we think that a combination of beach sand replenishment on regular intervals (every 5 or 10 years to synchronize with the City's USACE beach sand project) with potentially some minimal structures (mini-headlands or seawalls) may be a good solution to protect the tracks and retain a wide sandy beach that can protect the tracks over the long term. Monitoring would be required to ensure the solutions are performing as designed and adaptive management could be implemented as needed.

In 2024 alone, the City placed nearly 250,000 cubic yards of sand in the City. The City is developing several shovel ready beach sand projects to be built in 2025, 2026, 2027, 2028, and 2029. The USACE project will return to the City in 2030 to build the second phase of the City's 50-year federal beach sand project.

The City appreciates the continued conversation with OCTA regarding options for building short-term and long-term coastal resiliency in San Clemente. We request that OCTA remain focused on alternatives that provide the greatest public benefit and do not preclude the City's ability to implement its vision and plans for restoring the public beach to ensure a walkable dry sandy beach for current and future generations.



Coastal Rail Stabilization Priority Project Update

Background

1

Coastal Rail Stabilization Priority Project *immediate needs*

- **Address imminent threats to maintain rail operations**
- **Four reinforcement areas identified as top priority**
- **Project includes armoring and sand replenishment**
- **\$305 million in state and federal funds secured**
- **Construction to begin as early as 2026**

2

Coastal Rail Resiliency Study *short- to mid-term solutions*

- Develop options to protect full seven miles of coastal rail infrastructure
- Assess climate impacts on coastal rail line
- Identify potential solutions
- Engage key stakeholders and agencies
- Study expected early 2026

3

Coastal Rail Long-Term Solutions Study

- State-led study
- Develop options for long-term solutions including potential rail line relocation
- Create an action plan for key elements
- Partner with LOSSAN, state, and federal agencies
- Engage key stakeholders

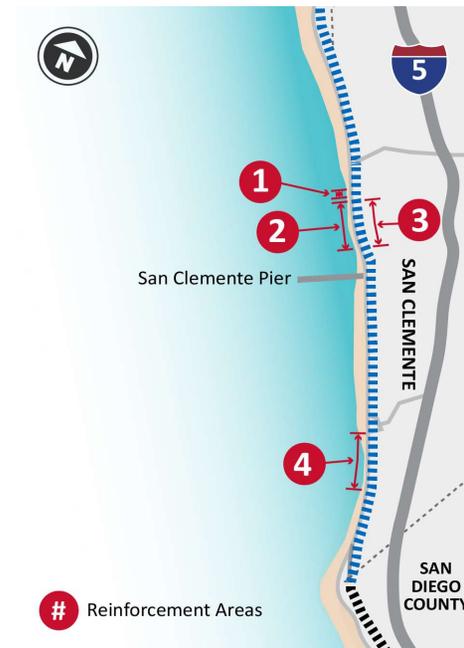
Coastal Rail Stabilization Priority Project

- Four reinforcement areas were identified in January 2024
- Potential solutions evaluated at a conceptual level considering different materials, performance, costs, methods, and schedule

Area	Location (MP)	Challenge	Potential Solutions*
1	203.80 – 203.90	Ongoing deterioration of existing riprap protection	Armoring and sand nourishment
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*Range of solutions to be evaluated with Alternative Analysis (AA).

MP – Mile Post



Preliminary concepts; assumptions are subject to change as more information becomes available.

