



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, July 1, 2024 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

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

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 listen to audio live streaming of the Board and 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 agenda item, please identify the item number in your email. All public comments that are timely

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

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 Stephens

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 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.

1. **Approval of Minutes**

Clerk of the Board

Recommendation(s)

Approve the minutes of the May 6, 2024 Regional Transportation Planning Committee meeting.

Attachments:

[Minutes](#)

2. **Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue**

Jeannie Lee/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.

Recommendation(s)

A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2215 between the Orange County Transportation Authority and the California Department of Transportation, in an amount up to \$169,491,000, comprised of a construction capital share of \$145,588,000 and a construction management services share of \$23,903,000 for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.

B. Authorize the use of fiscal year 2024-25 Community Project Funding/ Congressionally Directed Spending, in the amount of \$3,000,000, for the State

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Route 91 Improvement Project between Acacia Street and La Palma Avenue.

- C. Authorize the inclusion of State Highway Operation and Protection Program funding, in the amount of \$23,170,000, for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.
- D. Authorize the use of \$143,321,000 in State Route 91 Express Lanes excess revenue for construction capital and construction support for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.
- 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 actions.

Attachments:

[Staff Report](#)

[Attachment A](#)

3. Measure M2 Eligibility Review Recommendations for Fiscal Year 2022-23 Expenditure Reports

Stephanie Mooney/Kia Mortazavi

Overview

Measure M2 Ordinance No. 3 requires that all Orange County local jurisdictions satisfy specific eligibility requirements on a cyclical basis to receive Measure M2 net revenues. As part of this requirement, fiscal year 2022-23 expenditure reports and resolutions were submitted to the Orange County Transportation Authority by the local jurisdictions. Board of Directors' approval is requested to find 33 currently eligible Orange County local jurisdictions eligible to continue receiving Measure M2 net revenues.

Recommendation(s)

Approve 33 of Orange County's 35 local jurisdictions as eligible to continue receiving Measure M2 net revenues.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

4. 2024 State Transportation Improvement Program Update

Ben Ku/Kia Mortazavi

Overview

On March 21, 2024, the California Transportation Commission approved the final 2024 State Transportation Improvement Program, which will provide \$222.326 million to nine high-priority projects throughout Orange County. An update on this action and project specific funding changes are provided for review and approval.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Recommendation(s)

- A. Accept \$0.75 million in Community Project Funding/ Congressionally Directed Spending funds and authorize the use of this funding for the OC Connect Santa Ana - Garden Grove Rails to Trails Project.
- B. 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.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

5. Master Agreement for State-Funded Projects

Louis Zhao/Kia Mortazavi

Overview

In order to access state funding for transportation projects authorized through state statute and budget actions, the Orange County Transportation Authority must execute a master agreement with the California Department of Transportation.

Recommendation(s)

- A. Authorize the Chief Executive Officer to execute the Master Agreement for State-Funded Projects, Agreement No. 12-6071S21, and all necessary program supplement agreements with the California Department of Transportation for the reimbursement of state-funded transportation projects.
- B. Approve Orange County Transportation Authority Resolution No. 2024-025 as required by the California Department of Transportation to execute the above agreement and authorize the Chief Executive Officer to sign future program supplements agreements.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

6. Draft 2024 State Route 91 Implementation Plan

Alison Army/Kia Mortazavi

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2024 State Route 91 Implementation Plan is provided for information purposes.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

Regular Calendar

7. Measure M2 Environmental Mitigation Program Update

Lesley Hill/Kia Mortazavi

Overview

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided funding for habitat restoration projects as part of the Natural Community Conservation Plan/Habitat Conservation Plan. A summary of recent Environmental Mitigation Program activities is provided for information purposes.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Presentation](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

8. Active Transportation Program Biannual Update

Peter Sotherland/Kia Mortazavi

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts with local jurisdictions, key stakeholders, and the public. An update on recent and upcoming activities is provided.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Presentation](#)

Discussion Items

9. Public Comments

10. Chief Executive Officer's Report

11. Committee Members' Reports

12. Adjournment

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

10:30 a.m. on Monday, August 5, 2024

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Andrew Do, Chair
Jamey Federico, Vice Chair
Jon Dumitru
Katrina Foley
Patrick Harper
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

Farrah N. Khan

Call to Order

The May 6, 2024, Regional Transportation Planning Committee meeting was called to order by Committee Chair Do at 10:30 a.m.

Consent Calendar (Items 1 through 4)

1. Approval of Minutes

A motion was made by Director Dumitru, seconded by Vice Chair Federico, and declared passed by those present to approve the minutes of the April 1, 2024, Regional Transportation Planning Committee meeting.

Director Stephens was not present to vote on this item.

2. Cooperative Agreements with the California Department of Transportation for the State Route 91 Improvement Project Between State Route 57 and State Route 55 for Right of Way Capital and Support Services

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

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2212, between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$5,926,000, for right-of-way support services, right-of-way engineering, right-of-way acquisition, and utility relocation costs for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.



- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2213, between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$28,166,000, for right-of-way support services, right-of-way engineering, right-of-way acquisition, right-of-way decertification of excess land, and utility relocation costs for the State Route 91 Improvement Project between State Route 55 and La Palma Avenue.

- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2214, between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$5,510,000, for right-of-way support services, right-of-way engineering, right-of-way acquisition, and utility relocation costs for the State Route 91 Improvement Project between La Palma Avenue and Acacia Street.

Director Stephens was not present to vote on this item.

3. Measure M2 Comprehensive Transportation Funding Programs - Proposed Off Cycle Guidelines Revisions

A motion was made by Director Dumitru, seconded by Vice Chair Federico, and declared passed by those present to approve revisions to the Comprehensive Transportation Funding Programs guidelines.

Director Stephens was not present to vote on this item.

4. Acceptance of Grant Awards from the California Department of Toxic Substances Control and the California Transportation Commission

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

- A. Authorize the Chief Executive Officer, or designee, to accept the award of \$350,000 in Equitable Community Revitalization Grant funding for the OC Connect Garden Grove Santa Ana Rails to Trails Environmental Assessment and to negotiate and execute grant-related agreements and documents with the California Department of Toxic Substances Control.



- B. Adopt Orange County Transportation Authority Resolution No. 2024-025 and authorize the Chief Executive Officer, or designee, to accept the award of \$12 million in Local Transportation Climate Adaptation Program funding for the Coastal Rail Infrastructure Corridor Resiliency Project and to negotiate and execute required grant-related agreements and documents with the California Transportation Commission.
- C. Authorize the use of \$3 million in Measure M2 funds to match the Local Transportation Climate Adaptation Program funding for the Coastal Rail Infrastructure Corridor Resiliency Project.
- D. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

Director Stephens was not present to vote on this item.

Regular Calendar

5. Comprehensive Transportation Funding Programs – 2024 Call for Projects Programming Recommendations

Adriann Cardoso, Department Manager, Capital Programming, provided a report on this item.

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

- A. Approve the award of \$18.72 million in 2024 Regional Capacity Program (Project O) funds to six local jurisdiction projects.
- B. Approve the award of \$12.89 million in 2024 Regional Traffic Signal Synchronization Program (Project P) funds to five local jurisdiction projects.

6. Regional Planning Update

Greg Nord, Section Manager, Long Range Planning and Corridor Studies, provided a presentation on this item.

No action was taken on this receive and file item.



7. Coastal Rail Resiliency Study Updates

Christina Byrne, Department Manager, Public Outreach and Dan Phu, Manager, Sustainable Planning, provided a presentation on this item.

Public comment on this item was received from Suzie Whitelaw.

A motion was made by Director Foley, seconded by Vice Chair Federico, and declared passed by those present to direct staff to further develop the updated concepts in the Initial Assessment and return to the Board of Directors with a comprehensive plan to integrate both engineering and sand nourishment solutions to help protect the rail corridor in the immediate timeframe and explore efforts to expedite the process.

Discussion Items

8. Public Comments

No public comments were received.

9. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, provided an update on the following:

- E-Bike rodeos scheduled for Saturday, May 18 at Niguel Hills Middle School in Laguna Niguel and Saturday June 1 at Huntington Beach Pier plaza in Huntington Beach
- Virtual E-Bike safety workshops scheduled for Tuesday, June 4 and Thursday, June 13
- OCTA Bike Rally on Wednesday, May 15 from the Orange Metrolink Station to OCTA

10. Committee Members' Reports

There were no Committee Member's reports.

11. Adjournment

The meeting was adjourned at 11:56 a.m.

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

10:30 a.m. on Monday, June 3, 2024

OCTA Headquarters
550 South Main Street
Orange, California



July 1, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2215 between the Orange County Transportation Authority and the California Department of Transportation, in an amount up to \$169,491,000, comprised of a construction capital share of \$145,588,000 and a construction management services share of \$23,903,000 for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.
- B. Authorize the use of fiscal year 2024-25 Community Project Funding/ Congressionally Directed Spending, in the amount of \$3,000,000, for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.
- C. Authorize the inclusion of State Highway Operation and Protection Program funding, in the amount of \$23,170,000, for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.
- D. Authorize the use of \$143,321,000 in State Route 91 Express Lanes excess revenue for construction capital and construction support for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.

Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue **Page 2**

- 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 actions.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 91 (SR-91) Improvement Project between State Route 57 (SR-57) and State Route 55 (SR-55) (Project). Measure M2 Project I was advanced as part of the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2023.

The Project will add general purpose lanes in the eastbound direction between SR-57 and SR-55 and in the westbound (WB) direction between Glassell Street and State College Boulevard. Final design for the Project is nearing completion in three segments with the following limits:

- Segment 1 extends from SR-55 to Lakeview Avenue
- Segment 2 extends from La Palma Avenue to SR-55
- Segment 3 extends from Acacia Street to La Palma Avenue

Segment 3 will provide WB operational improvements between Acacia Street and La Palma Avenue, WB improvements at State College Boulevard, and reconstruction of the La Palma Avenue overcrossing bridge. Segment 3 will also provide a new bypass ramp that allows northbound (NB) SR-57 traffic to exit at Orangethorpe Avenue in advance of the SR-91/NB SR-57 connector merge. The WB SR-91/NB SR-57 connector will be adjusted to accommodate the bypass ramp. Caltrans has also developed a multi-asset project (MAP) within the project limits that is funded by the State Highway Operation and Protection Program (SHOPP). Caltrans' MAP scope of work (SOW) includes pavement rehabilitation, existing safety device upgrades, census stations installation, lighting replacement, and conduit replacement. The MAP SOW was combined with the Segment 3 plans, specifications, and estimates (PS&E) at 100 percent design, which was then submitted to Caltrans for review in January 2024.

On June 15, 2019, the Board authorized Cooperative Agreement No. C-9-1274 with Caltrans to provide oversight of the PS&E, and to advertise and award the construction contract for Segment 3.

On May 13, 2024, the Board authorized Cooperative Agreement No. C-4-2214 with Caltrans for the right-of-way phase for Segment 3.

Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue **Page 3**

A cooperative agreement for the construction phase for Segment 3, is now needed to define the specific roles and funding responsibilities including construction capital and construction management (CM) support services.

Bid documents for Segment 3 are being prepared for advertisement of the construction contract in spring 2025. The total construction capital funding required for Segment 3 is \$145,588,000, and the construction support funding required is \$23,903,000. The total construction cost of \$169,491,000 will be funded by a combination of \$3,000,000 in federal Community Project Funding/Congressionally Directed Spending (CPFCDs), \$23,170,000 in SHOPP, and \$143,321,000 in 91 Express Lanes (EL) net excess revenue.

A table depicting the proposed funding plan for the construction cooperative agreement with Caltrans is provided below.

Funding Programs	Proposed Funding
CPFCDs	\$3,000,000
SHOPP	\$23,170,000
91 EL Excess Revenue	\$143,321,000
Total:	\$169,491,000

As the implementing agency for construction of the Project, Caltrans will be responsible for advertisement, award, approval, and administration of the construction contract. Under the proposed cooperative agreement, Caltrans and OCTA have agreed to share in the CM support services for the Project. Caltrans, as the construction phase implementing agency, will provide the resident engineer, structures representative, field surveying and other field personnel, along with construction administrative support and environmental monitoring. OCTA will retain a consultant firm to augment Caltrans' field staff with electrical, structural and roadway inspection, office engineering, materials testing, and claims support services. OCTA's consultant will also provide a field office to house construction staff on the Project. Through separate contracts, OCTA will lead the public outreach and freeway service patrol efforts.

The Project is identified as Project I in the Next 10 Delivery Plan and the use of 91 EL funding is consistent with the Board-approved Capital Programming Policy and the policy for the use of Excess 91 EL Toll Revenue for eligible projects along the SR-91 corridor to improve regional mobility. These updates are

Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue **Page 4**

reflected in the Capital Funding Program Report, which depicts funding for OCTA projects, and is provided as Attachment A.

Fiscal Impact

The Project will be included in the proposed OCTA Fiscal Year (FY) 2024-25 Budget and subsequent FY budgets, Capital Programs Division, account nos. 0017-9084-FI104-0U9 and 0017-9085-FI104-0U9, and will be funded with a combination of federal, state, and local funds.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2215 with Caltrans, in the amount of \$169,491,000, comprised of a construction capital share of \$145,588,000 and a construction management services share of \$23,903,000 for Segment 3 of the Project. Additionally, Board authorization is requested to fully fund the construction phase through a combination of CPFCDs and SHOPP funding, and 91 Express Lanes excess revenues.

Attachment

- A. Capital Funding Program Report

Prepared by:



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

Approved by:



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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - July 8, 2024

State Highway Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$205,794	\$47,473		\$5,421	\$95,338	\$11,374			\$46,188		
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527							\$8,824		
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$202,643	\$49,897		\$4,728		\$16,915			\$131,103		
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078		
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$244,269	\$28,167		\$6,433	\$91,977		\$29,832		\$87,860		
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545		
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500		
SR-55 (I-5 to SR-91)	F	\$22,045	\$8,359		\$2,641					\$11,045		
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845		
SR-57 Orangewood Avenue to Katella Avenue	G	\$73,621	\$11,500		\$3,240					\$58,881		
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500						
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) ^{1,2}	I	\$164,492	\$1,770		\$3,000					\$30	\$159,692	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project ³	I	\$23,170			\$23,170							
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814	
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$108,124	\$1,770		\$5,000		\$42,566			\$30	\$58,758	
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project	I	\$8,305			\$8,305							
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000	
SR-91, SR-241 to I-15	J	\$41,800									\$41,800	
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930	
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000									
I-605/ Katella Avenue interchange	M	\$34,975	\$17,800							\$17,175		
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248	
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478								\$750	
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150	
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620	
State Highway Project Totals		\$4,502,789	\$523,715		\$127,132	\$351,728	\$210,855	\$119,603		\$2,024,994	\$1,144,762	
Federal Funding Total		\$650,847										
State Funding Total		\$682,186										
Local Funding Total		\$3,169,756										
Total Funding (000's)		\$4,502,789										

State Highway Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309		
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185		



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - July 8, 2024

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir Canyon Road/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405 s/b aux lane - University Drive to Sand Canyon and Sand Canyon to SR-133		\$2,328				\$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$1,043,284	\$170,211		\$97,888	\$183,114		\$380,452	\$20,578	\$174,439	\$16,602
Federal Funding Total		\$268,099									
State Funding Total		\$563,566									
Local Funding Total		\$211,619									
Total Funding (000's)		\$1,043,284									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - July 8, 2024

Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue Avenue

1. Authorize the use of Fiscal Year 2024-25 Community Project Funding/ Congressionally Directed Spending, in the amount of \$3,000,000, for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.
- 2.. Authorize the use of \$143,321,000 in State Route 91 Express Lanes excess revenue for construction capital and construction support for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.
3. Authorize the inclusion of State Highway Operation and Protection Program funding, in the amount of \$23,170,000, for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue.

Acronyms:

Aux - Auxilliary
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
E/B - Eastbound
E/O - East of
FTA - Federal Transit Administration
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
I-405 - Interstate 405
I-5 - Interstate 5
I-605 - Interstate 605
LA - Los Angeles
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OC - Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
S/B - Southbound
S/O - South of
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
SR-133 - State Route 133
SR-22 - State Route 22
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-74 - State Route 74
SR-91 - State Route 91
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound



July 1, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Eligibility Review Recommendations for Fiscal Year 2022-23 Expenditure Reports

Overview

Measure M2 Ordinance No. 3 requires that all Orange County local jurisdictions satisfy specific eligibility requirements on a cyclical basis to receive Measure M2 net revenues. As part of this requirement, fiscal year 2022-23 expenditure reports and resolutions were submitted to the Orange County Transportation Authority by the local jurisdictions. Board of Directors' approval is requested to find 33 currently eligible Orange County local jurisdictions eligible to continue receiving Measure M2 net revenues.

Recommendation

Approve 33 of Orange County's 35 local jurisdictions as eligible to continue receiving Measure M2 net revenues.

Background

Local jurisdictions must meet Measure M2 (M2) eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) to remain eligible to receive M2 net revenues. There are 13 eligibility requirements that local jurisdictions must satisfy. 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 is provided in Attachment A.

While OCTA staff reviews and confirms all M2 eligibility requirements, M2 Ordinance No. 3 (M2 Ordinance) specifies that the Taxpayer Oversight Committee (TOC) also reviews five of these requirements. These include the:

Congestion Management Program (CMP)
Mitigation Fee Program (MFP)

Local Signal Synchronization Plan (LSSP)
Pavement Management Plan (PMP)
Expenditure reports

The CMPs, MFPs, LSSPs, and PMPs are due each year in June and are typically approved by the OCTA Board of Directors (Board) the following winter. Expenditure reports are due each year in December, six months after the close of the fiscal year (FY), and are typically approved by the Board the following summer. Expenditure reports incorporate all M2-related transportation expenditures, including maintenance of effort (MOE) spending levels. MOE is the amount of discretionary funding (e.g., general fund revenues) that local jurisdictions must spend on streets and roads purposes to ensure that they are not supplanting discretionary transportation spending with M2 revenues.

Per the M2 Ordinance the TOC is responsible for the receipt and review of expenditure reports, which is the subject of this report. To assist with this responsibility, the TOC has designated an Annual Eligibility Review (AER) subcommittee to initially receive and review required M2 eligibility submittals prior to consideration by the full TOC. The TOC review process for this eligibility cycle is now complete, and a summary is provided below.

Discussion

All local jurisdictions submitted their FY 2022-23 expenditure reports and required resolutions consistent with the December 29, 2023, deadline. Staff carried out a technical review of all reports from Orange County local jurisdictions. The M2 Eligibility Review Summary for FY 2022-23 Expenditure Reports is provided in Attachment B. While all reports were submitted by the local agencies and reviewed by staff, on May 28, 2024, the Board found the City of Orange ineligible to receive M2 net revenues due to not meeting the MOE requirement and also found the City of Buena Park ineligible to receive M2 net revenues for five years due to unsupported uses of M2 Local Fair Share to cover indirect project expenditures. Therefore, information on their expenditure reports is not included.

The FY 2022-23 expenditure reports for the other 33 local jurisdictions were presented to the AER Subcommittee at their May 28, 2024, meeting. AER Subcommittee members affirmed receipt and review of FY 2022-23 expenditure reports for the currently eligible local jurisdictions. At the June 11, 2024, TOC meeting, the TOC members received the AER Subcommittee's report on these materials and formally affirmed TOC receipt and review of FY 2022-23 expenditure reports, consistent with the M2 Ordinance requirement.

As the TOC has now completed its review, staff is recommending that the Board approve 33 of Orange County's 35 local jurisdictions as eligible to continue receiving M2 net revenues.

Summary

In June 2024, the OCTA TOC convened and affirmed that it had received and reviewed the required FY 2022-23 M2 expenditure reports for the 33 eligible local jurisdictions. Two local jurisdictions were not reviewed as they are currently ineligible. Board approval is recommended to find the 33 local jurisdictions eligible to continue receiving M2 net revenues.

Attachments

- A. Measure M2 Eligibility Requirements and Submittal Schedule Summary
- B. Measure M2 Eligibility Review Summary of Fiscal Year 2022-23 Expenditure Reports

Prepared by:



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Approved by:



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

Measure M2 Eligibility Requirements and Submittal Schedule Summary

Compliance Category	Frequency (submitted)	Next Due
Capital Improvement Program	Annual (June 30)	2024
Circulation Element/Master Plan of Arterial Highways Consistency	Biennial (June 30)	2025
Congestion Management Program	Biennial (June 30)	2025
Expenditure Report	Annual (December 31)	2024
Local Signal Synchronization Plan	Every Three Years (June 30)	2026
Maintenance of Effort	Annual (June 30)	2024
Mitigation Fee Program	Biennial (June 30) ¹	2025
No Supplanting of Developer Fees	Annual (June 30)	2024
Pavement Management Plan (PMP)	Biennial (June 30) ²	2024
Timely Submittal of Project Final Reports	Within Six Months of Project Completion	Ongoing
Timely Use of Net Revenues	Annual (June 30)	2024
Traffic Forum Participation	Annual (June 30)	2024
Transit and Non-Motorized Transportation Land-Use Planning Strategies	Annual (June 30)	2024

¹ Jurisdictions must submit their updated program and revised fee schedule or process methodology when the jurisdiction updates their mitigation program and/or nexus study regardless of eligibility submittal schedule.