Reinforcement Areas 1 through 4

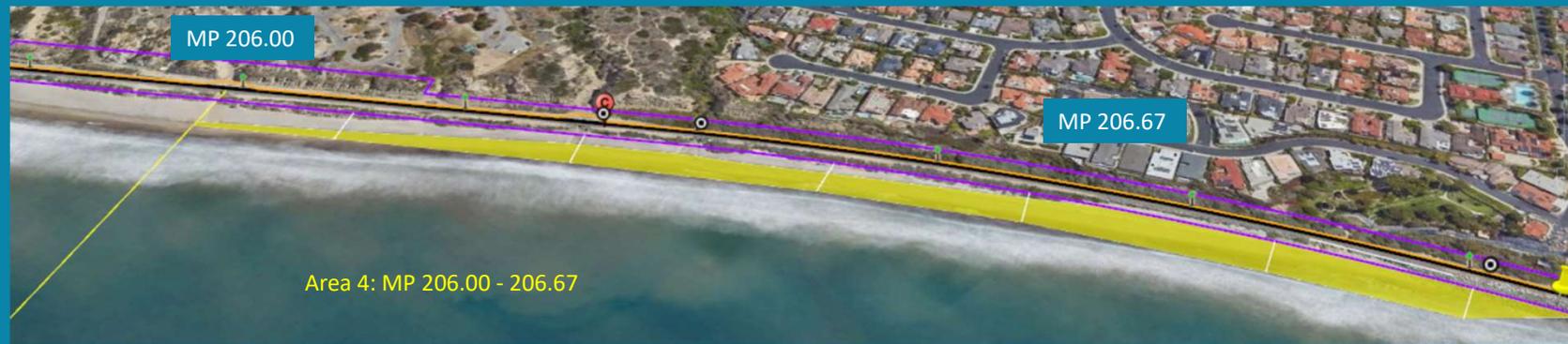
Areas 1 and 2



Area 3



Area 4



Standard vs. Emergency Process

STANDARD PROCESS



- Complete alternatives selection, design development, and environmental clearance process.
- Secure the necessary permits to begin construction.

EMERGENCY PROCESS



- Begin construction upon emergency notification to permitting agencies.
- Applies only when an existing issue has rendered the rail line non-operational, requiring immediate action to restore service.

Standard Project Delivery Process

Regulatory agencies determined that the Emergency Process does not apply to the reinforcement areas.

STANDARD PROCESS

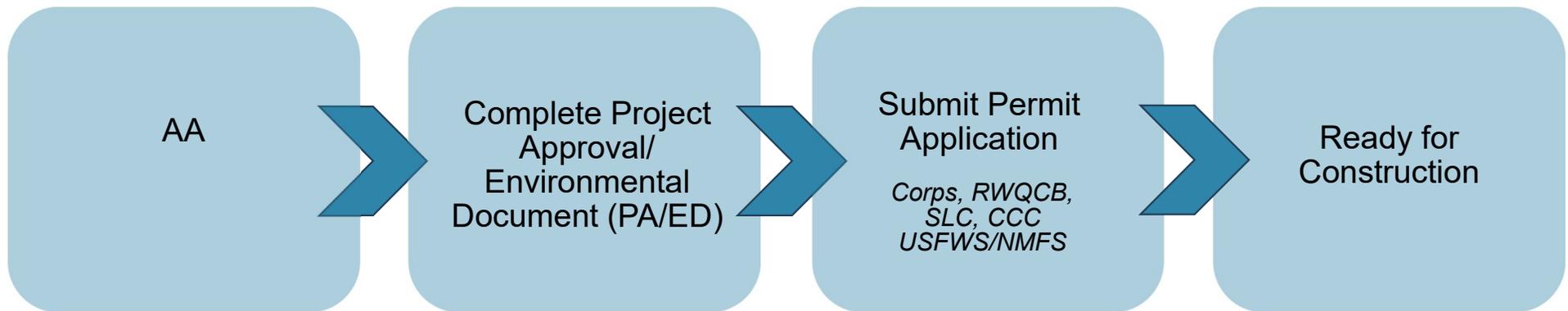


- Complete alternatives selection, design development, and environmental clearance process.
- Secure the necessary permits to begin construction.

- Cyprus Shore, Casa Romantica, and Mariposa all were delivered through the Emergency Process.
- Reinforcement Area projects are intended to proactively stop potential emergencies.
- ***Emergency process not applicable, therefore the project will need to advance through the standard process.***
- Extends the time it takes to get to construction significantly.