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

Measure M2 Eligibility Review Summary of Fiscal Year 2022-23 Expenditure Reports

Local Jurisdiction	Expenditure Report Received by Deadline	Resolution Received by Deadline	MOE Benchmark Met	Received and Reviewed
Aliso Viejo	Yes	Yes	Yes	Yes
Anaheim	Yes	Yes	Yes	Yes
Brea	Yes	Yes	Yes	Yes
Buena Park ¹	N/A	N/A	N/A	N/A
Costa Mesa	Yes	Yes	Yes	Yes
County of Orange ²	Yes	Yes	N/A	Yes
Cypress	Yes	Yes	Yes	Yes
Dana Point	Yes	Yes	Yes	Yes
Fountain Valley	Yes	Yes	Yes	Yes
Fullerton	Yes	Yes	Yes	Yes
Garden Grove	Yes	Yes	Yes	Yes
Huntington Beach	Yes	Yes	Yes	Yes
Irvine	Yes	Yes	Yes	Yes
La Habra	Yes	Yes	Yes	Yes
La Palma	Yes	Yes	Yes	Yes
Laguna Beach	Yes	Yes	Yes	Yes
Laguna Hills	Yes	Yes	Yes	Yes
Laguna Niguel	Yes	Yes	Yes	Yes
Laguna Woods	Yes	Yes	Yes	Yes
Lake Forest	Yes	Yes	Yes	Yes
Los Alamitos	Yes	Yes	Yes	Yes
Mission Viejo	Yes	Yes	Yes	Yes
Newport Beach	Yes	Yes	Yes	Yes
Orange ³	N/A	N/A	N/A	N/A
Placentia	Yes	Yes	Yes	Yes
Rancho Santa Margarita	Yes	Yes	Yes	Yes
San Clemente	Yes	Yes	Yes	Yes
San Juan Capistrano	Yes	Yes	Yes	Yes
Santa Ana	Yes	Yes	Yes	Yes
Seal Beach	Yes	Yes	Yes	Yes
Stanton	Yes	Yes	Yes	Yes
Tustin	Yes	Yes	Yes	Yes
Villa Park	Yes	Yes	Yes	Yes
Westminster	Yes	Yes	Yes	Yes
Yorba Linda	Yes	Yes	Yes	Yes

1. The City of Buena Park is excluded as the local jurisdiction was found ineligible to receive net M2 revenues by the OCTA Board on May 28, 2024, due to disallowed Local Fair Share expenditures.

2. MOE was established in 1991 with the first Measure M Program using a five-year average of the level of funding local jurisdictions spent on streets and roads between 1985 and 1990. However, Orange County Public Works and their predecessor agencies received sufficient gas tax subventions and other transportation specific funding from state, federal, and other local sources, which were required to be used for transportation. As such, they did not and do not use discretionary funds for transportation purposes. The County uses a number of fund sources for transportation including gas tax subvention or Highway User Tax Account, federal grants, assessment districts, developer impact fees, and other transportation specific fund sources.

3. The City of Orange is excluded as the local jurisdiction was found ineligible to receive net M2 revenues by the OCTA Board on May 28, 2024, due to failure to comply with the MOE eligibility requirement.

Acronyms

Board - Board of Directors

FY - Fiscal Year

M2 - Measure M2

MOE - Maintenance of Effort

N/A - Not Applicable

OCTA - Orange County Transportation Authority



July 1, 2024

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: 2024 State Transportation Improvement Program Update

Overview

On March 21, 2024, the California Transportation Commission approved the final 2024 State Transportation Improvement Program, which will provide \$222.326 million to nine high-priority projects throughout Orange County. An update on this action and project specific funding changes are provided for review and approval.

Recommendations

- A. Accept \$0.75 million in Community Project Funding/ Congressionally Directed Spending funds and authorize the use of this funding for the OC Connect Santa Ana – Garden Grove Rails to Trails Project.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Background

The State Transportation Improvement Program (STIP) is a significant source of funding for transportation improvements throughout the State of California. State transportation revenues are forecasted and programmed every two years for the subsequent five-year period. STIP revenues are derived from state gasoline fuel sales. The STIP is divided into two funding programs. The Regional Transportation Improvement Program (RTIP) provides 75 percent of the funding to County Transportation Commissions (Commissions) based on a formula that considers a north-south split, population, and centerline road mileage. The remaining 25 percent of the funding is for the Interregional Transportation Improvement Program (ITIP) which is directed by the California Department of Transportation (Caltrans). Every two years Commissions are provided an estimated funding share of the RTIP and must submit a project or program of projects to the California Transportation Commission (CTC) for approval and

inclusion in the STIP. On October 9, 2023, the OCTA Board of Directors (Board) approved OCTA's proposed 2024 STIP submittal including nine projects for a total of \$222.326 million. The submittal included six carry-over projects from the 2022 STIP totaling \$138.054 million and three new projects as well as a cost adjustment to the existing State Route 57 (SR-57) Truck Climbing Lane Project totaling \$84.272 million.

As discussed in the October 9, 2023 staff report, OCTA's 2024 STIP submittal included a request of \$12.307 million over the fund estimate. This is not an uncommon practice and helps the CTC to balance the STIP and ensure timely use of the funding. Following submittal, staff typically negotiates funding requests with CTC staff, and changes are often required, which are then reported to the Board through a status update.

In the last several federal budget cycles, Congressional appropriators have allowed Members of Congress to submit earmark requests. For context, the House of Representatives uses the term, "community project funding" (CPF), while the Senate uses "congressionally directed spending" (CDS). Both are colloquially known as earmarks and can be defined as any congressionally directed spending, tax benefit, or tariff benefit that would benefit an entity or a specific state, locality, or congressional district. Agencies, such as OCTA, work with Congressional delegation members to submit projects for consideration. If the Congressional representative wants to sponsor that project for funding, they would then request funding from the respective Appropriations Committee for that project. If selected, the scope and funding for each CPF/CDS project are then written into the Annual Appropriations bill. One of the projects included in OCTA's 2024 STIP submittal also received funding through the Annual Appropriations Bill of 2023. This funding needs to be approved by the Board for inclusion in the project funding plan.

Discussion

The CTC adopted the statewide 2024 STIP on March 21, 2024. The final program included the \$222.326 million for nine projects consistent with the Board-approved 2024 STIP submittal for Orange County. The approved program allows Orange County to access \$12.307 million of funds over its funding target to address current project funding needs. Attachment A provides a map of the approved projects, and Attachment B provides project descriptions. This is the first time in more than ten years that the CTC has adopted the program as requested by OCTA.

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

OCTA Projects Approved by CTC for 2024 STIP		
Project	2024 STIP (\$000s)	Project Type
Digital bus stop signs (acquisition, installation, and testing)(CON)	\$2,500	Bus Transit
OC Connect Santa Ana – Garden Grove Rail to Trails (PS&E)	\$3,900	Active Transportation
I-5 Improvements from SR-73 to El Toro Road (replacement planting and landscaping)(CON)	\$6,000	Freeway
Planning, Programming, and Monitoring	\$7,255	N/A
Orange County Maintenance Facility, Phase 1 (CON)	\$20,000	Bus Transit
SR-57 Truck Climbing Lane Phase II - Lambert Road to Orange County Line (PA&ED and PS&E)	\$24,500	Freeway
SR-74 Gap closure and multimodal improvements (PA&ED, ROW, and CON)	\$24,600	Freeway and Active Transportation
OC Loop Segment A - Rails to Trails (CON)	\$38,233	Active Transportation
I-5 Improvements from I-405 to Yale Avenue, Segment 1 (CON)	\$95,338	Freeway
Total:	\$222,326	

CON – Construction I-5 - Interstate 5 I-405 – Interstate 405
 SR-74 – State Route 74 SR-73 – State Route 73 PS&E – Plans, Specifications & Estimates
 PA&ED – Project Approval & Environmental Document ROW – Right-of-Way

The CTC did make one minor change from what was approved by the Board in October: the timing of the I-5 Improvement Project I-405 to Yale Avenue Segment 1 was delayed from FY 2024-25 to FY 2025-26. However, if the project is ready earlier, OCTA can request an early allocation. Attachment C provides the updated Capital Funding Plan which provides summarized funding information for all OCTA’s Capital Projects.

In the 2024 STIP submittal OCTA included \$3.9 million in funding for the design phase of the OC Connect Santa Ana - Garden Grove Rails to Trails Project. It was subsequently determined that additional funding was needed for this phase. The OCTA Government Relations Division successfully worked with Senator Padilla (D-CA) and Representative Correa (D-Santa Ana) to secure \$0.75 million in federal CPF/CDS funding. Staff is requesting Board approval to accept this funding and authorization the use of the funds for the OC Connect Santa Ana – Garden Grove Rails to Trails Project. The \$0.75 million will augment the \$3.9 million in STIP funding approved through the 2024 STIP to fully fund the design phase. Upon completion, this project will close a 3.1-mile gap of Class 1 bicycle trail connecting the cities of Garden Grove and Santa Ana as well as

improve 13 intersections with upgraded bicycle and pedestrian safety crossings and features.

Of note within the ITIP, Caltrans submitted the Interstate 5 Managed Lanes Project from Red Hill Avenue to the Los Angeles County Line. The CTC approved \$48 million in FY 2027-28 for ROW and construction for this project. This is not sufficient funding to fully support construction, but Caltrans continues to submit grant applications and funding requests through multiple programs. OCTA will continue to monitor the progress of this project with Caltrans.

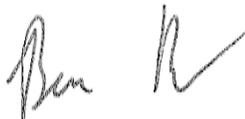
Summary

The CTC adopted the 2024 STIP on March 21, 2024, including the program of projects approved by the Board in October 2023. Staff is also requesting Board approval to accept and authorize the use of \$0.75 million in CPF/CDS funds for the design of OC Connect Santa Ana – Garden Grove Rails to Trails, one of the projects that is included in the 2024 STIP program of projects.

Attachments

- A. OCTA 2024 State Transportation Improvement Program Map
- B. 2024 State Transportation Improvement Program Project Descriptions
- C. Capital Funding Program Report

Prepared by:



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Approved by:

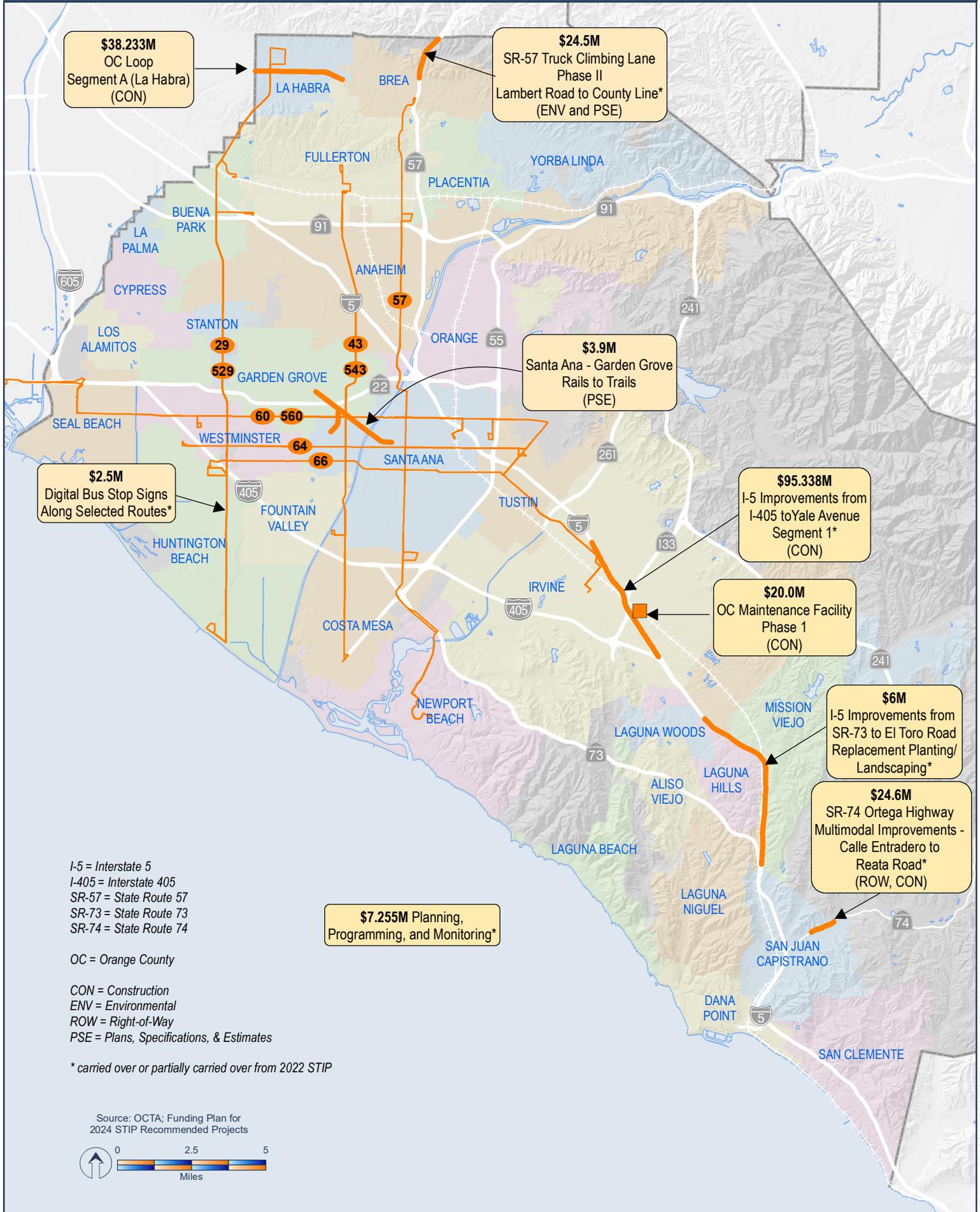


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OCTA 2024 State Transportation Improvement Program

Proposed Projects

ATTACHMENT A



I-5 = Interstate 5
 I-405 = Interstate 405
 SR-57 = State Route 57
 SR-73 = State Route 73
 SR-74 = State Route 74

OC = Orange County

CON = Construction
 ENV = Environmental
 ROW = Right-of-Way
 PSE = Plans, Specifications, & Estimates

* carried over or partially carried over from 2022 STIP

Source: OCTA; Funding Plan for 2024 STIP Recommended Projects



2024 State Transportation Improvement Program Project Descriptions

Digital Bus Stop Signs/Electronic Message Signs 13" Along High-Quality Transit Corridors (143 Signs)

The project will result in the installation of real-time displays and signage at up to 143 bus stops along Orange County (OC) Bus routes 29, 43, 57, 60, 64, 66, 529, 543, and 560 in Orange County. It will provide real-time information on the next bus arriving, identify Orange County's Rapid Bus Service, and provide information regarding connections to Metrolink stations, improving connections across the region. This project is a carryover from the approved 2022 State Transportation Improvement Program (STIP).

OC Connect - Santa Ana - Garden Grove Rails to Trails

The project will close a 3.1-mile gap on the Class I trail connecting the cities of Garden Grove and Santa Ana along the Orange County Transportation Authority (OCTA)-owned former Pacific Electric Right-of-Way and 0.85-miles along the Wintersburg Channel. The project will add a Class I non-motorized transportation facility and provide safety crossing features at approximately 13 intersections. This will improve safety by offering a convenient, safe alternative for pedestrians and bicyclists within adjacent disadvantaged communities separated from high-speed motorized traffic. The California Transportation Commission (CTC) approved the project for \$3.9 million in STIP funds for the plans, specifications & estimates phase. Additionally, staff is requesting the use of \$0.75 million in federal Community Project Funding/Congressionally Directed Spending funds allocated to the project.

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

This is part of Project C in the Next 10 Delivery Plan (Next 10 Plan) and is the replacement planting/landscaping component of the three segments of the I-5 Improvement Project from SR-73 to El Toro Road. This project is a carryover from the approved 2022 STIP.

Planning, Programming, and Monitoring (PPM)

Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions are necessary for the future construction of improvements. STIP funds will be used to support studies that are directly used in the development of the Long-Range Transportation Plan and to develop project study reports, thus creating a shelf of projects for the future. Specific examples of studies that are supported using STIP PPM include the Freeway Chokepoint Study, Freeway Bus Rapid Transit Concepts Study, Bristol Street Transit Corridor Study, and OC Mobility Hub Study. The CTC sets aside five percent of the STIP for regional agencies to carry out planning activities. The CTC has approved the project with two additional years of STIP PPM funding totaling \$4.139 million, as requested by OCTA, bringing the five-year STIP PPM total to \$7.255 million.

2024 State Transportation Improvement Program Project Descriptions

Orange County Maintenance Facility (Phase 1) Construction (CON)

The Orange County Maintenance Facility (OCMF) is part of the Metrolink Southern California Optimized Rail Expansion program, which is funded through the Transit and Intercity Rail Capital Program. The facility will be located on the 21.3-acre parcel owned by OCTA, adjacent to Marine Way, and located along the Metrolink Orange Subdivision between mileposts 183.5 and 184 in the City of Irvine. The goal of the project is to provide for more efficient rail operations, store and service locomotives and rail cars, comply with safety and operations standards, and redistribute service loads to another location. The OCMF will provide space and equipment to inspect, clean, and maintain cars and locomotives on a regular and efficient basis. Much of the inspection and maintenance activity is federally mandated and must be performed at specific intervals. The CTC approved the project for \$20 million in STIP funds for the construction phase.

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

This project will construct a truck climbing lane on SR-57 from the Lambert Road undercrossing to just north of the Orange County/Los Angeles County Line. A climbing lane would improve truck traffic travel speeds and would increase the throughput of the northbound SR-57. This project is Project G in the Next 10 Delivery Plan. The CTC had approved the project for \$6.5 million in prior STIP cycles and approved an additional \$18 million in STIP funds in the 2024 STIP for a total of \$24.5 million for the project.

State Route 74 (SR-74) Ortega Highway Multimodal Improvements from Calle Entradero (Postmile 1.0) to Reata Road (Postmile 2.1)

This project will widen SR-74/Ortega Highway from two to four lanes by adding one lane, bicycle lanes, and reconstruction of sidewalk on each direction between Calle Entradero (postmile 1.0) to Reata Road (postmile 2.1) in the City of San Juan Capistrano. The project includes installing a traffic signal at Via Cordova and Hunt Club Drive, providing a 12-foot-wide striped median, a five- to eight-foot shoulder on each side to accommodate a Class II bicycle lane, and reconstructing the existing sidewalk. The project also requires seven retaining walls.

The project was also awarded competitive M2 Project O - Regional Capacity Program funds. This project is a carryover project from the approved 2022 STIP.

OC LOOP - Segment A (La Habra) (CON)

OC LOOP Segment A, the La Habra Rails to Trails OC Loop Gap Closure Project, will close a 3.1-mile gap in the OC Loop, Orange County's bicycle network, with a Class I bikeway/multi-use path along a currently blighted rail-to-trail. This project completes Segment A of the OC Loop and lies entirely within the City of La Habra. In order to improve safety and convenience and increase walking and bicycling, this project will add infrastructure improvements such as building a Class I bikeway/multi-use path and enhanced safety features to protect bicyclists and pedestrians. The CTC approved the project for \$38.233 million in STIP funds for the construction phase.

2024 State Transportation Improvement Program Project Descriptions

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

This project will add one general purpose lane in both directions of I-5 from I-405 to Yale Avenue. Additional features of the project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. The project length is approximately five miles.

This segment of the I-5 corridor is experiencing congestion and long traffic delays due to demand from local, regional, and interregional traffic exceeding capacity. Local and regional traffic demand is expected to increase by over 10,000 vehicles per day by 2040. This is Project B in the Next 10 Plan. This project is a carryover from the approved 2022 STIP.



Capital Funding Program Report

ATTACHMENT C

Pending Approval by OCTA Board of Directors - July 8, 2024

State Highway Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$205,794	\$47,473		\$5,421	\$95,338	\$11,374			\$46,188		
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527							\$8,824		
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$202,643	\$49,897		\$4,728		\$16,915			\$131,103		
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078		
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$244,269	\$28,167		\$6,433	\$91,977		\$29,832		\$87,860		
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545		
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500		
SR-55 (I-5 to SR-91)	F	\$22,045	\$8,359		\$2,641					\$11,045		
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845		
SR-57 Orangewood Avenue to Katella Avenue	G	\$73,621	\$11,500		\$3,240					\$58,881		
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500						
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) ^{1,2}	I	\$164,492	\$1,770		\$3,000					\$30	\$159,692	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project ³	I	\$23,170			\$23,170							
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814	
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$108,124	\$1,770		\$5,000		\$42,566			\$30	\$58,758	
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project	I	\$8,305			\$8,305							
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000										\$2,000
SR-91, SR-241 to I-15	J	\$41,800										\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930	
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000									
I-605/ Katella Avenue interchange	M	\$34,975	\$17,800							\$17,175		
241/91 Express Lanes (HOT) connector		\$182,298	\$50									\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478									\$750
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150	
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000						\$25,620
State Highway Project Totals		\$4,502,789	\$523,715		\$127,132	\$351,728	\$210,855	\$119,603		\$2,024,994	\$1,144,762	
Federal Funding Total		\$650,847										
State Funding Total		\$682,186										
Local Funding Total		\$3,169,756										
Total Funding (000's)		\$4,502,789										

State Highway Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191								\$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185		



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - July 8, 2024

Cooperative Agreement with the California Department of Transportation for the State Route 91 Improvement Project Between Acacia Street and La Palma Avenue Avenue

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LA - Los Angeles
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OC - Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
S/B - Southbound
S/O - South of
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
SR-133 - State Route 133
SR-22 - State Route 22
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-74 - State Route 74
SR-91 - State Route 91
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - July 8, 2024

Acronyms:

ATN - Anaheim Transportation Network
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
DCFC - Direct Current Fast Charging
FTA - Federal Transit Administration
FY - Fiscal Year
IRCC - Irvine Construction Circle
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - July 8, 2024

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	\$329,811						\$24,254		\$305,557	
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	\$133,778	\$1,774					\$11,762	\$4,546	\$115,696	
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	\$58,258								\$58,258	
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			
Future Complete Streets Call for Projects		\$55,000	\$55,000								
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 ¹		\$8,000			\$3,750	\$3,900		\$350			
OC Loop - Segment A		\$38,233				\$38,233					
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		\$1,473,936	\$121,888		\$94,232	\$128,930	\$13,557	\$75,066	\$39,826	\$891,835	\$108,602
Federal Funding Total		\$216,120									
State Funding Total		\$217,553									
Local Funding Total		\$1,040,263									
Total Funding (000's)		\$1,473,936									

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
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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - July 8, 2024

2024 State Transportation Improvement Program

1. Authorize the use of up to \$0.75 million in Community Project Funding/
Congressionally Directed Spending funds for the OC Connect Santa Ana – Garden
Grove Rails to Trails project.

Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009
Board - Board of Directors
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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - July 8, 2024

Acronyms:

ADA - Americans with Disabilities Act

Board - Board of Directors

CMAQ - Congestion Mitigation Air Quality Improvement Program

FFY - Federal Fiscal Year

FTA - Federal Transit Administration

FY - Fiscal Year

LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

MP - Mile Post

OC - Orange County

OCTA - Orange County Transportation Authority

OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

PSR - Project Study Report

ROW - Right-of-Way

SB 1 - SB 1 (Chapter 5, Statutes of 2017)

SCRRA - Southern California Regional Rail Authority/Metrolink

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

VSS - Video Surveillance System



July 1, 2024

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Master Agreement for State-Funded Projects

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

Overview

In order to access state funding for transportation projects authorized through state statute and budget actions, the Orange County Transportation Authority must execute a master agreement with the California Department of Transportation.

Recommendations

- A. Authorize the Chief Executive Officer to execute the Master Agreement for State-Funded Projects, Agreement No. 12-6071S21, and all necessary program supplement agreements with the California Department of Transportation for the reimbursement of state-funded transportation projects.
- B. Approve Orange County Transportation Authority Resolution No. 2024-025 as required by the California Department of Transportation to execute the above agreement and authorize the Chief Executive Officer to sign future program supplements agreements.

Background

On February 22, 2010, the Board of Directors (Board) approved Master Agreement No. 00267S for all OCTA-delivered state-funded transportation projects. The master agreement governs the general use of state funds enacted by the State Legislature. The state funds are administered by the California Department of Transportation (Caltrans), California Transportation Commission, and other state agencies. Following execution of the master agreements, Caltrans issues program supplement agreements that are tied to specific state-funded projects. The State has separate master agreements for federal funding and for state funding for streets and roads projects and a separate agreement for transit projects. The master agreement presented herein pertains to state-only funds for streets and roads projects.

Discussion

Since Board approval of the current master agreement (No. 00267S) in February 2010, new funding programs have emerged and both guidelines and requirements for existing programs have changed, necessitating the need for a new master agreement. Provisions in the new agreement, Master Agreement No. 126071S21 (Master Agreement), address each of these changes and also include other administrative and process changes such as adding references to the Department of General Services Division of the State Architect, clarifying invoicing procedures, and updating timely use of funds requirements. A term sheet outlining the major areas of the of the Master Agreement is provided in Attachment A. The Orange County Transportation Authority's legal counsel as well as the Planning and Finance and Administration divisions have reviewed the draft agreement.

The Master Agreement must be accompanied by a certifying resolution (Attachment B), which authorizes the Chief Executive Officer to sign and execute the agreement as well as the necessary program supplement agreements.

The Master Agreement will be effective upon Board approval, anticipated July 8, 2024, and will supersede the existing master agreement. Master agreements remain in effect until they require replacement or are terminated. Master agreements with the State have an average life of approximately ten years.

Summary

On February 22, 2010, the Board approved the current master agreement. Staff is requesting that the Board approve an updated master agreement and accompanying resolution in order to access state funding for use on transportation projects.

Attachments

- A. Term Sheet – Master Agreement Administering Agency State Agreement for State-Funded Projects Agreement No. 12-6071S21
- B. Resolution No. 2024-053 – Orange County Transportation Authority Authorization for the Execution of a Master Agreement and Program Supplements for State-Funded Projects

Prepared by:



Louis Zhao
Manager,
Programming and Grants Development
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Approved by:



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

Term Sheet
Master Agreement Administering Agency State Agreement for
State-Funded Transportation Projects Agreement No. 12-6071S21

The revised Master Agreement No. 12-6071S21 replaces the existing Master Agreement No. 12-6071F15 between the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) executed for state-funded projects.

1. OCTA agrees to comply with the terms and conditions of the agreement and all program supplements which it will execute through the Chief Executive Officer to receive payment.
2. OCTA agrees that work will be carried out consistent with the State's timely use of funds requirements and specific deadlines including those for allocation, contract award, project delivery, invoicing, final report, and close out and that it will follow California Transportation Commission and/or Caltrans guidelines.
3. OCTA agrees to comply with all relevant state laws including the California Environmental Quality Act.
4. OCTA agrees to following Caltrans' Highway Design Manual and American Association of State Highway and Transportation Officials design standards for off-system projects and applicable construction laws.
5. OCTA agrees that unless otherwise stated, OCTA shall advertise, award, and administer the project contracts. Contracts shall comply with state contracting requirements.
6. OCTA agrees to comply with the American with Disabilities Act of 1990 and Fair Employment Practices, and California Labor Code requirements.
7. OCTA agrees to maintain and operate the property acquired, developed, constructed, rehabilitated, or restored by the projects, unless transferring the obligation or responsibility to another public entity.
8. OCTA agrees that state funds encumbered for a project are available for liquidation only for the limited period from beginning of the state fiscal year when those funds were appropriated in the state budget. Any funds not liquidated within these periods will be reverted unless a cooperative work agreement is submitted.
9. OCTA agrees that projects under this master agreement are subject to technical and financial audits.

10. OCTA confirms that its financial management conforms to Generally Accepted Accounting Principles.
11. OCTA agrees that OCTA shall make available for inspection by the State, California State Auditor, or duly authorized representative of the State or United States all books, documents, papers, accounting records, and other evidence pertaining to the performance of the project. Materials shall be available during the entirety of the project period and for three years, or 35 years for Proposition 1B funds, from the date of final payment.
12. OCTA agrees to refund funds due if invoices did not provide adequate justification.
13. OCTA agrees that if failing to timely proceed with project work in accordance with the project-specific program supplement, the State reserves the right to terminate funding for the project upon 30-day written notice. OCTA will have the option to completely cure the manner within the 30-day period.
14. OCTA agrees that neither State, Caltrans, or any officer or employee thereof is responsible for injury, damage, or liability for work under or in connection to this agreement. OCTA shall fully defend, indemnify, and save harmless the State or Caltrans from all claims, suits or actions of every name, kind, and description brought forth under including but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by State under this agreement.

ATTACHMENT B

**RESOLUTION NO. 2024-053 – ORANGE COUNTY TRANSPORTATION AUTHORITY
AUTHORIZATION FOR THE EXECUTION OF A MASTER AGREEMENT AND
PROGRAM SUPPLEMENTS FOR STATE-FUNDED PROJECTS**

WHERE AS, the Orange County Transportation Authority (OCTA) is eligible to receive federal and/or state funding for certain transportation projects through the California Department of Transportation;

WHERE AS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements and/or Fund Transfer Agreements need to be executed with the California Department of Transportation before such funds could be claimed.

NOW THEREFORE, BE IT RESOLVED by the OCTA Board that the fund recipient agrees to comply with all conditions and requirements set forth in this agreement and the applicable statutes, regulations, and guidelines for all state-funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Chief Executive Officer or his delegate be authorized to execute the Master Agreement and all Program Supplements for state-funded projects and any amendments thereto with the California Department of Transportation.

ADOPTED, SIGNED, AND APPROVED ON THIS 10TH DAY OF JUNE 2024

AYES:

NOES:

ABSENT:

ATTEST:

Andrea West
Clerk of the Board

Tam T. Nguyen, Chair
Orange County Transportation Authority

OCTA Resolution No. 2024-053



July 1, 2024

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Draft 2024 State Route 91 Implementation Plan

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2024 State Route 91 Implementation Plan is provided for information purposes.

Recommendation

Receive and file as an information item.

Background

SB 1316 (Chapter 714, Statutes of 2008) requires the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC) to annually prepare a plan for potential improvements along the State Route 91 (SR-91) corridor between State Route 57 (SR-57) in Orange County and Interstate 15 (I-15) in Riverside County. The Draft 2024 SR-91 Implementation Plan (2024 Plan) serves as a snapshot of current and planned activities within the SR-91 corridor. The 2024 Plan describes transportation benefits, anticipated costs, and schedules for projects and concepts through the post-2035 timeframe. The intent of the 2024 Plan is to provide a compilation of information on potential improvements along the SR-91 corridor. This 2024 Plan was prepared in consultation with the California Department of Transportation (Caltrans), the Transportation Corridor Agencies (TCA), and the cities of Anaheim, Corona, Orange, and Yorba Linda.

Discussion

Since 2003, considerable progress has been made in improving the SR-91 corridor. Over \$2 billion has been invested in the completion of 13 projects, including the addition of 76.6 lane miles throughout the SR-91 corridor as well as Metrolink station and associated service improvements. The improvements have helped the corridor keep up with population and employment growth and the related inter-county travel between Orange and Riverside counties to improve regional mobility. Completed projects from previous Plans and noted in this year's draft 2024 Plan include:

- Green River Road Overcrossing Improvement Project;
- North Main Street Corona Metrolink Parking Structure Project;
- Eastbound lane addition from State Route 241 (SR-241) to State Route 71 (SR-71);
- Lane addition in both directions between State Route 55 (SR-55) and SR-241;
- Westbound lane at Tustin Avenue;
- Metrolink service improvements;
- SR-91 Corridor Improvement Project initial phase;
- Express Bus Service;
- La Sierra Metrolink parking improvements;
- SR-91 Corridor Operations Project;
- Anaheim Canyon Metrolink Station improvements;
- 15/91 Express Lanes Connector; and
- Eastbound 91 Express Lane Extension.

OCTA and RCTC have adopted similar goals for the 91 Express Lanes to continue to maintain safe, reliable, and predictable travel times for motorists traversing between the two counties. These goals include:

- Optimizing vehicle throughput at free-flow speeds and increasing average vehicle occupancy;
- Balancing capacity and demand to serve customers who pay tolls, as well as carpoolers (3+) who are offered discounted tolls;
- Generating sufficient revenue to sustain the financial viability of the 91 Express Lanes;
- Paying debt service and maintaining debt service coverage; and
- Reinvesting net revenues on the SR-91 corridor to improve regional mobility, when appropriate.

Information for projects in the 2024 Plan is updated annually to ensure that the planning and implementation of each project is coordinated and timed to provide maximum benefits to the SR-91 corridor and minimize construction impacts to commuters and the surrounding communities.

Project Coordination

In October 2019, a consensus was reached to sequence a set of upcoming projects to improve the SR-91 corridor. OCTA, RCTC, TCA, Caltrans Districts 8 and 12, as well as Caltrans Headquarters, agreed to a project coordination process to enable the streamlining of the SR-241/SR-91 Tolloed Express Connector Project, while minimizing impacts to the SR-91 corridor. The agencies reached consensus on the following program of projects:

1. 15/91 Express Lanes Connector (completed)
2. SR-91 Corridor Operations Project (completed)
3. SR-71/SR-91 Interchange Improvements (in construction)
4. SR-241/SR-91 Tolloed Express Connector* (in final design)

*Note: SR-241/SR-91 Tolloed Express Connector is not dependent upon completion of SR-71/SR-91 interchange improvements.

The 2024 Plan (Attachment A) includes various updates to project status, costs, and schedules. Projects included in the 2024 Plan are organized as follows: Orange County projects, Riverside County projects, and bi-county projects as shown below.

- Orange County projects include three improvements:
 - SR-91 improvements between SR-57 and SR-55;
 - Placentia Metrolink Rail Station; and
 - Metrolink improvements.
- Riverside County projects include four improvements:
 - Santa Ana River Trail;
 - SR-71/SR-91 interchange improvements; and
 - Improvements east of I-15.
- Bi-county projects which benefit both Orange and Riverside counties include three projects:
 - SR-241/SR-91 Tolloed Express Connector;
 - 91 Eastbound Corridor Operations Project (SR-241 to SR-71); and
 - 91 Westbound Improvements (SR-241 to SR-71).

As part of the preparation of the 2024 Plan, a traffic analysis was conducted to quantify travel times for westbound (WB) morning and eastbound (EB) afternoon conditions for all projects scheduled to be completed by 2030 and 2045. Traffic conditions along the SR-91 corridor stabilized for the most part throughout 2022, which is the base year for the existing conditions. The WB morning traffic analysis results indicate that for the year 2030 forecasts, travel times are anticipated to increase in Riverside County (by about six minutes), and no change is anticipated in Orange County. For 2045 forecasts, WB travel times decrease in Riverside County by about 21 minutes but increase in Orange County by about 16 minutes.

The EB afternoon traffic analysis indicates that for the year 2030 forecasts, travel times in Riverside County are anticipated to increase (by about four minutes) but decrease in Orange County (by about 33 minutes). EB travel times in Riverside County for 2045 decrease (by about 14 minutes) and increase in Orange County (by about 28 minutes). OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout 2024. Traffic benefits from the recently completed projects in Riverside County (15/91 Express Lanes Connector and Eastbound 91 Express Lane Extension) will be realized in subsequent traffic analyses.

Generally, the increases in travel times are attributed to growth in population and employment opportunities as well limitations at some end points to handle growth in travel demand. The improvements in travel times are due to the benefits of various projects in response to implementation of local general plans, hence the need to continue bi-county transportation planning and coordination along the primary direct route between Orange and Riverside counties.

Conceptual Projects

The improvements included in Appendix A of the 2024 Plan are conceptual in nature and implementation would require additional planning, design, and funding. The 2024 Plan includes two new conceptual projects: the Green River Road Bike Lane Gap Closure and the North Main Transit Connector. These conceptual projects will support local and regional connectivity and provide travel choice benefits to the corridor.

Summary

OCTA and RCTC have completed updating the Plan for 2024 required by SB 1316. Consistent with the annual updates, it is important to ensure that projects continue to be coordinated in such a way that they provide maximum benefits to the SR-91 corridor. This would be achieved through implementing projects that optimize the operations of the corridor and the 91 Express Lanes. The 2024 Plan serves as a compilation of future potential projects and project level decisions will be made when individual projects are being considered for implementation. On June 27, 2024, the State Route 91 Advisory Committee received and filed the 2024 Plan as an information item.

Attachment

- A. Draft State Route 91 Implementation Plan 2024

Prepared By:



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Approved By:



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



STATE ROUTE 91

IMPLEMENTATION PLAN

2024

DRAFT

Prepared By:

 **MARK
THOMAS**



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Every year since 2003, OCTA, RCTC, and stakeholders have worked collaboratively to review a program of projects along the SR-91 corridor.

B E N E F I T S

- Provides seamless connectivity between Orange and Riverside Counties
- Increases travel options
- Optimizes vehicle throughput
- Reinvests net 91 Express Lanes revenues on the SR-91 corridor to improve regional mobility
- Investments to date: \$2.2 billion

COMPLETED EFFORTS

REGION	PROJECT	COST (MILLIONS)	COMPLETION
Orange County	Eastbound Lane Addition (SR-241 to SR-71)	\$52.1	2010
	Fifth Lane Addition (SR-55 to SR-241)	\$85.2	2013
	Westbound Lane at Tustin Avenue	\$43.3	2016
	Anaheim Canyon Metrolink Station Improvements	\$34.2	2023
Riverside County	Green River Road Overcrossing	\$24.3	2009
	North Main Street Corona Metrolink Parking Structure	\$25	2009
	91 Corridor Improvement Project (Initial Phase)	\$1,407	2017
	La Sierra Metrolink Parking Improvements	\$6.3	2019
	15/91 Express Lanes Connector	\$270	2023
	Eastbound 91 Express Lane Extension	\$10	2023
Bi-County	Metrolink Service Improvements	\$249	2016
	Express Bus Service	\$6	2019
	SR-91 Corridor Operations Project	\$38	2022

State Route 91 Implementation Plan 2024



ANTICIPATED PROJECTS	REGION	PROJECT	COST (MILLIONS)	CURRENT PHASE	
	Orange County	SR-91 Improvements (SR-57 to SR-55)		\$460	Final Design
		Placentia Metrolink Rail Station		\$34.8	Planning
		Metrolink Improvements		TBD	Planning
	Riverside County	Santa Ana River Trail		\$36.5+	Planning
		SR-71/SR-91 Interchange Improvements		\$137	Construction
		Improvements East of I-15		TBD	Preliminary Engineering
	Bi-County	SR-241/SR-91 Tolloed Express Connector		\$423	Final Design
		91 Eastbound Corridor Operations Project (SR-241 to SR-71)		\$150	Environmental Revalidation
91 Westbound Improvements (SR-241 to SR-71)		TBD	Preliminary Engineering		

CONCEPTS	LOCATION	COST (MILLIONS)
	Green River Road Bike Lane Gap Closure	TBD
	North Main Transit Connector	\$125
	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
	WB SR-91 to SB SR-55 Connector Improvements	\$75-\$150
	EB SR-91 Fifth Lane Addition at SR-241	\$31
	Fairmont Boulevard Improvements	\$76.8



Introduction

Previous law authorized the California Department of Transportation (Caltrans) to enter into franchise agreements with private companies to construct and operate four demonstration toll road projects in California. This resulted in the development of the 91 Express Lanes facility in Orange County. The four-lane, 10-mile toll road runs along the median of State Route 91 (SR-91) in northeast Orange County between the Orange/Riverside County line and State Route 55 (SR-55). Since the 91 Express Lanes carried its first vehicle on December 27, 1995, the facility has saved users tens of millions of hours of commuting time.

While the 91 Express Lanes facility has improved travel time along the SR-91 corridor, provisions in the franchise agreement between Caltrans and the private franchisee, the California Private Transportation Company (CPTC), prohibited Caltrans and county transportation agencies from adding transportation capacity or operational improvements to the SR-91 corridor through the year 2030 from Interstate 15 (I-15) in Riverside County to the Orange/Los Angeles Counties border. Consequently, the public agencies were barred from adding new lanes, improving interchanges, and adding other improvements to decrease congestion on the SR-91 freeway.

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010

(Lou Correa) (AB 1010) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise and eliminate the non-compete clause that prohibited capacity-enhancing improvements from being implemented on SR-91. The purchase agreement for the 91 Express Lanes was completed on January 3, 2003, placing the road in public hands at a cost of \$207.5 million. With the elimination of the non-compete provision through AB 1010 and the subsequent 91 Express Lanes purchase by OCTA, Orange County and Riverside County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.

Introduction (continued)

Senate Bill 1316 (Lou Correa) (SB 1316) was signed into law in September 2008 as an update to the provisions of AB 1010. SB 1316 authorizes OCTA to transfer its rights and interests in the Riverside County portion of SR-91 toll lanes by assigning them to the Riverside County Transportation Commission (RCTC) and authorizes RCTC to operate tolls for 50 years. In 2017, RCTC opened the extension of the 91 Express Lanes to traffic into Riverside County with completion of the initial phase of the SR-91 Corridor Improvement Project (see Appendix B). SB 1316 requires OCTA and RCTC, in consultation with Caltrans, to issue an annual SR-91 Implementation Plan (Plan) for SR-91 improvements between State Route 57 (SR-57) and I-15. The Plans prior to adoption of SB 1316 included a westerly project limit of SR-55. The Plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

The 2024 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2023 Plan. The projects included in the Plan have been infused with various sources of local, state, and federal funding. The Plan includes overviews, status summaries, and proposed costs and schedules for projects to improve mobility on SR-91. Also included are conceptual lane diagrams (as appropriate), and discussions of key considerations that need to be addressed in the planning and development of each project. This Plan provides OCTA, RCTC, and Caltrans with a framework to implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.

91 EXPRESS LANES TOLL POLICY GOALS

With the completion of the State Route 91 Corridor Improvement Project's initial phase in spring 2017, there are approximately 18 miles of Express Lanes between Orange and Riverside counties. OCTA and RCTC have adopted goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for express lane users traversing seamlessly between the two counties. The goals listed here take into consideration the 91 Express Lanes as well as the SR-91 corridor at large.

These guiding principles include:

- Optimizing vehicle throughput at free flow speeds;
- Increasing average vehicle occupancy;
- Balancing capacity and demand to serve customers who pay tolls as well as carpoolers (3+) who are offered discounted tolls;
- Paying debt service and maintaining debt service coverage;
- Generating sufficient revenue to sustain the financial viability of the 91 express lanes; and
- When appropriate, reinvesting net revenues on the SR-91 corridor to improve regional mobility.

Project Accomplishments



Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2024 Plan includes select completed project exhibits as a historical reference, which can be found in Appendix B.

Completed Construction/ Improvement Projects

- Repaved and sealed pavement surfaces, restriped, and replaced raised channelizers on the 91 Express Lanes.
- On EB SR-91 the roadway was restriped, and the median barrier was reconstructed. This project removed the CHP enforcement area and extended the EB auxiliary lane from SR-71 to the Serfas Club Drive off-ramp.
- The WB auxiliary lane was extended between the County line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County line to SR-241 in the westbound direction. This improvement minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.
- On WB SR-91 the roadway was restriped to extend the auxiliary lane between SR-71 and the County line. This resulted in a new continuous lane between SR-71 and SR-241.
- Safety Improvements were constructed at the Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the EB facilities.
- Green River Road Overcrossing Replacement
- Metrolink Parking Structure at the North Main Street Corona Metrolink Station
- EB SR-91 lane addition from SR-241 to SR-71
- Additional SR-91 WB and EB travel lane between SR-55 and SR-241
- SR-91 WB bypass lane to Tustin Avenue at SR-55
- Metrolink Service Improvements
- Initial SR-91 Corridor Improvement Project (CIP)
- La Sierra Metrolink Parking Improvements
- Express Bus Service
- 91 Corridor Operations Project
- Anaheim Canyon Metrolink Station Improvements
- 15/91 Express Lanes Connector
- Eastbound 91 Express Lane Extension

These projects provide enhanced freeway capacity and/or improved mobility for one of the most congested segments of SR-91.