General Non-Emergency Process

REQUIRED REGULATORY STEPS



- Field surveys and conceptual engineering analysis
- Assess alternatives that meet project objectives
- **12+ month**
Mid-2025

- Conduct technical engineering and environmental studies
- Prepare environmental document environmental documents
- **12+ months**
Early 2027

- Coordinate with regulatory agencies
- Conduct technical studies
- **12+ months**
Late 2027

- Conduct final design
- Procure construction bid package
- **12+ months**
Early 2028

*United States Army Corps of Engineers (Corps)
Regional Water Quality Control Board (RWQCB)
California State Lands Commission (CSLC)
California Coastal Commission (CCC)
United States Fish and Wildlife Service (USFWS)
National Marine Fisheries Service (NMFS)*

Schedule is preliminary and subject to change

Area 3 Preferred Concept: Soldier Pile Wall

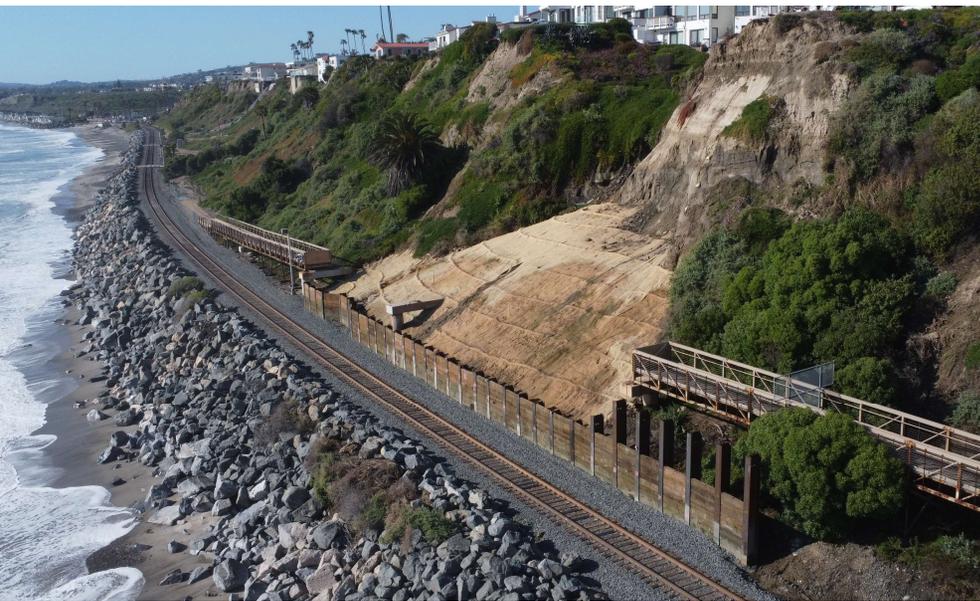
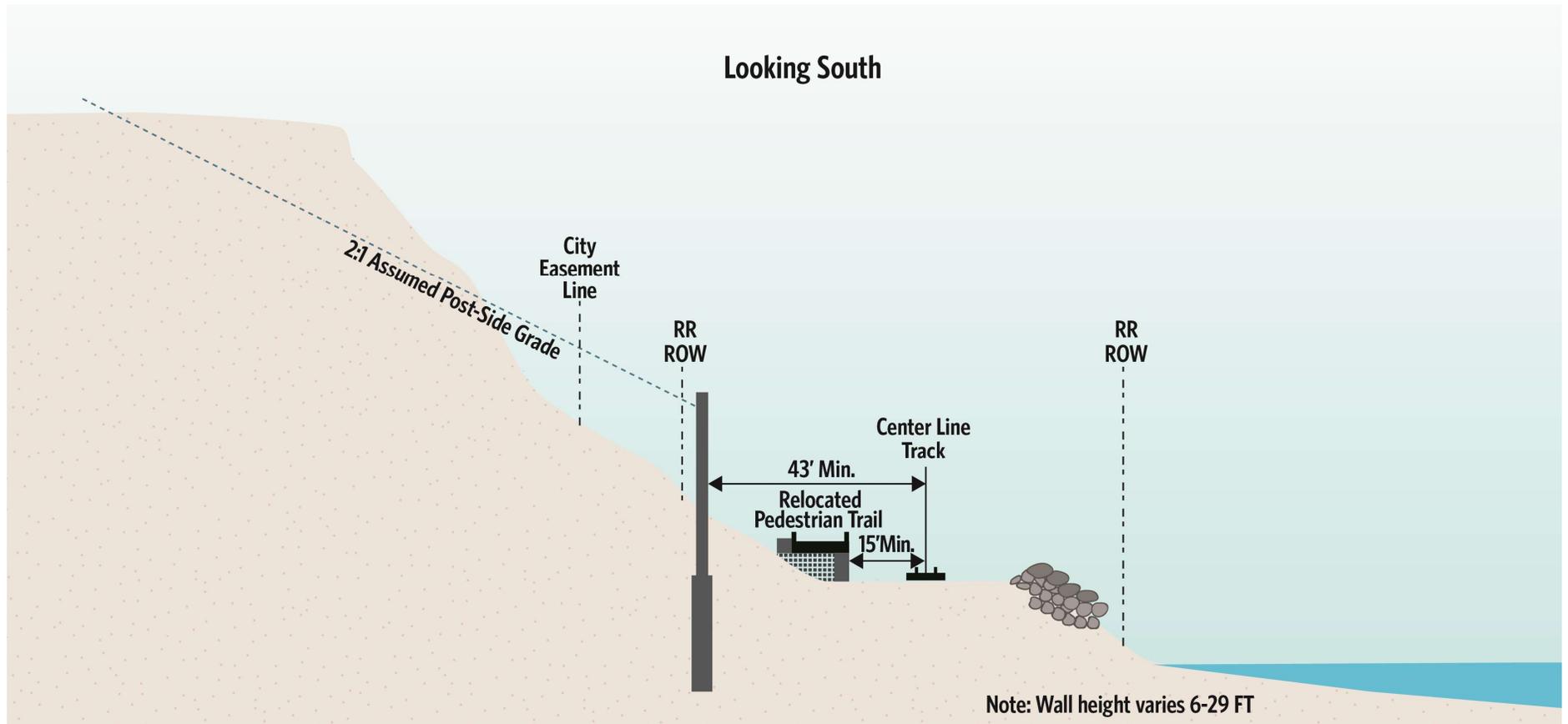