The completed EB SR-91 lane addition project from SR-241 to SR-71 (see Appendix B) has improved highway operations. This project reduced travel time by approximately 20 minutes during its opening year.

The Initial CIP project has provided significant benefits to drivers on SR-91. This \$1.4 billion investment project included widening SR-91 by one GP lane in each direction east of SR-71, adding collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extending the 91 Express Lanes to I-15, and providing system/local interchange improvements. The new lanes and other improvements provide time savings, offer choice and reliability, boost safety, enhance access and job creation, promote ridesharing, reduce pollution, and aid the movement of goods along the region's roadways.

The WB SR-91 Widening Project completed construction in 2016 from State College Blvd to Interstate 5 (I-5). This project added one WB general purpose lane and removed the dedicated exit lane to State College Blvd from the SB SR-57 to WB SR-91 Connector that contributed to operational issues due to the short weaving distance. While this project falls just to the west of the limits for the Plan study area, it will have an influence on operations within the Plan area.

A \$2.8 billion U.S. Army Corps of Engineers (USACE) project called the Santa Ana River Mainstem project is ongoing and will provide flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. The project includes many features that have already been completed, including improvements to Seven Oaks Dam, 30 miles of levees, and modifications to original project features including raising the Prado Dam embankment and installation of new, larger capacity outlet works. In 2021, the Corps and Orange County Flood Control District amended a cooperative agreement which would allow the Corps to use federal funds under the Bipartisan Budget Act to complete select features of the project.

Due to the adjacency of SR-91 to the Santa Ana River, project teams have coordinated with the USACE, Orange County Flood Control District, Caltrans, and other federal, regional, and local agencies to coordinate and accommodate planned SR-91 improvements.

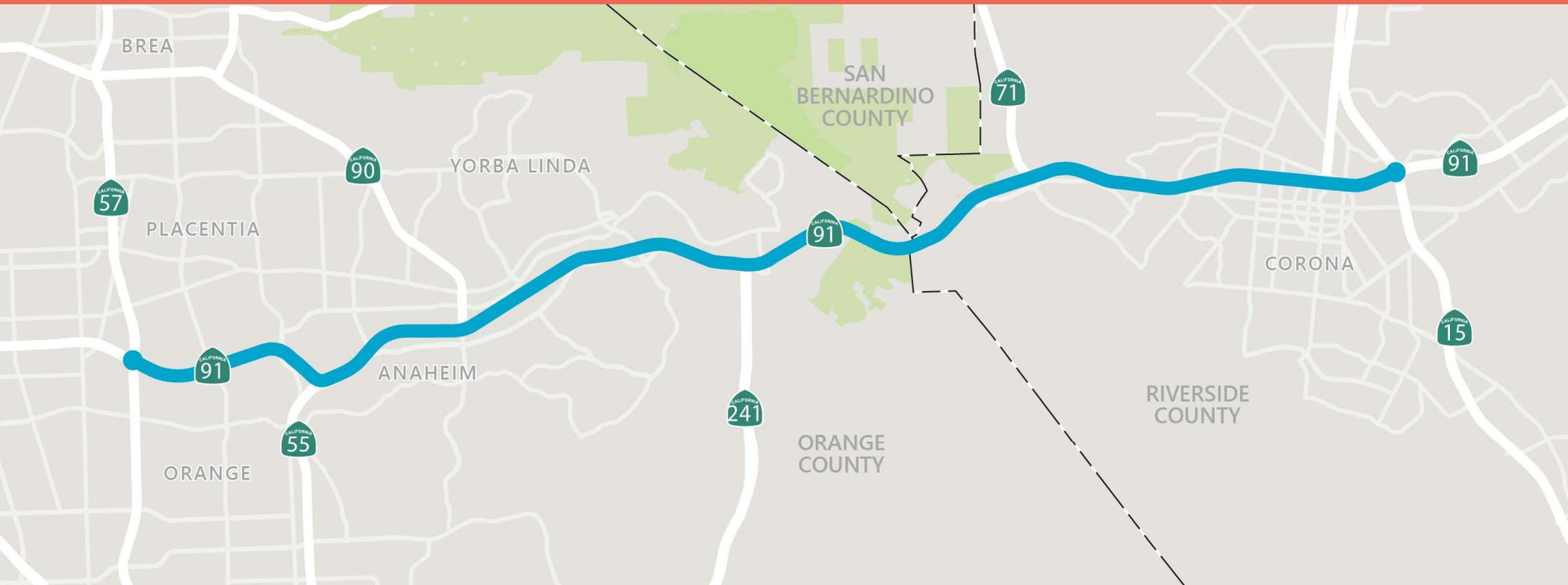
Completed Designs and Reports



There are various project development phase documents (Feasibility Reports, Studies, PSR, PA/ED, or PS&E) that are completed, or are in draft form and anticipated to be approved that identify mobility improvements. These documents include:

- MIS – Final Project Report: Locally Preferred Strategy Report (January 2006)
- Renewed Measure M Transportation Investment Plan (November 2006)
- RCTC 10-Year Western County Highway Delivery Plan (December 2006)
- SR-91/Fairmont Boulevard Feasibility Study (December 2009)
- Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report (August 2010)
- Renewed Measure M Capital Action Plan (April 2011)
- Project Report & Environmental Document for 91 Corridor Improvement Project (October 2012)
- SR-71/SR-91 Interchange Environmental Phase (2011) and Final Design (2015)
- Project Report & Environmental Document for SR-241/SR-91 Tolled Express Connector (April 2020)
- Project Report & Environmental Document for SR-91 Improvements Between SR-57 and SR-55 (July 2020)
- Environmental Documents for Santa Ana River Trail Phase 4 and Phase 6 (2021)
- Final Alternative Analysis Report for SR-91 Eastbound Corridor Operations Project from SR-241 to SR-71 (April 2022)
- 2023 Next 10 Delivery Plan (October 2023)

Project Limits



The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long and includes 12.7 miles within Orange County and 7.6 miles within Riverside County.

Existing Traffic Conditions Summary

For the 2024 Plan, existing traffic patterns along the SR-91 study corridor were evaluated to understand the changes between 2022 and 2023 due to factors that influence the users. These factors may include remote work policies implemented by employers, variations of school schedules, increase in non-work-related trips, and construction activities along SR-91 from the 15/91 Express Lanes Connector and SR-71/SR-91 Interchange Improvements projects.

Weekday traffic volumes on both general-purpose lanes and express lanes were obtained from the Caltrans Performance Measurement System (PeMS) database, collected traffic counts at on- and off-ramps, and weekday travel speed data collected from Inrix. All above data was obtained during the month of October 2023 for comparison purposes.

Analysis of the 2023 traffic data showed slight variations in travel patterns compared to the 2022 data. The similar traffic demand translated to the similarity in traffic congestion patterns for the SR-91 corridor between 2022 and 2023, showing the same bottleneck locations with a slightly different congestion period as a result of construction activities.

Considering that traffic patterns on the SR-91 corridor are generally consistent between 2022 and 2023 along with some temporary variation of traffic patterns due to the on-going construction activities, the existing conditions for the 2024 Plan will utilize the 2022 existing traffic analysis from the 2023 Plan. Traffic conditions will continue to

be monitored to assess when to update the existing traffic analysis for upcoming Implementation Plans.

The existing traffic analysis from the 2023 Plan was developed using traffic data collected in 2022. Morning (6 a.m. to 10 a.m.) and afternoon (3 p.m. to 7 p.m.) peak period traffic volumes were collected from multiple data sources. The SR-91 mainline and High Occupancy Vehicle (HOV) volumes were obtained from the Caltrans Performance Measurement System (PeMS). The SR-91 Express Lane volumes were provided by OCTA and RCTC. The SR-91 on- and off-ramp volumes were collected from the field. In addition, the travel time and speed data were collected from the field and supplemented with INRIX speed data. All existing traffic data represent typical weekday traffic patterns along the SR-91 corridor in the month of October 2022.

Existing Traffic Conditions Summary

During the weekdays, westbound SR-91 experiences heavier traffic conditions during the morning commute for travelers leaving Riverside County to employment areas in Orange and Los Angeles Counties. The corridor is generally most congested between the peak period of 6 a.m. to 9 a.m. in the westbound direction and the peak period of 3 p.m. to 7 p.m. in the eastbound direction. Due to the high demand, congestion in the corridor occurs before and after the peak periods. The eastbound afternoon conditions tend to be exacerbated by the lack of receiving capacity in the Riverside County portion of the SR-91 corridor. Accordingly, RCTC is working closely with Caltrans District 8 to sponsor improvements that will provide congestion relief for the eastbound afternoon condition. Some of these improvements include the recently completed 15/91 Express Lanes Connector, the SR-71/SR-91 Interchange, and Improvements East of I-15.

The following is a summary of the deficiencies identified along the SR-91 corridor:

- Heavy traffic volumes to/from I-15 converge with the SR-91 and increase delay during the morning and evening peak hours.
- SR-71 traffic demand as well as physical and operational constraints for the EB SR-91 to NB SR-71 connector contribute to mainline and EB SR-91 corridor delays.
- Completion of the westbound 91 Corridor Operations Project improves the traffic operations in the westbound direction. However, traffic entering the WB SR-91 from the Green River Road and SR-71 on-ramps still contributes to mainline congestion during the morning peak period.
- High traffic volumes entering the freeway from Gypsum Canyon Road, Santa Ana Canyon Road, Green River Road, Weir Canyon Road, Imperial Highway and Lakeview Avenue contribute to congestion on the SR-91 mainline.
- One of the two lanes from the Eastern Transportation Corridor (State Route 241) connector is dropped at the merge to EB SR-91 causing additional congestion on the EB SR-91 general purpose lanes.
- At the NB SR-55 interchange with EB SR-91, a lane on SR-91 is dropped (as a dedicated exit) at Lakeview Avenue and a second lane is dropped (as a dedicated exit) at Imperial Highway creating a weave condition.
- WB SR-91 drops two GP lanes and a 91 Express Lane to SB SR-55, contributing to mainline congestion. This drop also occurs on the left-hand side of SR-91, creating a weaving condition.
- WB traffic entering SR-91 at Lakeview Avenue traveling to SB SR-55 contributes to mainline congestion by weaving across three lanes on SR-91.
- A lane drop on EB SR-91 at SB SR-241 creates a chokepoint.

Logical Project Sequencing

As noted, the SR-91 Corridor in Riverside County, in the EB direction, lacks the receiving capacity during the afternoon peak period which creates a bottleneck condition. Due to the high levels of congestion experienced on this segment of the corridor, there is sensitivity to any changes that may affect traffic operations. Without first addressing the congestion in Riverside County, any performance or capacity enhancing projects upstream would further exacerbate congested conditions causing additional delays and queueing. Therefore, projects that have the potential to impact demand and/or provide additional capacity in the EB direction should be considered in a logical sequence to ensure that there is sufficient receiving capacity in Riverside County.

In October 2019, a consensus was reached between OCTA, RCTC, Caltrans, and the TCA that would set the stage for a series of projects to be implemented in sequential order to improve the SR-91 corridor. OCTA, RCTC, TCA, and Caltrans, Districts 8 and 12, as well as Caltrans Headquarters directors, worked through five major issues. This framework will enable the streamlining of the implementation of the SR-241/SR-91 Tolloed Express Connector project while minimizing impacts to the 91 corridor. The subject matter of the multi-agency consensus is outlined to the right:

1. Setting priorities for SR-91 corridor projects to reduce construction-related impacts;
2. Allowing completion of the environmental approval process and updating related programming documents;
3. Clarifying lead agencies for final design, construction, and maintenance;
4. Identifying the principal funding agency for final design, construction, and maintenance; and
5. Designating lead agencies for retaining toll revenue and toll setting/operational control.

Based on the above framework, the agencies reached consensus on a 91 Corridor program of projects and sequencing as outlined below:

- 15/91 Express Lanes Connector (completed)
- SR-91 Corridor Operations Project (completed)
- SR-71/SR-91 Interchange Improvements
- SR-241/SR-91 Tolloed Express Connector*

*Note: SR-241/SR-91 Tolloed Express Connector is not dependent upon completion of SR-71/SR-91 Interchange Improvements

Project Summary

The projects in this Plan are presented in the following groups: Orange County Projects, Riverside County Projects and Bi-County Projects. The stage of development for each project, such as planning, final design, construction, or procurement and implementation, varies as noted in the project summaries. Table 1 summarizes the various planned projects, concept projects, and completed projects. For details on each project refer to Section 2 for planned projects, Appendix A for concepts, and Appendix B for selected completed projects.

- The Orange County projects have a total cost of approximately \$495 million. The projects include the SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.
- The Riverside County projects have a total cost of over \$173 million. The improvements include: the Santa Ana River Trail, SR-71/SR-91 Interchange Improvements, and SR-91 improvements east of I-15.
- The Bi-County projects benefit both Orange and Riverside Counties. The total cost for the Bi-County projects exceeds \$573 million. The improvements include: the SR-241/SR-91 Tolled Express Connector, 91 Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71).

Table 1 – SR-91 Implementation Plan Projects

Project	Cost (Millions)
Orange County Projects	
SR-91 Improvements between SR-57 and SR-55	\$460
Placentia Metrolink Rail Station	\$34.8
Metrolink Improvements	TBD
SUBTOTAL	\$495+
Riverside County Projects	
Santa Ana River Trail	\$36.5+
SR-71/SR-91 Interchange Improvements	\$137
Improvements East of I-15	TBD
SUBTOTAL	\$173.5+
Bi-County Projects	
SR-241/SR-91 Tolled Express Connector	\$423
91 Eastbound Corridor Operations Project (SR-241 to SR-71)	\$150
91 Westbound Improvements (SR-241 to SR-71)	TBD
SUBTOTAL	\$573+

Project Summary

Table 1 – SR-91 Implementation Plan Projects (continued)	
Concept Projects	Cost (Millions)
Green River Road Bike Lane Gap Closure	TBD
North Main Transit Connector	\$175
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
Westbound SR-91 to Southbound SR-55 Improvements	\$75 – 150
Eastbound SR-91 Fifth Lane Addition at SR-241	\$31
Fairmont Boulevard Improvements	\$76.8
SUBTOTAL	\$3,077.8 - \$3,152.8
Completed Project Summary Since 2006 (Completion Year)	Cost (Millions)
Green River Road Overcrossing Replacement (2009)	\$24.3
North Main Street Corona Metrolink Station Parking Structure (2009)	\$25
Eastbound Lane Addition from SR-241 to SR-71 (2010)	\$51.2
Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction (2013)	\$85.2
SR-91 WB Lane at Tustin Avenue (2016)	\$43.2
Metrolink Service Improvements (2016)	\$249
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	\$1,407
Express Bus Service (2019)	\$6
La Sierra Metrolink Parking Improvements (2019)	\$6.3
SR-91 Corridor Operations Project (2022)	\$38
Anaheim Canyon Metrolink Station Improvements (2023)	\$34.2
15/91 Express Lanes Connector (2023)	\$270
Eastbound 91 Express Lane Extension (2023)	\$10
SUBTOTAL	\$2,249.4

Traffic Analysis

For the 2024 Plan, the traffic analysis for major SR-91 projects used the TransModeler model calibrated and validated to reflect existing traffic patterns of 2022 as described in the prior section. This traffic simulation model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models.

This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway merging area can cause many vehicles to slow, cascading delay through the traffic stream, and rapidly decreasing both speed and volume for major segments of the freeway. The metrics reported in the Plan include travel time from the beginning to the end of the study corridor and vehicle hours of delay experienced on the study corridor, which both focus on operations for vehicles on SR-91.

A third metric includes vehicles served by the system in the study corridor and takes into consideration vehicles on ramps and freeways that feed into or are fed by SR-91 in the study area. In addition to the existing year 2022 analysis, two future years of 2030 and 2045 were analyzed and include the SR-91 projects that are scheduled to be completed by the respective year. The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major improvements projects:

Year 2030

- SR-91 Improvements between SR-57 and SR-55
- 15/91 Express Lanes Connector
- SR-71/SR-91 Interchange Improvements
- SR-241/SR-91 Tolled Express Connector
- SR-91 Eastbound Corridor Operations Project

Year 2045

- Projects completed in 2030
- SR-91 Improvements East of I-15
- SR-91 Westbound Corridor Operations Project (remaining)
- Fairmont Boulevard Improvements

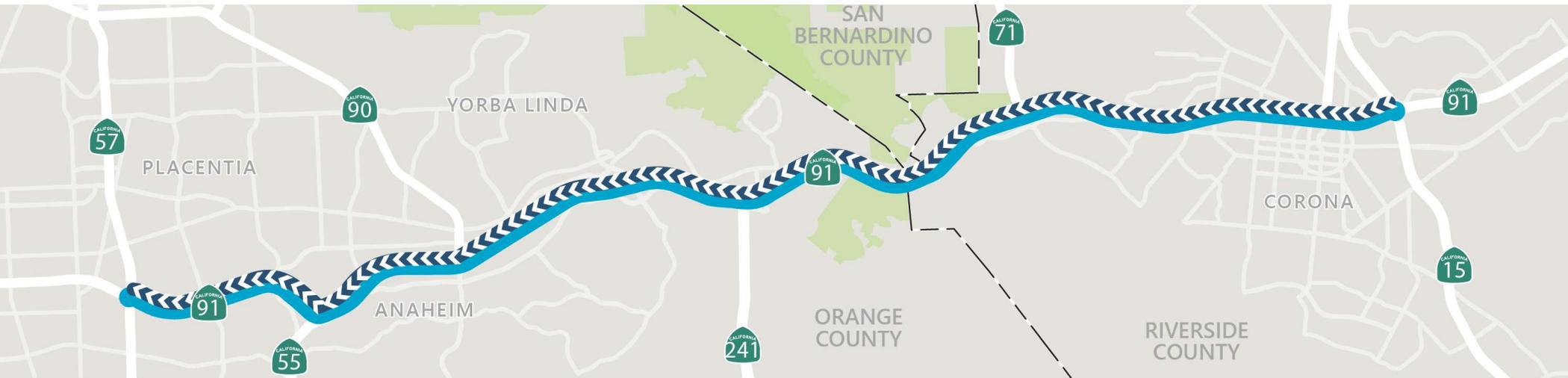
Westbound Analysis

The WB morning traffic analysis results indicate that for the year 2030 forecasts, peak hour travel times are anticipated to exacerbate in Riverside County (by about 6 minutes) and maintain the same in Orange County. In addition to increasing travel time, overall vehicle hours of delay in the corridor will increase (by about 29 percent), while the entire system is able to serve more vehicles (by about 4 percent). Bottlenecks are anticipated at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area, which will continue a long queue on WB SR-91 extending to the I-15/SR-91 interchange. The bottleneck at the SR-55 interchange will be relieved.

For the year 2045 forecasts, travel times are anticipated to decrease (by about 21 minutes) in Riverside County as implementation of the SR-91 Westbound Corridor Operations Project would improve operations. With more vehicles able to travel downstream, travel times in Orange County would increase (by about 16 minutes) when compared to 2030. Overall vehicle hours of delay will decrease (by about 10 percent) in the corridor,

and the number of vehicles the system is serving will also increase (by about 12 percent). There is a bottleneck at SR-71 due to a large increase of vehicles going to and from SR-71. Also, with more vehicles able to travel downstream, another bottleneck occurs at the Tustin Avenue and SR-55 area. Travel time in Orange County shows an increase in 2045 due to the growth in traffic, projects relieving congestion upstream allowing more vehicles to travel downstream, and no additional capacity enhancing projects in Orange County. OCTA and RCTC are exploring multi-modal opportunities on, or adjacent to, the SR-91 corridor that could provide additional congestion relief.