Photo: HDR

High-Level Considerations:

- Established method at Mariposa, Casa Romantica, and many other locations in the area
- Minimal footprint
- May sustain damage in landslide impact scenario
- Heavy steel and timber/concrete lagging add cost
- Deep foundation elements need to avoid utilities
- Opportunity to integrate aesthetic treatments
- Permitting: Advantages as 'temporary, removable' and within right-of-way. Would be consistent to aesthetic of the Mariposa Barrier Bridge

Area 3 Preferred Concept



Preliminary concept; assumptions are subject to change as more information becomes available and design is further refined.

Areas 1, 2, and 4 – Top Ranking Concepts

Top concepts to be further evaluated:

- Repair riprap with sand nourishment
- Engineered revetment with sand nourishment
- Seawall with sand nourishment
- Sand nourishment only



Areas 1, 2, and 4: Sand Sources and Delivery Methods

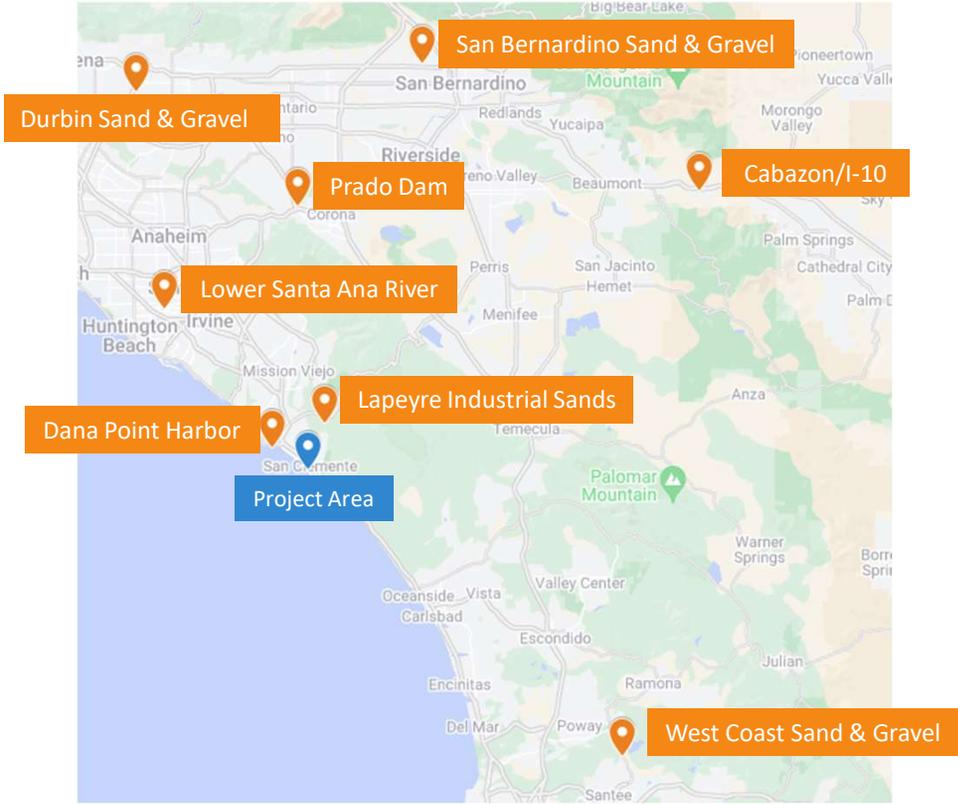
- Three delivery methods: trucking, rail, and off-shore dredging
- Major considerations:
 - Quantity available annually per site
 - Quality of sand suitable for beach use
 - Travel distance/route
 - Number of trips
 - Transportation cost
- Material cost
- Accessibility to deliver site
- Available staging areas
- Construction work windows



Areas 1, 2, and 4: Inland Sand Replenishment Sources

Estimated total sand needed: 540,000 CY

Source	Sand Available (CY)	Miles (roundtrip)
Prado Dam	125,000	114
Lapeyre Industrial Sands	200,000+	26
Lower Santa Ana River	55,000	67
Cabazon/I-10	200,000+	190
Durbin Sand and Gravel	100,000+	121
West Coast Sand and Gravel (San Diego)	100,000+	140
San Bernardino Sand and Gravel	200,000+	148
Dana Point Harbor	Not Available	



CY – cubic yards

Areas 1, 2, and 4: Inland Sand Source Considerations

- Additional infrastructure and right-of-way required (source and delivery sites)
- Sand cannot be side dumped onto beach
- Estimated to require over 100 train trips to transport volume of sand needed
- Train delivery would be every 7-10 days



Transfers – 30,000+ Truck Trips



Super 10 - 44,000+ Truck Trips



Belly Dump - 33,000+ Truck Trips

Estimated total sand needed: 540,000 CY

Areas 1, 2, and 4: Offshore Sand Sources Considered

- Surfside Sunset
 - Currently being utilized by City of San Clemente (City) and the Corps
- Oceanside
 - Sand quality not suitable
- Other
 - City is conducting study (2025) for additional offshore sources



Photo: OC Register

Sand nourishment projects will require the standard process for environmental clearance, regulatory permitting, and consultation for both borrow and placement sites

Progress to-date for Reinforcement Areas

- Completing environmental field surveys
- Performing baseline assessment for sand migration
- Completing alternative screening and evaluation
- Performing conceptual engineering analysis to support alternatives selection
- Completing AA process
- Continued collaboration with key stakeholders
- Early consultation with resource agencies to facilitate permitting



Funding Sources

Coastal Rail Stabilization Priority Project

Coastal Rail Infrastructure Resiliency Project (Four Hot Spots)		
Project Approval / Environmental Document		Amount
Local Transportation Climate Adaptation Program		\$ 3,820,000
Measure M2/OC Go		\$ 960,000
	Subtotal	\$ 4,780,000
Final Design and Construction		Amount
SB 125 Transit Program*		\$ 3,885,000
Consolidated Rail Infrastructure and Safety Improvements Program		\$ 100,000,000
SB 1 Trade Corridor Enhancement Program Advanced Programming		\$ 80,000,000
2024 Transit and Intercity Rail Capital Program		\$ 125,000,000
	Subtotal	\$ 308,885,000
Project Total		\$ 313,665,000

*Additional \$44,383,000 in SB 125 Available for Future Needs

Key Project Risks and Challenges

RISK: Potential additional bluff failures and coastal erosion during the project development process requiring emergency measures and rescoping of plans being developed

CHALLENGES:

- Selection of preferred project alternatives, taking into consideration multiple key stakeholders, and permitting resource agencies input
- Obtaining environmental approvals and permits required for selected alternatives
- Identification of a sand source with sufficient volume of sand available
- Obtaining a timely sand transport and viable delivery method
- Securing construction work windows to minimize impacts to active railroad operations

Next Steps

- Direct staff to complete PA/ED phase of project.
- Continue to explore expedited permitting in coordination with state and federal regulatory agencies.
- Continue to explore opportunistic sand to partner on existing sand nourishment efforts.