Express Lanes in the westbound direction operate satisfactorily in 2030 and will experience a slowdown in 2045 in Riverside County where the 3-lane section merges back to two lanes. RCTC is planning to implement dynamic pricing for the SR-91 corridor in the near future, which will help to maintain satisfactory operation of the Express Lanes



Westbound Analysis

Figures 1-1 and 1-2 below summarize the westbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-1 – Westbound SR-91 from I-15 to SR-57 A.M. Peak Period Corridor Vehicle Hours of Delay

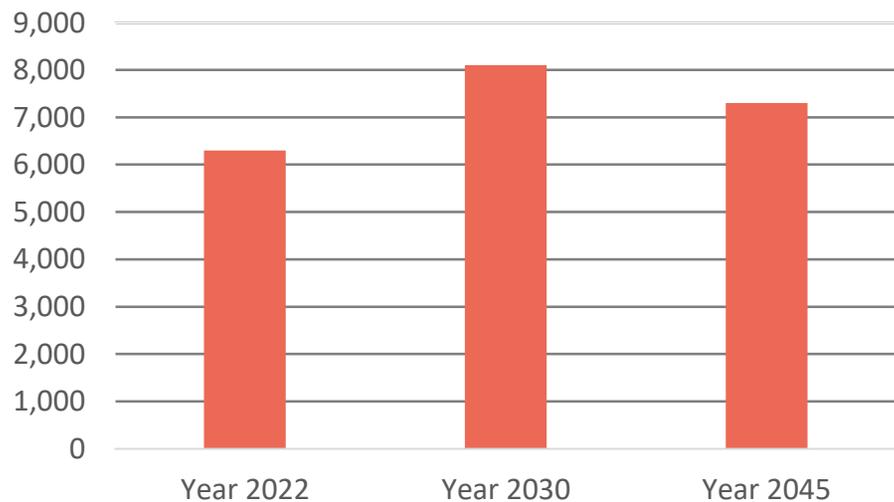
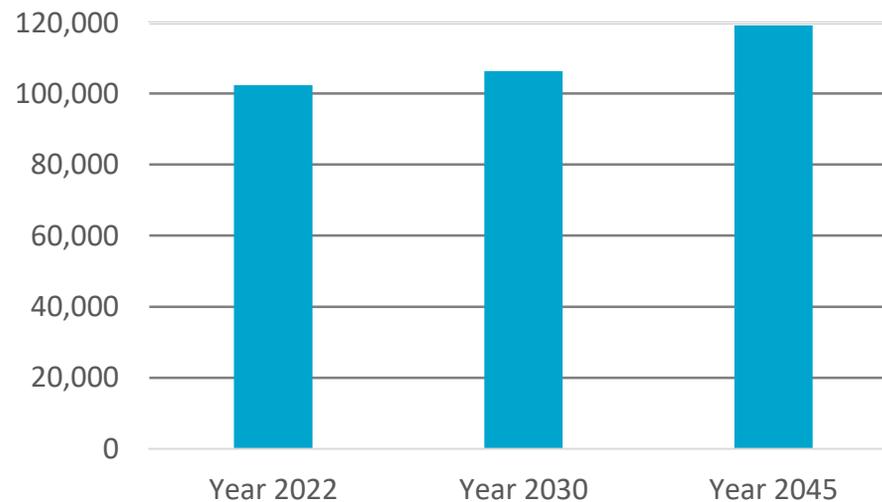


Figure 1-2 – Westbound SR-91 from I-15 to SR-57 A.M. Peak Period Systemwide Served Vehicles

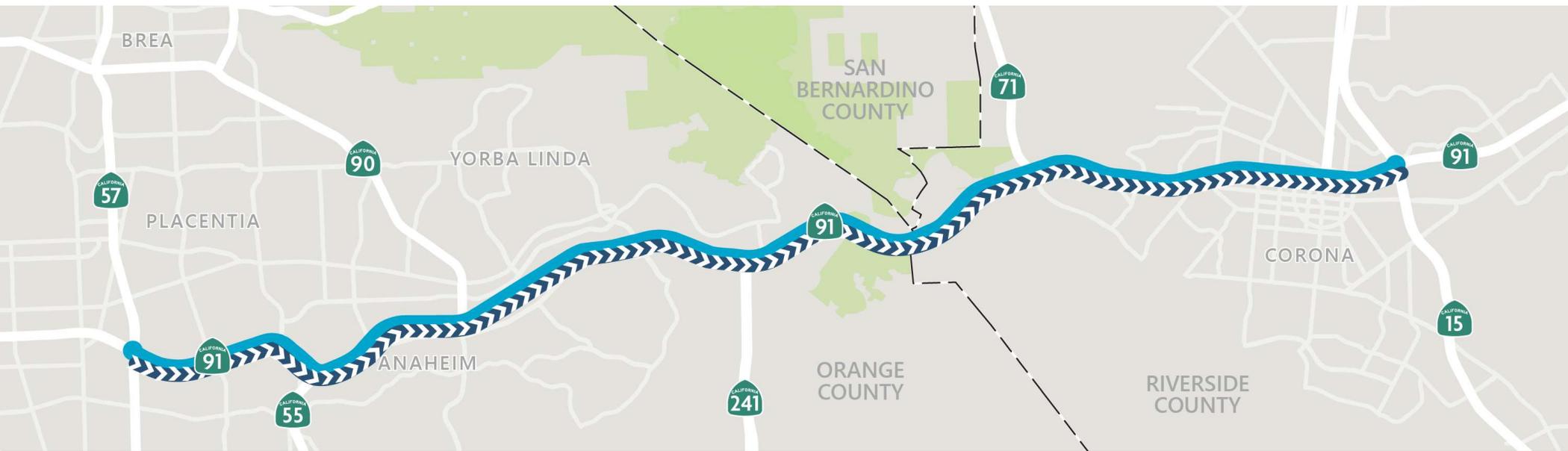


Eastbound Analysis

The EB afternoon traffic analysis indicates that for the year 2030 forecasts, peak hour travel times are anticipated to increase (by about 4 minutes) in Riverside County and decrease (by about 33 minutes) in Orange County. With the decrease of total travel time (by about 29 minutes) required to travel through the corridor, the vehicle hours of delay will also decrease (by about 38 percent) and the number of vehicles served by the system will increase (by about 3 percent). With the inclusion of the EB Corridor Operations Project, the congestion at the county line will be reduced. The improved conditions at the county line increases the amount of vehicles able to travel downstream and increases the bottleneck near the Main Street and I-15 area in Riverside County. Improvement projects near I-15 in the future should help to alleviate congestion in those areas.

For the year 2045 forecasts, travel times are anticipated to decrease (by about 14 minutes) in Riverside County and increase in Orange County (by about 28 minutes) when compared to 2030. Overall vehicle hours of delay will increase (by about 54 percent) and the number of vehicles the system is serving will be greater (by about 3 percent). The main bottleneck will occur at the county line as existing conditions.

Express Lanes in the eastbound direction operate satisfactorily in all the analysis years.



Eastbound Analysis

Figures 1-3 and 1-4 below summarize the eastbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-3 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Corridor Vehicle Hours of Delay

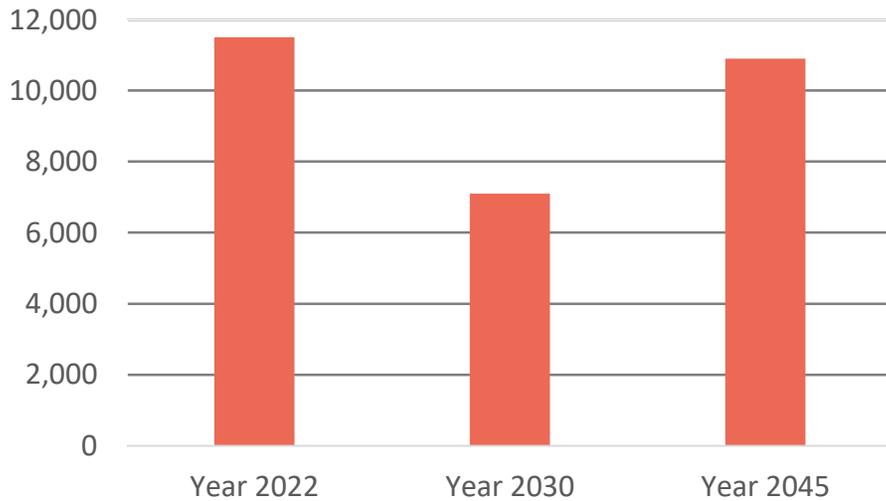
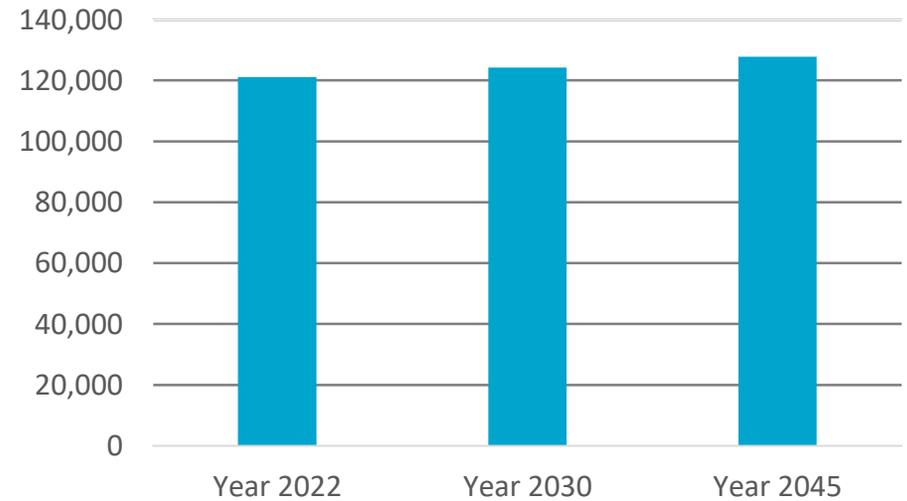


Figure 1-4 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Systemwide Served Vehicles



OVERVIEW

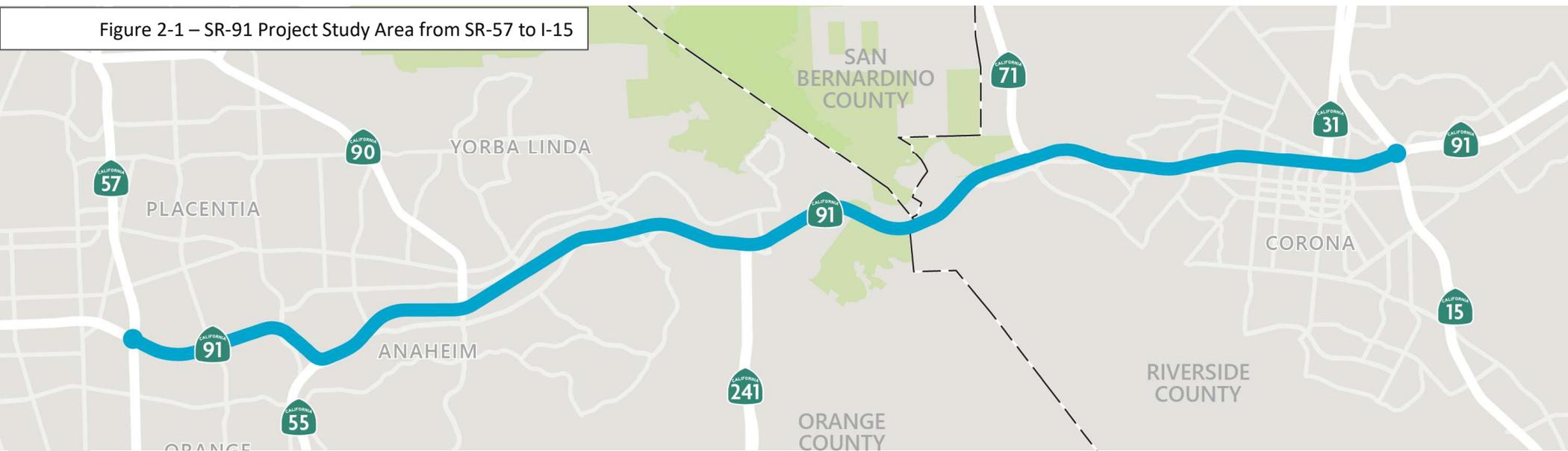
The 2024 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2024 dollars, or as noted) for major projects and concepts. The projects are grouped as follows: Orange County Projects, Riverside County Projects, and Bi-County Projects.

The intent of the Implementation Plan is to present a list of projects and studies along the SR-91 corridor and highlight coordination between OCTA, RCTC, and Caltrans to improve the corridor.

As part of the project development process, detailed operational analysis will need to be conducted to evaluate operational issues associated with each project. The project development phases are discussed in the status updates and are defined as follows:

- Conceptual Engineering = Pre-Project Study Report (Pre-PSR) – Conceptual planning and engineering for project scoping and feasibility prior to initiating the PSR phase.
- Preliminary Engineering = Project Study Report (PSR) – Conceptual planning and engineering phase that allows for programming of funds.
- Environmental = Project Approval/Environmental Document (PA/ED) – The detailed concept design that provides environmental clearance for the project and programs for final design and right of way acquisition. The duration for this phase is typically 2 to 3 years.
- Design = Plans, Specifications, and Estimates (PS&E) – Provide detailed design to contractors for construction bidding and implementation.
- Construction = The project has completed construction and will provide congestion relief to motorists.

Figure 2-1 – SR-91 Project Study Area from SR-57 to I-15





Orange County Projects

The Orange County set of projects includes three improvements at a total cost of approximately \$495 million (in 2024 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.

Orange County Project Summary	Cost (Millions)
SR-91 Improvements between SR-57 and SR-55	\$460
Placentia Metrolink Rail Station	\$34.8
Metrolink Improvements	TBD
SUBTOTAL	\$494.8+

Project Description



The project proposes to add EB capacity between SR-55 and SR-57, improve the SR-91/SR-57 and SR-91/SR-55 interchanges and local interchanges. In the SR-91/SR-57 interchange area, improvements identified in Project Approval/Environmental Document (PA/ED) phase include extending an additional lane on WB SR-91 from the NB SR-57 to WB SR-91 connector through State College Boulevard and terminating at the auxiliary lane to Raymond Avenue-East Street. At the SR-91/SR-55 interchange area, a drop on-ramp from Lakeview Avenue would be constructed between realigned WB SR-91 lanes for direct access to SB SR-55, allowing for the exit to SB SR-55 to be moved further east, separating WB SR-91 and SB SR-55 traffic west of the Lakeview Avenue bridge. The 91 Express Lanes will not be impacted by the project. In order to accommodate the improvements, the Lakeview, Tustin, Kraemer/Glassell, and La Palma bridges are proposed to be replaced. The improvements have been developed in cooperation with local jurisdictions and affected communities.

Key Considerations



The proposed project improvements on WB and EB SR-91 may require partial right-of-way acquisition and Temporary Construction Easements (TCEs). In some areas, a non-standard geometric cross-section is proposed to reduce the right-of-way impacts.

Benefits



The proposed project improvements on WB and EB SR-91 between SR-57 and SR-55 include, among other features, adding one EB general purpose lane to achieve lane balancing and interchange improvements. Project improvements will reduce congestion and delay and reduce weaving.

Schedule and Cost

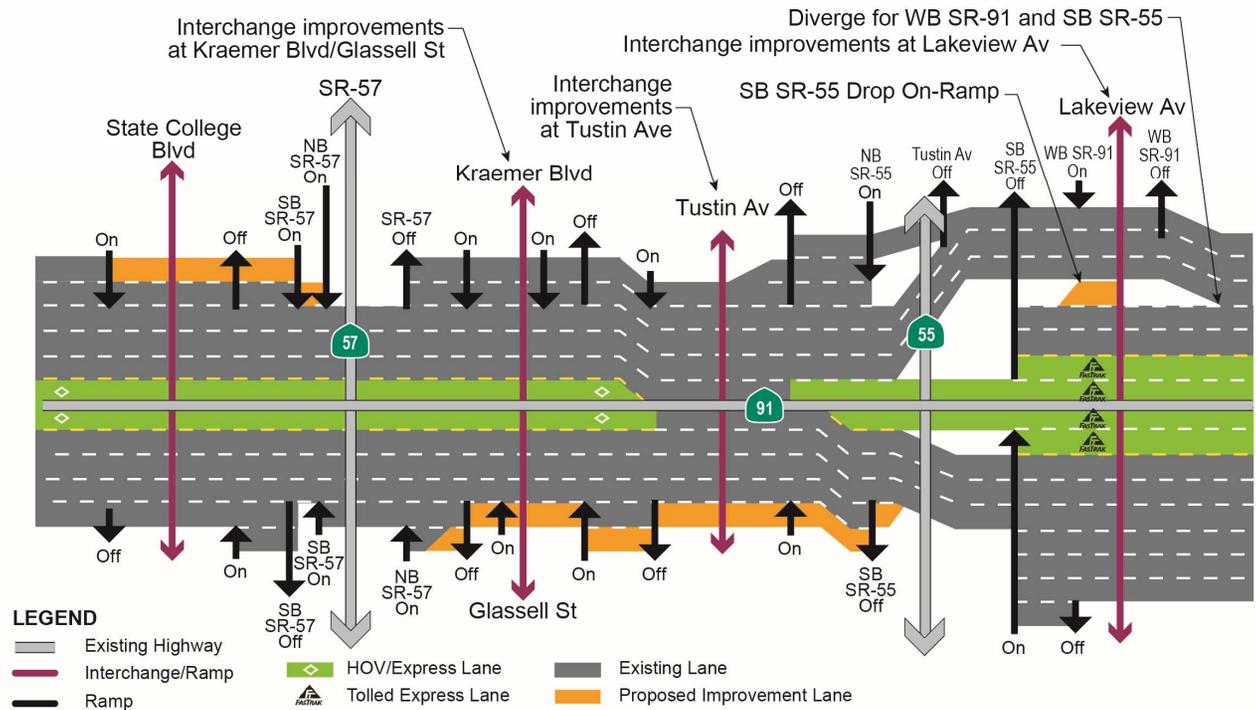


Construction is anticipated to be completed in 2029 and the total project cost is estimated to be approximately \$460,000,000.

Current Status



The project improvements were originally studied in the SR-91 Feasibility Study, which was completed in June 2009. The Project Study Report was completed in 2014 and the Project Approval/Environmental Document (PA/ED) was completed in 2020. This project was then split into three separate segments and the Plans Specifications and Estimate (PS&E) phase began in 2020 for all three segments. The proposed improvements are included in the Measure M program.



Project Description



The new Placentia Metrolink Station will serve the Metrolink 91/Perris Valley Line, providing commuter rail service between Perris and Los Angeles, via Riverside and Orange counties. The project includes construction of a parking structure, OCTA bus access, an area for passenger pick-up and drop-off, and two station platforms.

Benefits



The station will meet the current transit demand and foster train ridership growth in the region, contributing to congestion relief on SR-91.

Schedule and Cost



Plans are 100 percent complete, however, the construction contract cannot be advertised until a Construction and Maintenance Agreement is in place with BNSF Railway, the right-of-way owner. The project will be advertised for bids once an agreement is in place. The total project cost is estimated to be \$34.8 million.

Current Status



The City of Placentia is the lead on right-of-way and environmental clearance, and OCTA is the lead agency for design and construction of the project. Funding for the project is programmed to use 91 Toll Revenues, M2 (OC Go) and the City of Placentia funds for the construction phase. State Transportation Improvement Program (STIP), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), OC Go and City funds are programmed for the design and right-of-way costs. Project is currently on hold.



Image source: www.placentia.org/Placentia-Metrolink-Site-Plan (Wildan Engineering)

Project Description



There are 14 daily trains that run on the Inland Empire-Orange County (IEOC) Line and 12 trains running on the 91/Perris Valley (91/PV) line for a total of 26 daily trains. The Perris Valley portion of the 91/PV Line extends Metrolink service southeast by 25 miles, from Riverside to Perris via Moreno Valley. Metrolink is conducting a plan that would look at optimizing service and realize cost efficiencies throughout the region.

Key Considerations



Construction of the new Placentia Metrolink station will improve passenger access along the 91/PV Line by creating a station between Fullerton and Corona.

Benefits

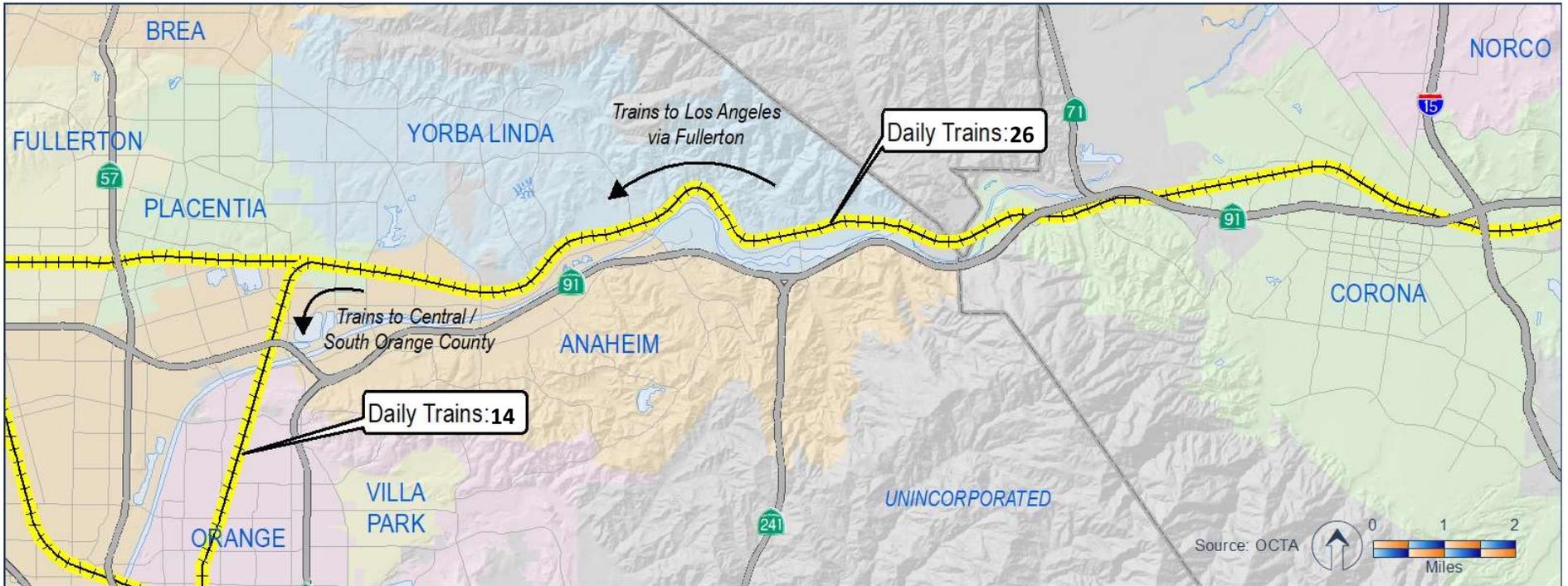


Enables development of Metrolink service, improved efficiency, and fosters train ridership growth in the region, contributing to congestion relief on the SR-91.