**Update on Measure M2 Project B
Interstate 5 Improvement Project Between
Interstate 405 and State Route 55**

Project B Background



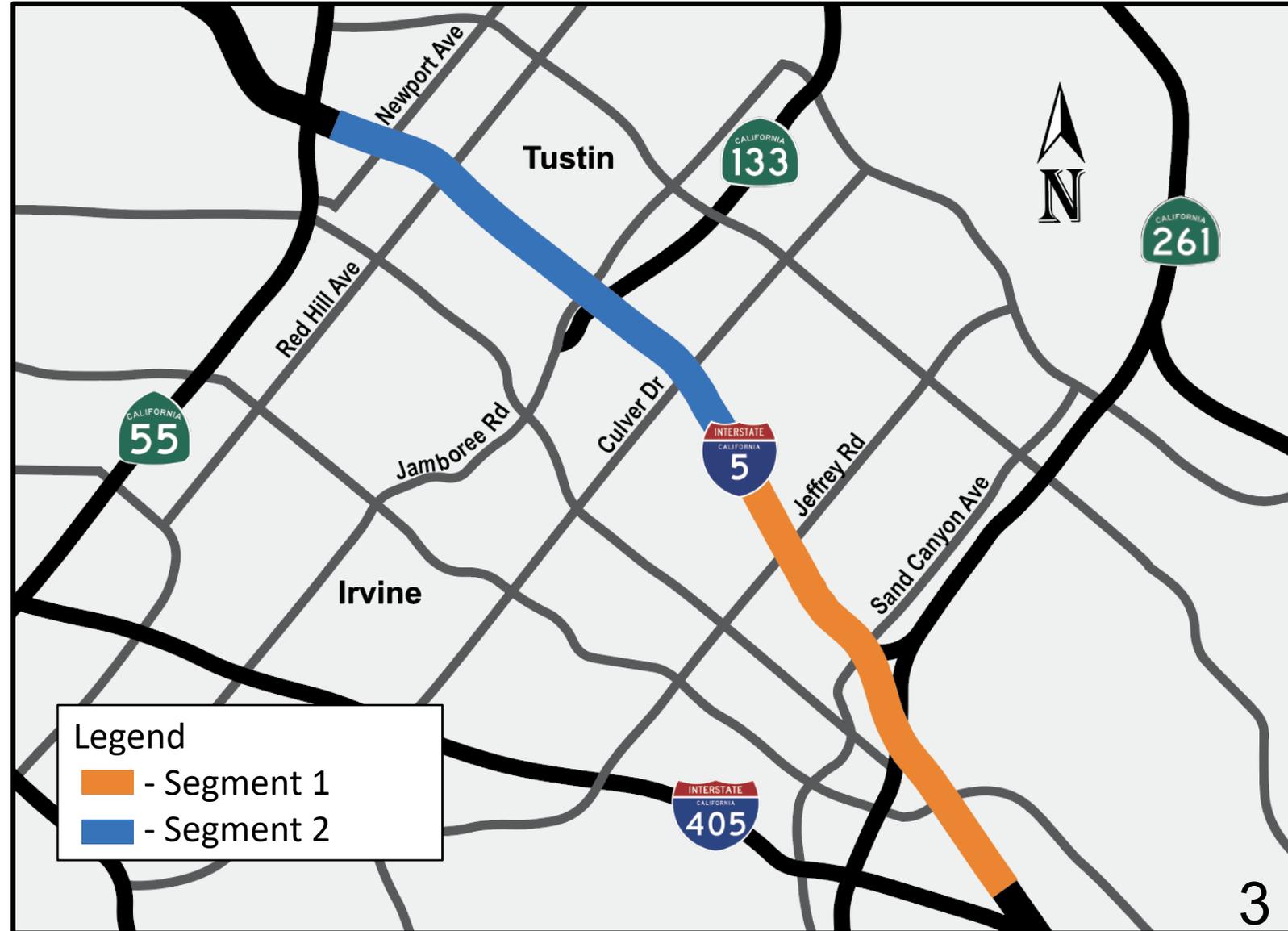
- Measure M2: Project B – Interstate 5 (I-5) Between Interstate 405 (I-405) and State Route 55 (SR-55)
- Part of Updated Next 10 Delivery Plan approved by the Board of Directors
- Delivered in two Segments
 - Segment 1: From I-405 to Yale Avenue
 - Segment 2: From Yale Avenue to SR-55
- Project Development Team meetings during final design are ongoing with primary stakeholders



Project Improvements Overview



- Add one general-purpose (GP) lane in each direction
- Add new auxiliary (AUX) lanes
 - Culver Drive to Jamboree Road (Northbound)
 - Jeffrey Road to Sand Canyon Avenue (Southbound)
- Includes the California Department of Transportation (Caltrans) funded Multi-Asset scope
 - Pavement rehabilitation, maintenance safety improvements, fiber optic, traffic census station installation

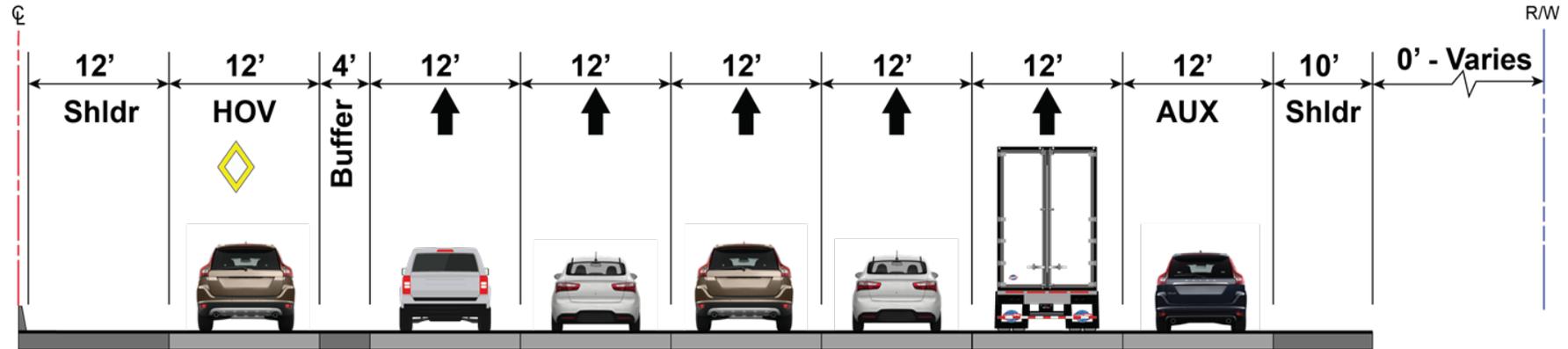


Typical Freeway Cross Sections



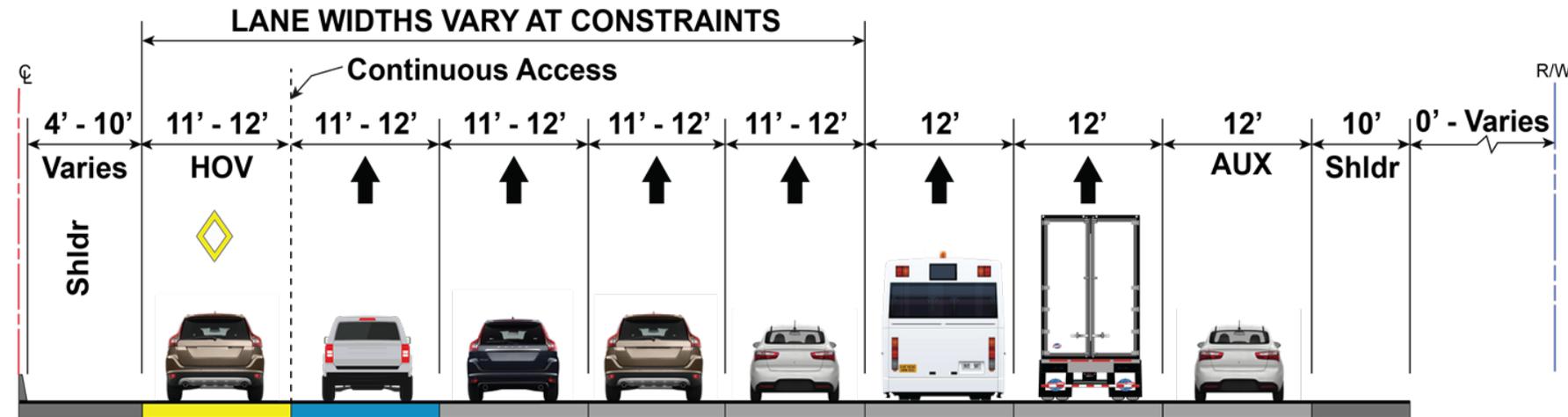
Existing (No Build)

No capital or operational improvements



Alternative 2 - Build

- Adds one GP lane in each direction
- Adds AUX lanes at certain locations
- Restripes High-Occupancy Vehicle (HOV) lanes for continuous access



Shldr – shoulder
R/W – right-of-way

Forecast Schedule and Costs



Milestone	I-5, I-405 to Yale Avenue (Segment 1)	I-5, Yale Avenue to SR-55 (Segment 2)
Environmental Clearance	February 2020	February 2020
Design Began	November 2021	May 2021
Ready-To-List	May 2025	March 2025
Caltrans Advertisement	August 2025	June 2025
Begin Construction	Mid 2026	Early 2026
Complete Construction	Late 2029	Early 2030
Overall Segment Cost	\$388.1 Million	\$327.9 Million

Outreach and Engagement Strategies



- Meet with Key Stakeholders
- Booths at Community Events
- Business Outreach
- Canvassing Flyers
- Digital Communications Tools
- Diverse Communities Outreach



I-5 IMPROVEMENT PROJECT

I-405 TO SR-55

LENGTH
Approximately 9 miles

CITIES
Irvine and Tustin

AT A GLANCE

TOTAL ESTIMATED COST: \$716 million

DEVELOPMENT PHASE: Design Phase