Current Status



Metrolink's is developing a service optimization plan which will help realize cost efficiencies related to crew and scheduling. Implementation timing of the plan is scheduled for October 2024, with daily trips increasing on the IEOC and 91/PV lines.



4/26/2023

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Riverside County Projects

The Riverside County set of projects includes three improvements: the Santa Ana River Trail, the SR-71/SR-91 Interchange Improvements, and SR-91 Improvements east of I-15. Projects for implementation in Riverside County are anticipated to cost more than \$173 million (in 2024 dollars, or as noted).

Riverside County Project Summary	Cost (Millions)
Santa Ana River Trail	\$36.5+
SR-71/SR-91 Interchange Improvements	\$137
SR-91 Improvements East of I-15	TBD
SUBTOTAL	\$173.5+

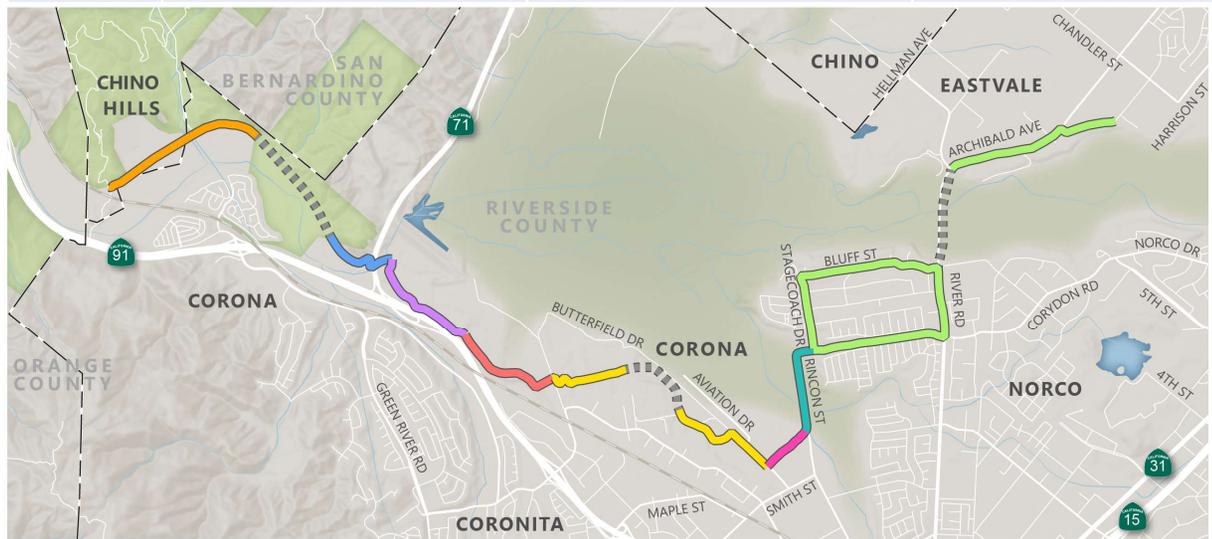
Project Description



The Santa Ana River Trail is a multi-use trail complex that runs alongside the Santa Ana River. When completed, it will be the longest multi-use trail in Southern California, spanning over 100 miles between San Bernardino and Orange counties. As envisioned, the trail connecting San Bernardino, Riverside, and Orange counties would be a dual-track trail consisting of 1) paved Class I and Class II Bikeways for bicyclists and pedestrians and 2) decomposed granite (DG) surfaced riding and hiking trail for equestrians, mountain bicyclists, and hikers. The Santa Ana River Trail is currently 60 percent complete. When finished it will extend from the San Bernardino County National Forest to the Pacific Ocean at Huntington Beach where the trail ends. There are currently two gaps in the trail: from Green River in Orange County to Hidden Valley Wildlife area in Riverside County; and from Waterman Avenue in San Bernardino to the National Forest boundary line near unincorporated Mentone.

This project addresses the gap from Green River to the Hidden Valley Wildlife area and involves installing multi-use trails along local streets and in the Santa Ana River Trail (SART) located within the Prado Dam Flood Control Basin area of the Santa Ana River for the easterly portion of the trail and the Green River Golf Club for the westerly portion of the trail.

Phase	Schedule	Cost	Status
1	TBD	unknown	On hold pending funding
2,2A,3A	Env and Design complete end 2024	\$9 million – Phases 2/2A/3A	No construction funding
3B	Env and Design complete end 2024, construction by 2028	\$1 million	Funded and incorporated into USACE spillway project
3	TBD	unknown	On hold pending funding
4	Complete	\$1.5 million	Complete
6	Complete by 2026	\$25 million	Funded



- PHASE 1
- PHASE 3A
- EXISTING BIKE CONNECTION
- PHASE 2
- PHASE 3B
- PHASE 3
- PHASE 4
- PHASE 2A
- PHASE 6



Project Description



The current project includes a new two-lane direct connector from eastbound (EB) SR-91 to northbound (NB) SR-71 and realignment of the existing Green River Road SR-91 EB on-ramp to provide connection to NB SR-71 and EB SR-91.

Key Considerations



Project improvements must be coordinated with the following projects: the SR-91 Eastbound Corridor Operations Project and the SR-241/SR-91 Tolled Express Connector. Close coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife will also be required as the connector crosses the Santa Ana River west of the Prado Dam.

Benefits



The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use of auxiliary lanes.

Schedule and Cost

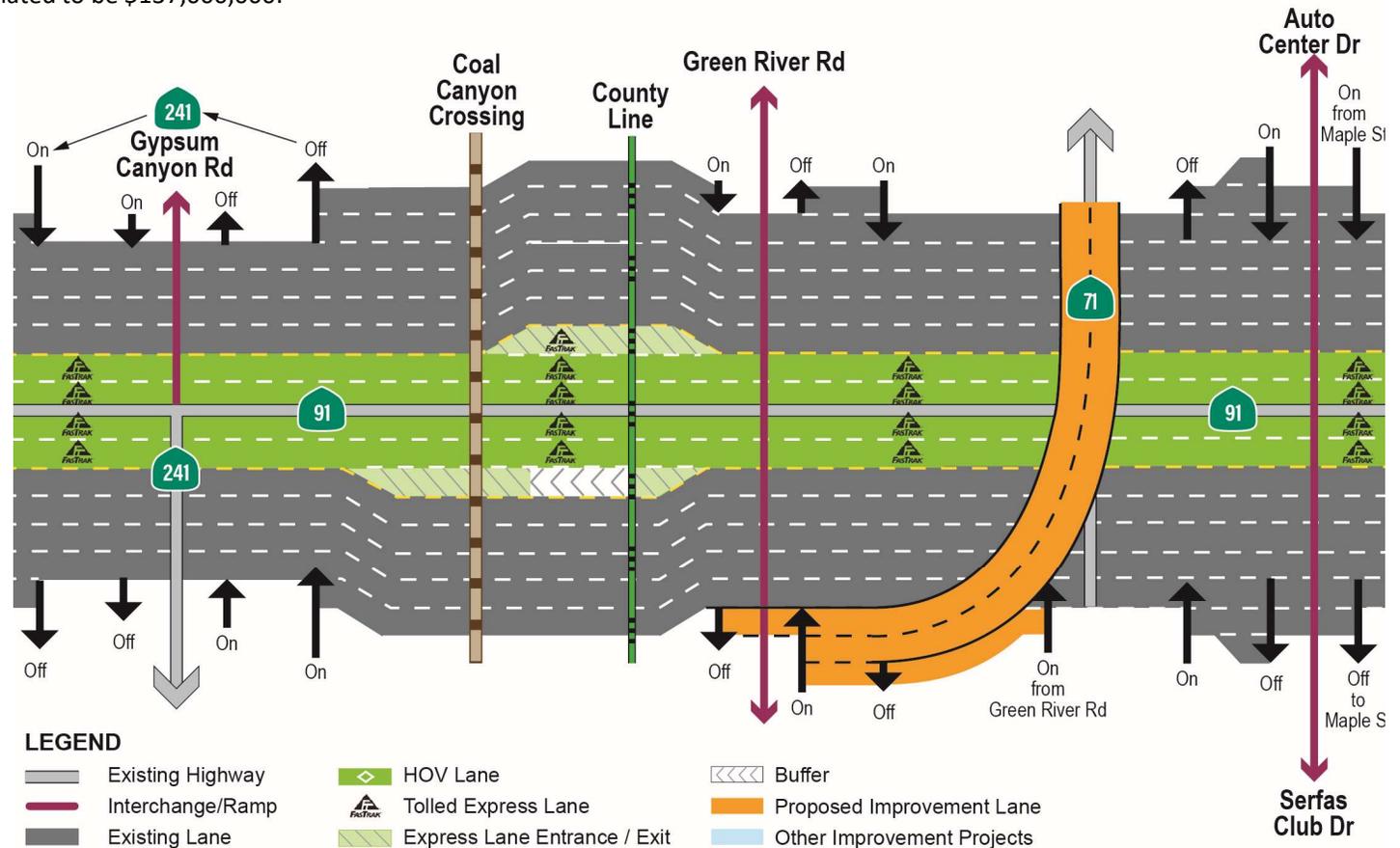


Construction is planned for completion in 2025. Construction cost is estimated to be \$137,000,000.

Current Status



The environmental phase was completed in 2011 and final design in 2015. An environmental revalidation and update to the final design was completed in 2022. The project started construction in January 2023.



Project Description



The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 improvements east of I-15, which includes extending an Express Lane east of McKinley Street and adding a general-purpose lane from I-15 to Pierce Street in each direction (the subject project), is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations



Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, and the SR-241/SR-91 Tolled Express Connector.

Benefits



The SR-91 Improvements east of I-15 will reduce congestion and delays by providing additional operational improvements on SR-91 from I-15 to Pierce Street.

Schedule and Cost



Anticipated project completion and cost are to be determined.

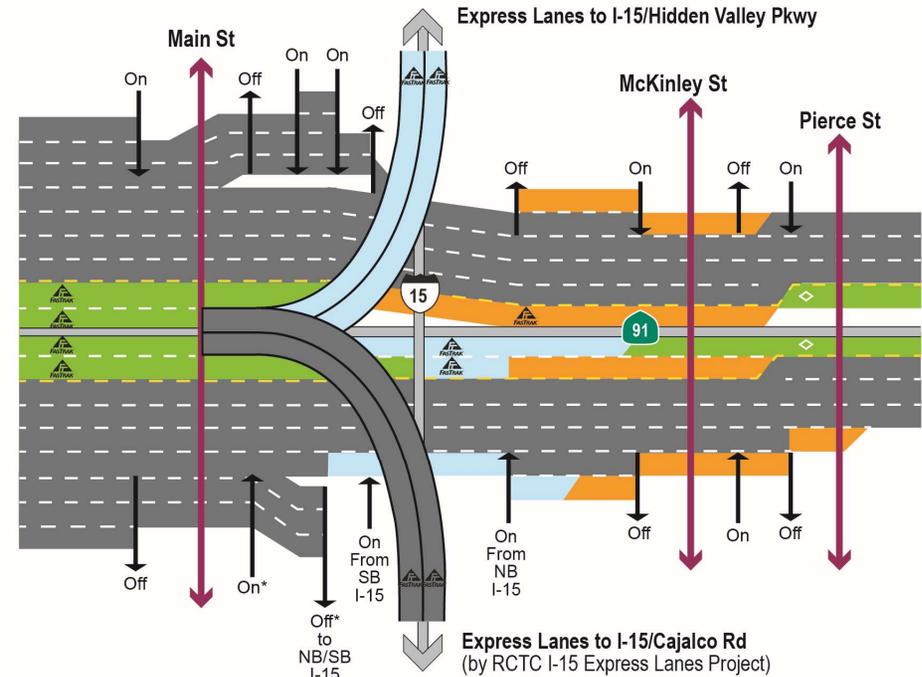
Current Status



Preliminary engineering is complete but may need to be revisited at a future date. The SR-91 Improvements east of I-15 is currently included in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.

LEGEND

- Existing Highway
- Interchange/Ramp
- HOV Lane
- Tolled Express Lane
- Existing Lane
- Proposed Improvement Lane
- Other Improvement Projects






Bi-County Projects

There are three Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: the SR-241/SR-91 Tolled Express Connector, Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71). The total cost for the projects is expected to be more than \$573 million (in 2024 dollars, or as noted).

Bi-County Project Summary	Cost (Millions)
SR-241/SR-91 Tolled Express Connector	\$423
Eastbound Corridor Operations Project (SR-241 to SR-71)	\$150
91 Westbound Improvements (SR-241 to SR-71)	TBD
SUBTOTAL	\$573+

Project Description

The SR-241/SR-91 Tolled Express Connector will consist of a direct connector between the 241 Toll Road and 91 Express Lanes, carrying northbound 241 Toll Road traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound 241 Toll Road.

Key Considerations

The purpose of the project is to implement the build out of the Eastern Transportation Corridor as approved in 1994 in order to improve traffic operations on the northbound 241 Toll Road and the SR-91 general-purpose lanes while also maintaining reliable travel times and free flow speeds during peak periods on the 91 Express Lanes which were all key considerations in Caltrans' approval of the project. The project will require widening of SR-91 to accommodate the direct connector and associated Express Auxiliary Lanes in the median. The project's planned construction is aligned with the implementation of other planned improvements in the area including the SR-91 Eastbound Corridor Operations Project and SR-71/SR-91 Interchange Improvements. Coordination will be conducted with local agencies to ensure the project avoids impacts to planned bicycle and trail connections on Gypsum Canyon Road per the City of Anaheim General Plan and OCTA Commuter Bikeways Strategic Plan.

Benefits

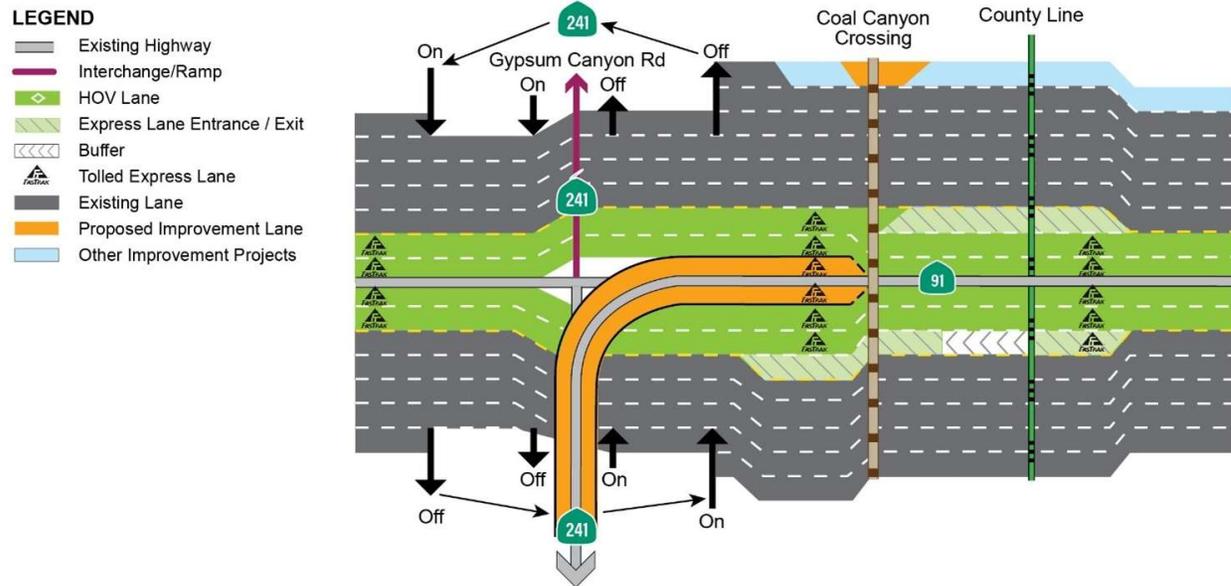
The project will provide connectivity between the 91 Express Lanes and the 241 Toll Road, which will enhance operations along the SR-91 general purpose lanes while also improving traffic operations on the northbound 241 Toll Road.

Schedule and Cost

Final Design is expected to be completed in 2024. Construction is anticipated to last approximately 36 months beginning in 2025 with project opening in 2028. These milestones are contingent upon approval of interagency agreements between F/ETCA, Caltrans, RCTC, and OCTA on such matters as a Master Four Party Agreement, Operations Agreement, and F/ETCA receiving approval from the California Transportation Commission. The total cost of the project will be approximately \$423,000,000.

Current Status

Preliminary engineering concepts for a SR-241/SR-91 Tolled Express Connector have been developed by the Foothill/Eastern Transportation Corridor Agency (F/ETCA) and Caltrans, which were utilized for the environmental analysis. A Project Study Report was initiated in January 2011 and was completed in January 2012. The Draft Environmental Document was circulated for public review from November 7, 2016, through January 9, 2017. Caltrans' approval of the project with the Record of Decision was completed in March 2020. Final design and development of interagency agreements are in progress.



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 Eastbound Corridor Operations Project between SR-241 and SR-71 (the subject project) is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange and the SR-241/SR-91 Tolloed Express Connector.

Benefits

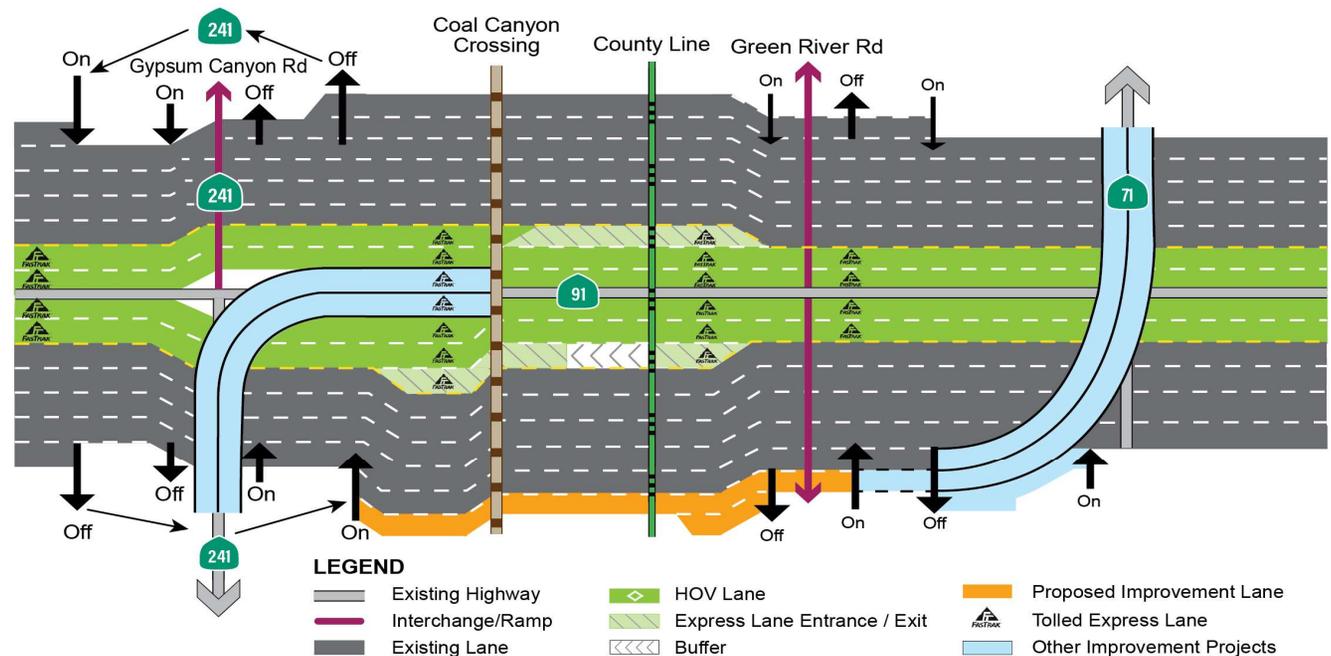
The 91 Eastbound Corridor Operations Project will reduce congestion and delays by providing additional operational improvements on SR-91 from SR-241 to SR-71.

Schedule and Cost

With an estimated cost of \$150,000,000, the project is anticipated to be completed by 2030.

Current Status

The 91 Eastbound Corridor Operations Project is included in the SR-91 CIP environmental document that was completed in 2012. An alternatives analysis to evaluate potential improvement options in the eastbound direction was initiated in 2020 and completed in 2022. Efforts to determine final scope and prepare an environmental revalidation began in 2023.





Post-2035 and Conceptual Projects

Concepts for potential Post-2035 implementation focus on longer-lead time projects. This multi-billion dollar program may include: Green River Road Bike Lane Gap Closure, North Main Transit Connector, an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15; Westbound SR-91 to Southbound SR-55 Connector Improvements, Eastbound SR-91 Fifth Lane Addition at SR-241, and Fairmont Boulevard Improvements. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input.

Concept Summary	Cost (Millions)
Green River Road Bike Lane Gap Closure	TBD
North Main Transit Connector	\$175
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
Westbound SR-91 to Southbound SR-55 Connector Improvements	\$75-\$150
Eastbound SR-91 Fifth Lane Addition at SR-241	\$31
Fairmont Boulevard Improvements	\$76.8
SUBTOTAL	\$3,077.8 - \$3,152.8+

Green River Road Bike Lane Gap Closure

Project Description



The project consists of adding bike lanes along Green River Road between the Eastbound SR-91 Ramp intersection and Crestridge Drive intersection.