COMMUNITY OUTREACH: (714) 724-0350
i5irvineTustin@octa.net

WEBSITE: octa.net/i5irvineTustinProject

FACEBOOK: i5IrvineTustinProject

TWITTER: @i5IrvineTustin

Fact Sheet Updated 1/22/25

OVERVIEW

Interstate 5 (I-5) is essential to Orange County's mobility, economy and quality of life. Every day more than 275,600 motorists drive this segment of I-5, through the cities of Irvine and Tustin, to reach residential, commercial, educational and employment destinations.

To address current and future traffic demand, the Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is improving I-5 from north of Interstate 405 (I-405) to State Route 55 (SR-55). OCTA and Caltrans are working with the neighboring cities of Irvine and Tustin.

With the environmental review process now complete, OCTA and Caltrans are currently undertaking the final design process. The project will be designed and constructed in two segments. One segment will span from approximately Yale Avenue to SR-55. The second segment will focus on the stretch of I-5 from the I-405 to Yale.

PROJECT MAP

PROJECT SCHEDULE*

MILESTONE	APPROXIMATE TIMEFRAME									
	2014	2016	2018	2020	2022	2024	2026	2028	2030	
Environmental Phase	[Green bar spanning 2014 to 2020]									
Design Phase	[Blue bar spanning 2018 to 2026]									
Construction	[Orange bar spanning 2022 to 2030]									

*Schedule subject to change



Orange County Transportation Authority
 550 S. Main Street
 P.O. Box 14184
 Orange, CA 92863-1584
 (714) 560-OCTA
 www.octa.net



I5IrvineTustin@ OCTA.net



English/Spanish (800) 724-0353



Octa.net/I5IrvineTustinProject