Key Considerations

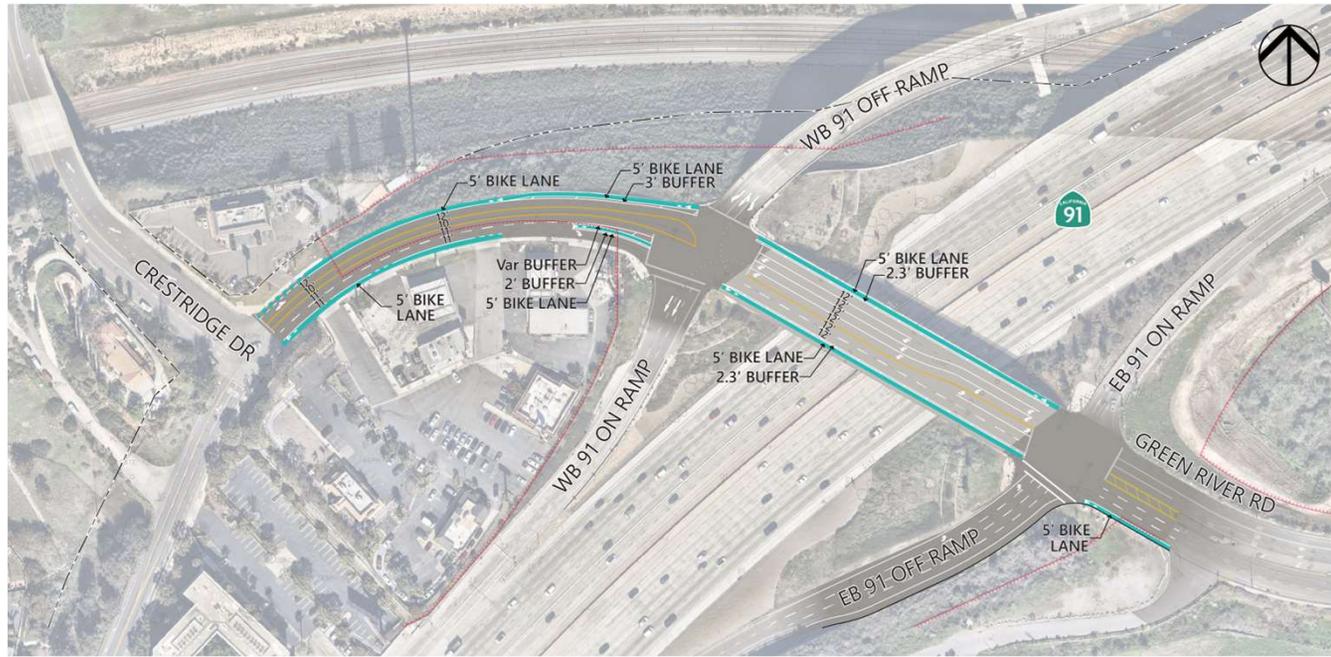


The project proposes to restripe the existing roadway to provide bike lanes in both directions along Green River Road between the Eastbound SR-91 Ramp intersection and Crestridge Drive intersection.

Benefits



The project will provide bike lane connectivity between the existing Green River Road bike lanes to the east and the Santa Ana River Trail to the west, closing the existing bike lane gap along Green River Road. These lanes will support regional connectivity via the Santa Ana River Trail which, once completed, will connect San Bernardino, Riverside, and Orange counties on over 100 miles of multi-use trail.



Concept Description



The concept project consist of a transit connector between the RTA express bus route on SR-91 (Route 200) and the transit facilities at North Main in the City of Corona, specifically the North Main Metrolink Station, the Corona Transit Station, and the Caltrans park-n-ride facility.

Key Considerations



There are three design concepts currently under consideration:

- At-grade in-line bus station in the SR-91 express lanes
- Elevated in-line bus station in the SR-91 express lanes
- Direct Access Ramps for buses from the SR-91 express lanes to W Grand Blvd

Depending on the alternative that is chosen, this project may have impacts to freeway and local street right-of-way, freeway operations, and transit operations.

Schedule and Cost



A feasibility study is underway. Preliminary design concepts have been developed, but construction is not yet approved or funded.

Benefits

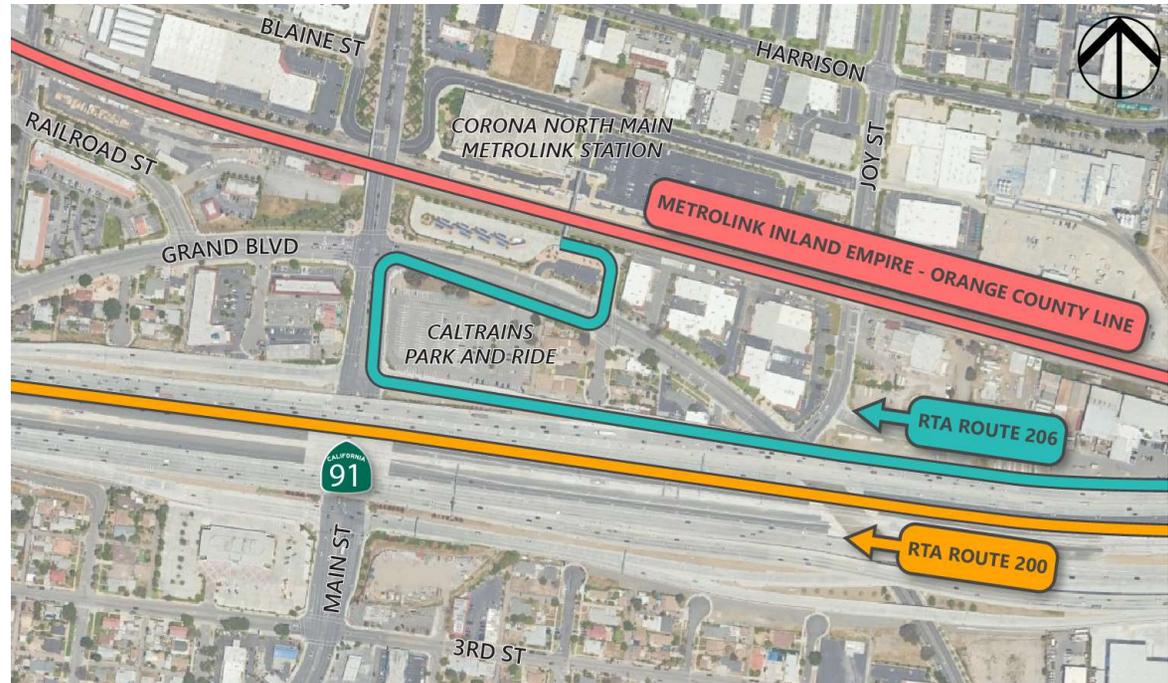
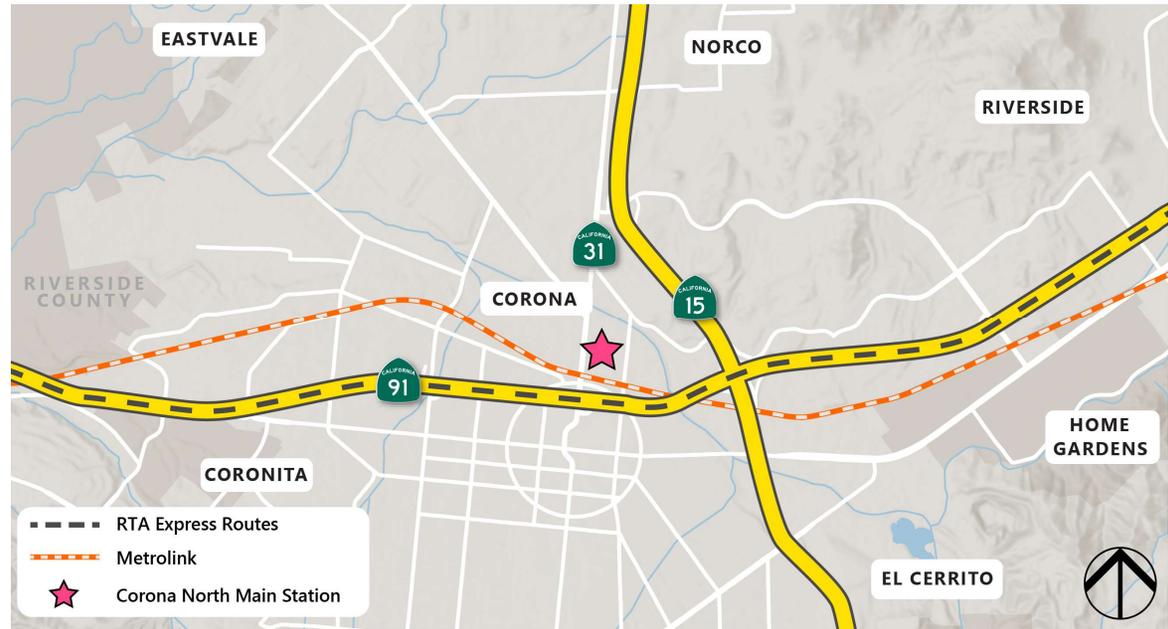


The North Main Transit Connector would improve transit connectivity between the SR-91/I-15 Express Lanes and the North Main Metrolink and bus facilities, creating a regional transit hub. Connecting this missing link would yield both local and regional benefits such as improved transit access, increased ridership, and reduced vehicle miles traveled.

Current Status



The project team is currently assessing conceptual design alternatives. There are three conceptual design alternatives being evaluated. Preferred alternative(s) may be chosen for further study based on evaluation metrics and stakeholder input.



Concept Description

The improvements primarily consist of constructing a new 4-lane elevated expressway near or within the Santa Ana Canyon with freeway-to-freeway connectors at SR-241 and I-15. The facility may include managed lanes and potential reversible operations.

Key Considerations

Choice of alignment will be key to determining net capacity increase. Extensive right-of-way (R/W) will be required to implement the improvements if the alignment is not in the SR-91 corridor. When median connector projects or HOV/HOT projects are constructed and this 4-lane elevated facility is proposed within the median of SR-91 through Corona, then extensive managed lane closures would be required during construction (thus temporarily reducing SR-91 capacity during construction).

An alternative could be studied for the median Corridor A viaduct along with reduced SR-91 geometric standards to minimize R/W impacts.

Also, direct connectors (such as for High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) at I-15/SR-91) to/from the median could be precluded by Maglev columns located within the same median area. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. Additional mitigation costs may be required for improvements to SR-241 and SR-133 as a result of additional Corridor traffic volumes. With Corridor A as managed lanes, and the extension of 91 Express Lanes to I-15, this project concept may affect traffic distribution due to “parallel” tolled facilities.

Benefits

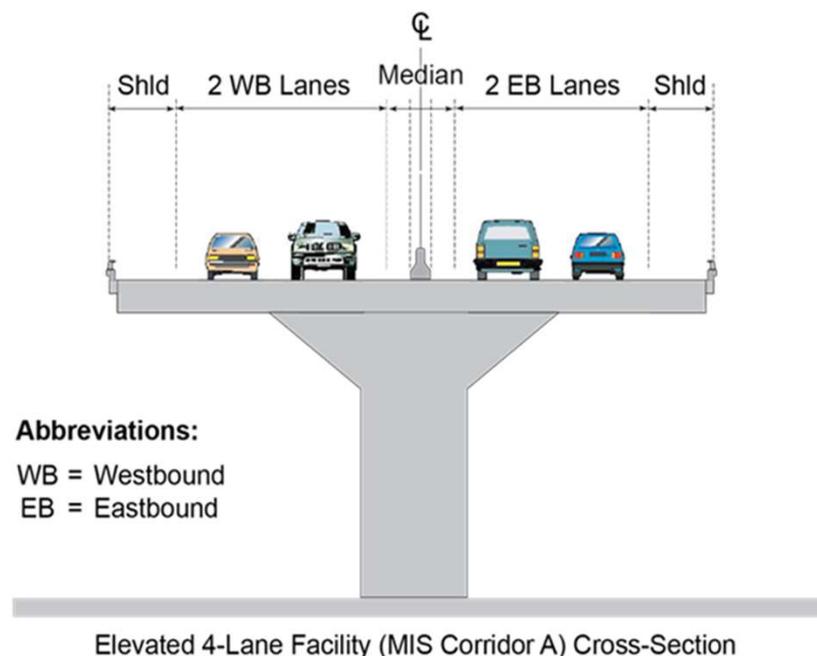
The concept would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are proposed directly between SR-91, SR-241, and I-15.

Schedule and Cost

This concept is identified in the Riverside County - Orange County Major Investment Study (MIS) as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. No project development work is planned at this time.

Current Status

Anticipated project completion is post-2035 and construction cost is estimated to be \$2,720,000,000 (2005 dollars).



Concept Description

The project consists of operational improvements by modifying the connector to SB SR-55 from WB SR-91. The improvements would extend to Lakeview Avenue to the east and would include a new connector from WB SR-91 to SB SR-55 as a potential right-hand exit.

Key Considerations

Right-of-way impacts, detailed SR-55/SR-91 interchange improvements, and downstream impacts to SR-55 require further evaluation in a subsequent phase of project development. Conceptual design of SR-55/SR-91 would be coordinated with completed improvements at SR-91 and Tustin Avenue, and with the SR-91 Environmental Study Improvements from SR-57 to SR-55.

Operational enhancements between SR-55 and Lakeview Avenue will provide some benefit for SR-55/SR-91 by addressing WB SR-91 weaving issues. In addition, the proposed WB drop-ramp from Lakeview Avenue has been designed to accommodate three WB through lanes on either side in order to reduce throwaway costs in the future should the SR-91 be shifted to accommodate a right-hand exit for SB SR-55.

Benefits

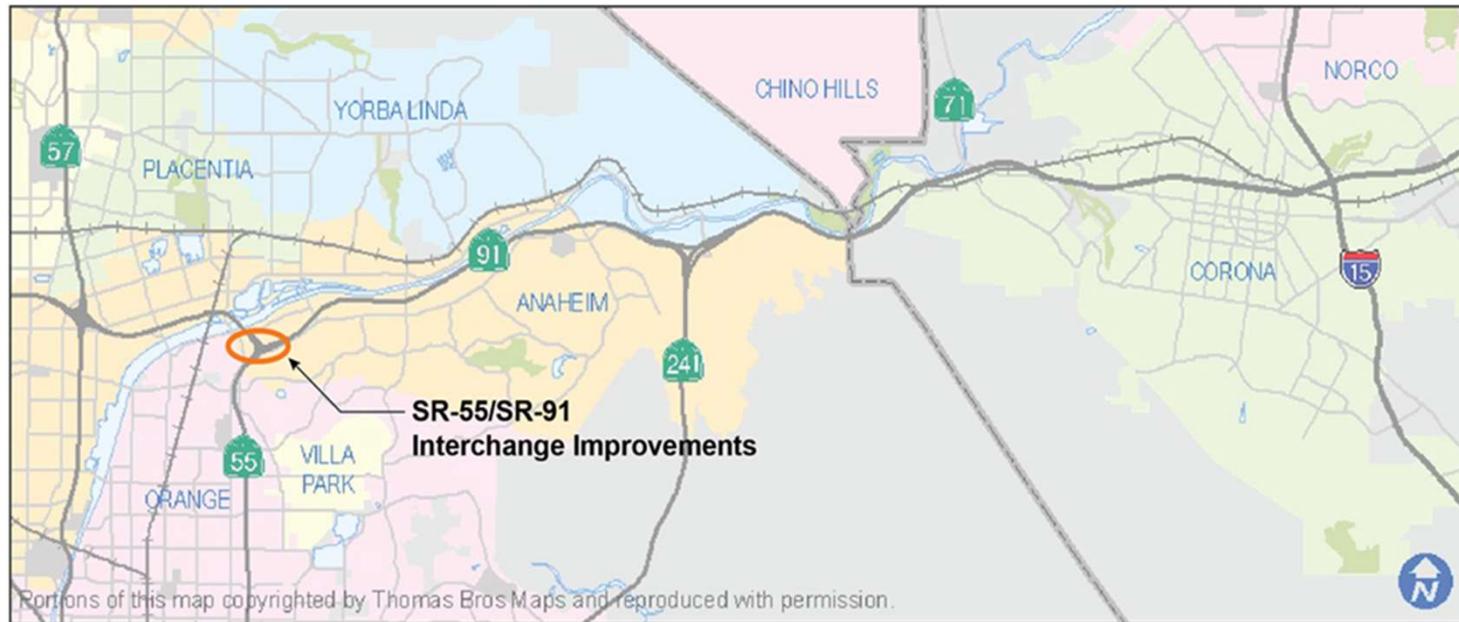
Interchange improvements are anticipated to provide congestion relief for WB SR-91 traffic and potentially improve the connection from WB SR-91 to SB SR-55.

Schedule and Cost

SR-55/SR-91 project information was derived from the Final Alternatives Evaluation and Refinement Report, December 2005, by the Riverside County - Orange County Major Investment Study (MIS). Focused SR-91/SR-55 conceptual engineering needs to be scheduled. However, initial conceptual engineering was also studied as part of the SR-91 Feasibility Study Between State Route 57 and State Route 55 Interchange Areas in June 2009, and as part of the SR-91 Environmental Study Improvements from SR-57 to SR-55.

Current Status

Anticipated project completion is post-2035 and construction cost is estimated to be from \$75,000,000 to \$150,000,000 (2014 dollars).



Concept Description

The location of the proposed EB SR-91 fifth general purpose (GP) lane addition (The Segment) is on EB SR-91 from Weir Canyon Road to the NB SR-241 Connector. The Segment consists of four GP lanes and two managed lanes (91 Express Lanes).

Upstream (westerly) from The Segment the EB SR-91 has 5 GP lanes and the 5th lane drops to the SB SR-241 Connector as some traffic volume exits to the SB SR-241. Downstream from The Segment the EB SR-91 gains the 5th lane back as the NB SR-241 Connector merges with SR-91 in a dedicated lane addition. This 5th lane continues beyond the Riverside County line providing enhanced mobility.

Key Considerations

This segment with four GP lanes might be creating a traffic choke point due to the decrease of capacity, potentially contributing to significant traffic delays passing through this segment along with other traffic issues such as queue jumping, weaving, merging and operational speed differential. However, additional traffic from NB SR-241 to EB SR-91 and Gypsum Canyon Rd on-ramp suggest balancing the number of lanes should be carefully examined. As such, additional capacity will enhance EB freeway operations along this Segment.

Benefits

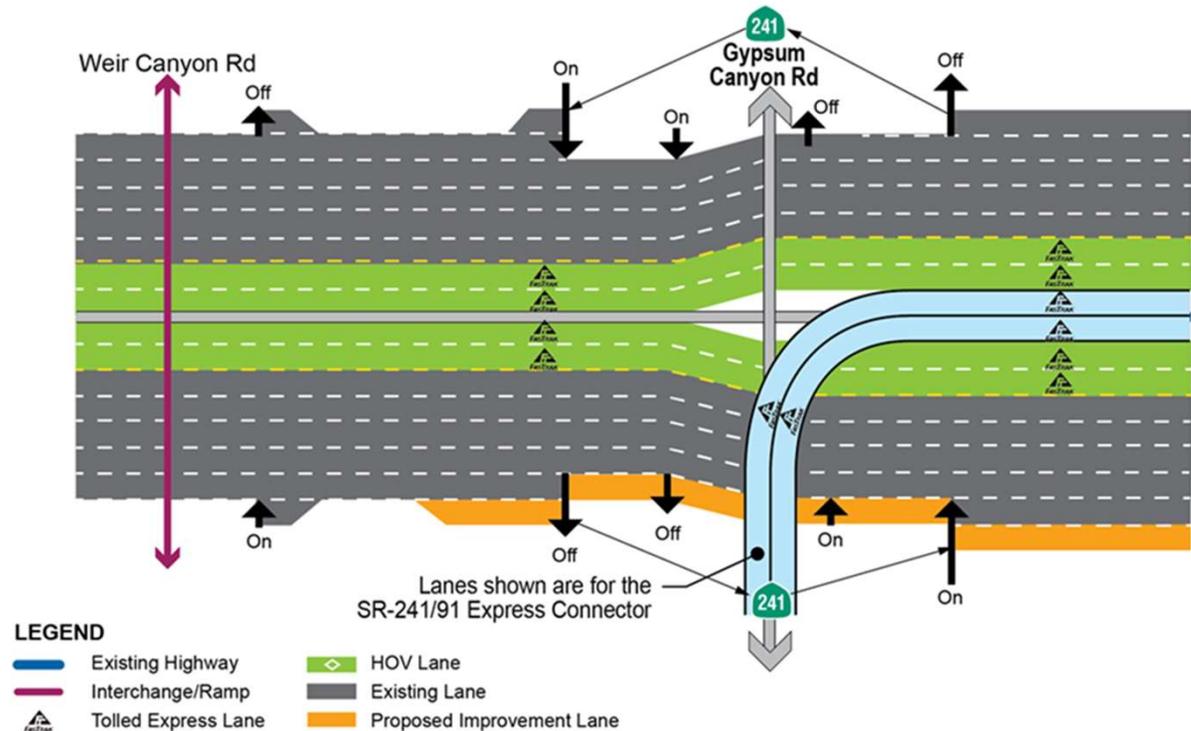
- Extends the existing 5th EB GP lane easterly and ties it to the existing 5th lane downstream. This could provide capacity enhancement and may result in removing an existing choke point. Significant delay savings is anticipated.
- Potentially eliminate queue jumping in this area from EB SR-91 as well as Weir Canyon Rd.
- Potentially reduce speed differential between through lanes, thus creating a more balanced flow.
- Potentially provide balanced lane utilization at high traffic demand area.

Schedule and Cost

Additional traffic analysis and study is required to confirm the benefits to EB SR-91 by the proposed improvements. This location was identified by Caltrans as a high congestion location in the County. The concept is intended to improve the choke point that exists due to the presence of a 4-lane segment between 5-lane freeway segments.

Current Status

Total project cost, based on Caltrans' estimate, is \$31.25 million. Project schedule has not been determined.



Concept Description



The project would provide a new interchange with SR-91 at Fairmont Boulevard. On and off ramps will connect Fairmont Boulevard from the north to eastbound (EB) and westbound (WB) SR-91. The proposed interchange does not include a vehicular Fairmont Boulevard connection to Santa Ana Canyon Road to the south. A pedestrian/bicycle connection is also proposed between La Palma Avenue and Santa Ana Canyon Road. This bridge and pathway will allow for direct Santa Ana River Trail access from both Anaheim south of SR-91 and from Yorba Linda.

Key Considerations



Interchange spacing and weaving issues (to SR-55) need to be evaluated. Widening of SR-91 may be needed to accommodate interchange ramps. Proximity of the Santa Ana River may require that the WB ramp junction be located north of the river. New connection requirements and interchange spacing needs to be considered. Ramp and bridge placement needs to take pedestrian/bicycle bridge into account or incorporate the pedestrian/bike path into the design beyond the vehicular access limits of the project.

Schedule and Cost



The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification. On July 24, 2017, OCTA staff along with a senior staff member of WSP presented the findings of a 91 Express Lanes intermediate access study. The study provided various alternatives, traffic modeling, and financial impacts of the additional access. At the conclusion of the discussion, the OCTA Board of Directors did not authorize additional analysis for the intermediate access.

Benefits

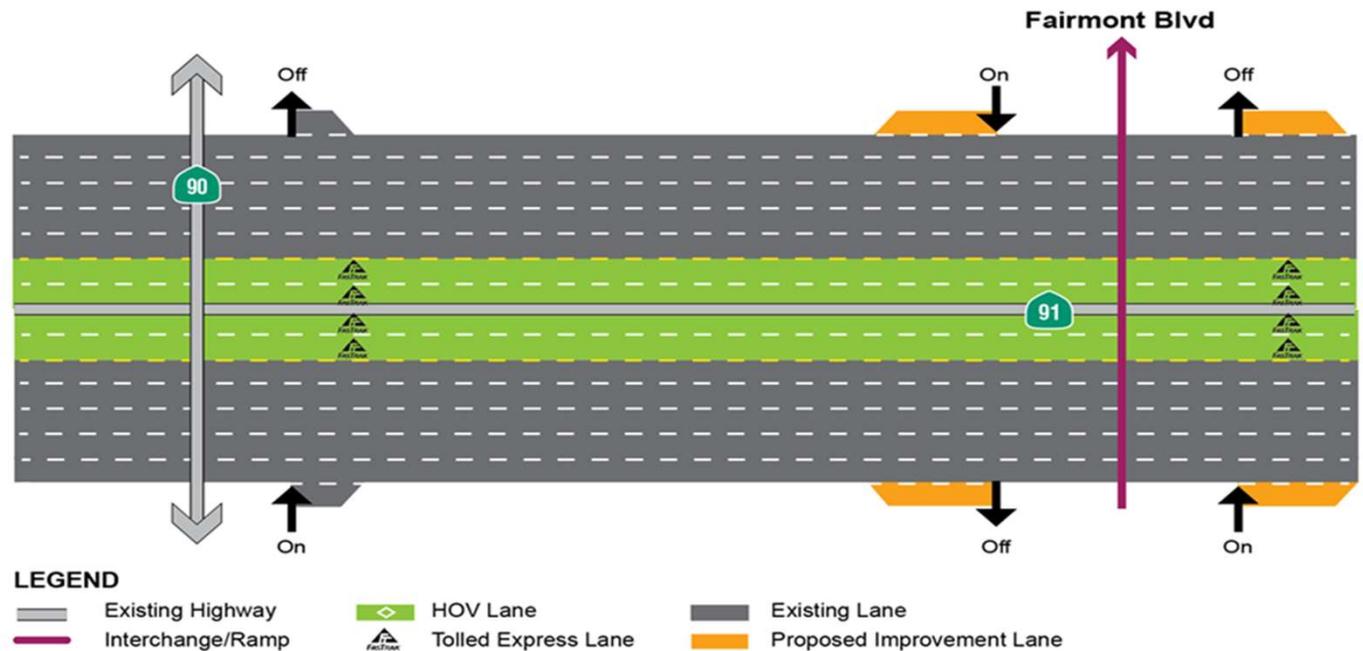


The interchange is expected to relieve congestion at Imperial Highway (SR-90), Lakeview Avenue, and Weir Canyon Road Interchanges. Preliminary traffic modeling shows a 10-15% decrease in volumes at Weir Canyon and SR-90 interchanges with the interchange alternative.

Current Status



Anticipated project completion is post 2035 and construction cost is estimated to be \$76,800,000 (costs from 2009 Feasibility Study). R/W cost is undetermined. Cost excludes any potential impact to Santa Ana River.






Completed Projects

The following exhibits represent completed projects from previous Plans since 2006 and are intended to be used as a reference to illustrate the progress made since the inception of the Plan. Note: some projects listed in the Plan as completed (see Section 1, Project Accomplishments) are not included herein since there was no exhibit created or necessary for use with prior Plans (such as for restriping projects, various safety enhancements, minor operational improvements, etc.).

Project Improvements	Constructed
Green River Road Overcrossing Replacement	March 2009
North Main Street Corona Metrolink Station Parking Structure	June 2009
Eastbound Lane Addition from SR-241 to SR-71	September 2010
Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction	December 2012
SR-91 WB Lane at Tustin Avenue	April 2016
Metrolink Service Improvements	June 2016
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements	July 2017
Express Bus Service	2019
La Sierra Metrolink Parking Improvements	February 2019
SR-91 Corridor Operations Project	February 2022
Anaheim Canyon Metrolink Station Improvements	January 2023
15/91 Express Lanes Connector	November 2023
Eastbound 91 Express Lane Extension	November 2023

Project Description



Improvements primarily consist of replacing the existing Green River Road overcrossing with a new six-lane wide, 4 span overcrossing to accommodate future widening of SR-91. The interior spans will accommodate up to eight mainline lanes in each direction including two HOV lanes. The exterior spans can accommodate two lanes, either for Auxiliary lanes or collector distributor roads. Entrance and exit ramps will be realigned and widened to accommodate the new bridge, yet the interchange will retain its current configuration. New Signals will be installed at the ramp intersections. Ramp and bridge improvements will be constructed within the existing right of way.

Key Considerations



Design interface is required with the Eastbound Lane Addition from SR-241 to SR-71. SR-71/SR-91 Interchange Improvements, SR-91 Corridor Improvement Project, and SR-241/SR-91 HOV/HOT Connector.

Current Status



The project began construction in March 2007 and was completed in March 2009.

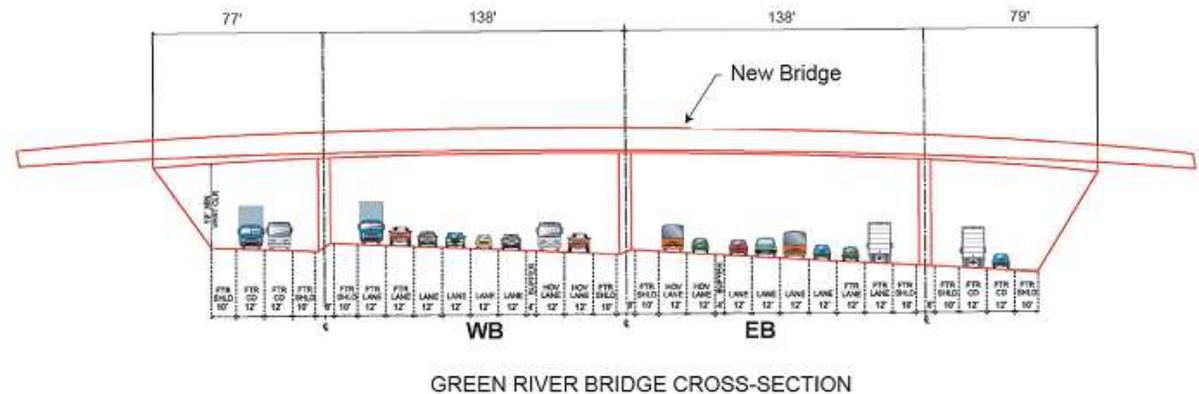
Benefits



The project will improve the level of service at ramp and local street intersections at the interchange. Improvements will reduce ramp queues that extend into the freeway's general-purpose lanes, thus contributing to congestion relief on SR-91.

Project Costs	\$
Capital Cost	\$21,000,000
Support Cost	\$3,000,000
Right of Way Cost	\$301,000
Total Project Cost	\$24,301,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



Project Description



The project provides a six level parking structure with 1,065 parking stalls. The construction is within the existing North Main Street Metrolink station property in Corona.

Key Considerations



Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally, RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpools to use the expanded station. This shows an added benefit of supporting carpooling as well as transit to offset congestion on SR-91.

Benefits



Demand for parking currently exceeds the capacity at the North Main Street Corona station. New parking capacity will allow Metrolink ridership to increase thereby diverting vehicle trips from SR-91.

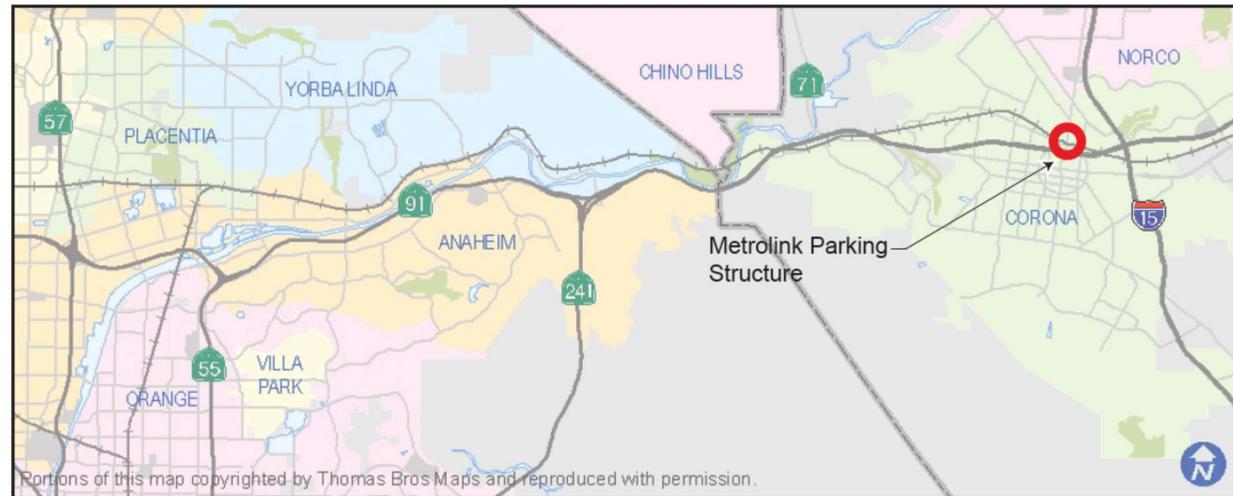
Current Status



Construction was initiated in January 2008 and was completed in June 2009. The Project was funded with Federal Congestion Management and Air Quality (CMAQ) funds.

Project Costs	\$
Capital Cost	\$20,000,000
Support Cost	\$5,000,000
Right of Way Cost	\$0
Total Project Cost	\$25,000,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



Eastbound Lane Addition from SR-241 to SR-71

Project Description



The project will provide an additional eastbound (EB) lane from the SR-91/SR-241 interchange to the SR-71/SR-91 interchange and will widen all EB lanes and shoulders to standard widths.

Key Considerations



Coordination with the SR-91 Corridor Improvement Projects will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12-foot width to provide for future widening.

Benefits



The lane addition would help alleviate the weaving condition between SR-241 and SR-71, as well as remove vehicles from the SR-91 mainline that would be exiting at Green River Road and SR-71.

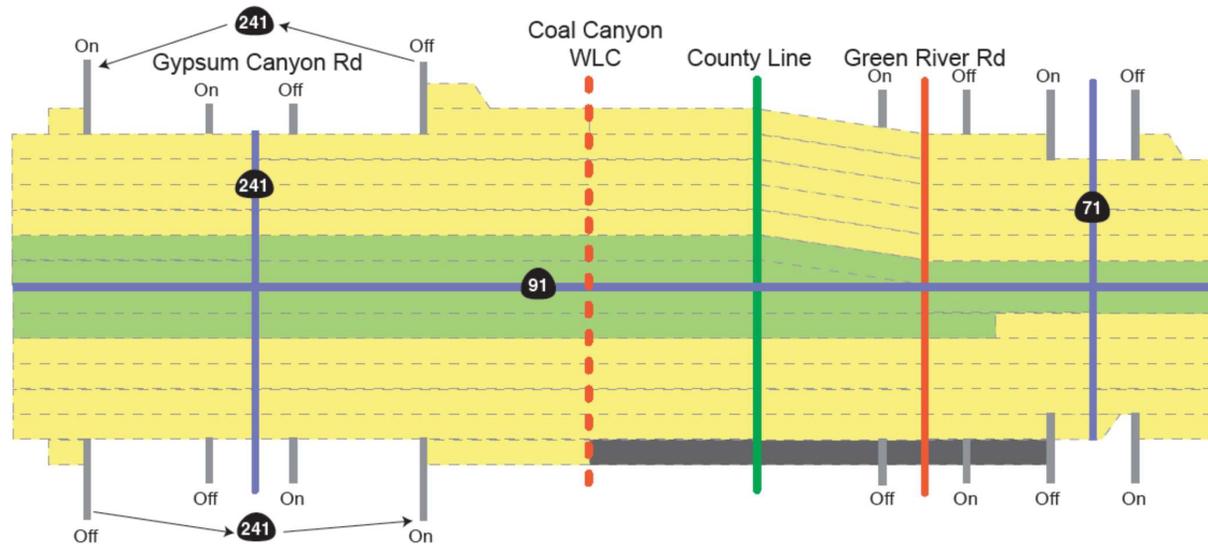
Current Status



Funding is from the American Recovery and Reinvestment Act (ARRA) with \$71.44M approved, and the balance of project costs are from other sources. Construction began in late 2009 and was completed in September 2010.

Project Costs	\$
Capital Cost	\$41,000,000
Support Cost	\$8,000,000
Right of Way Cost	\$2,200,000
Total Project Cost	\$51,200,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



Project Description



The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange. This project includes approximately 1.1 lane miles.

Key Considerations



Build alternative 3 was selected from the Project Study Report (PSR). On Westbound (WB) SR-91 Auxiliary Lane from the Northbound (NB) SR-55/WB SR-91 Connector to the Tustin Avenue Interchange and requires additional right-of-way. City of Anaheim utilities are within proximity of the proposed widening section. Widening of the Santa Ana River Bridge is required. Coordination with the City of Anaheim occurred for widening of Tustin Avenue and the WB SR-91 Off-Ramp that was completed early 2011.

Benefits



The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.

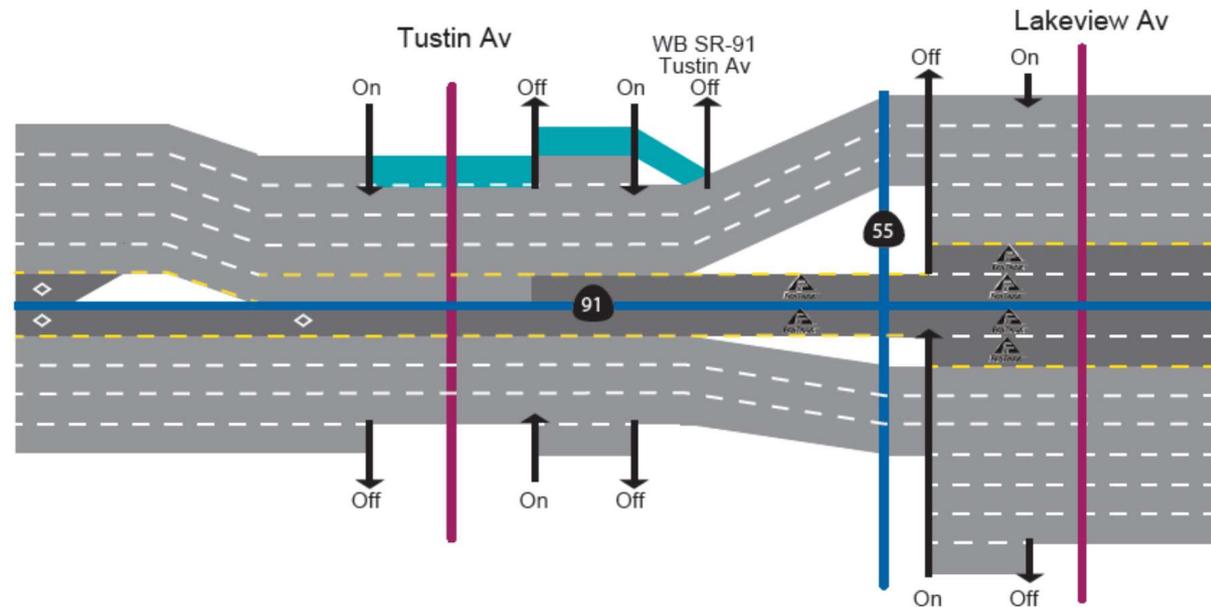
Current Status



Preliminary engineering was completed and approved by Caltrans. The environmental phases was completed in November 2010, and design was completed mid-2013. Construction was initiated in February 2014. The project received \$14M from the proposition 1B State-Local Partnership Program (SLPP), \$14M from Measure M, with the balance from Regional Improvement Program (RIP) funds. Contract acceptance and open to traffic in May 2016.

Project Costs	\$
Capital Cost	\$22,218,000
Support Cost	\$16,382,000
Right of Way Cost	\$4,682,000
Total Project Cost	\$43,282,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



Project Description



There are sixteen daily trains that run on the IEOC Line and nine trains running on the Los Angeles to Riverside portion of 91/Perris Valley (91/PV) Line for a total of 25 daily trains. The Long-term service improvements will include 24 IEOC trains by 2030.

The Perris Valley portion of the 91 Line extends Metrolink service southeast by 25 miles, from Riverside to Perris. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley and Perris. Construction began in October 2013. Cost approximately \$248 million, and the extension opened to the public in June 2016. The inaugural schedule (December 2015) includes nine trains through to Los Angeles and 12 between Perris and Riverside.

Key Considerations



Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for the future expansion of the IEOC rail service.

Benefits



Enables development of expanded Metrolink service, improved efficiency, and fosters train ridership growth in the region, which will contribute to congestion relief on SR-91.

Current Status



Two additional IEOC Line roundtrips were added in late 2015, and in Mid-2016, nine trains began service on the Perris Valley Extension to the 91/PV Line.

Project Costs Estimates

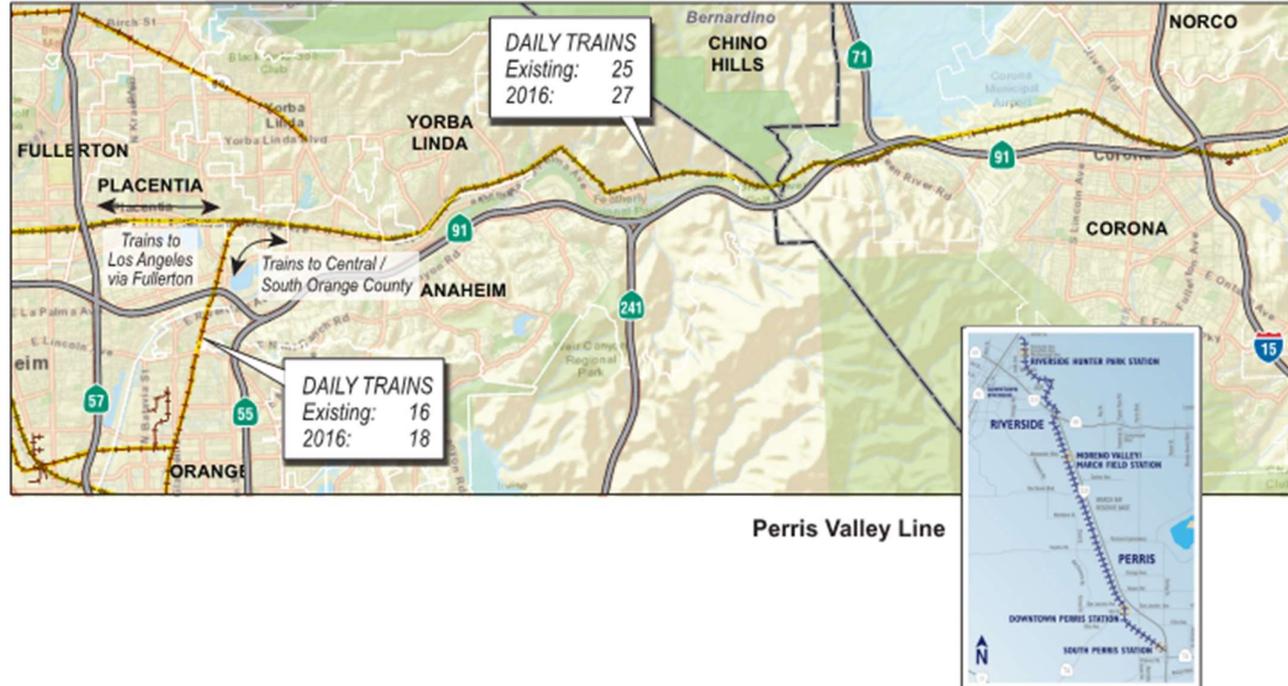
\$

IEOC Service Cost	\$1,160,000
Perris Valley Line Cost	\$248,000,000
Right of Way Cost	\$249,160,000

Costs from OCTA and RCTC (in 2015 dollars)

Project Schedule

Completed 2016



Perris Valley Line

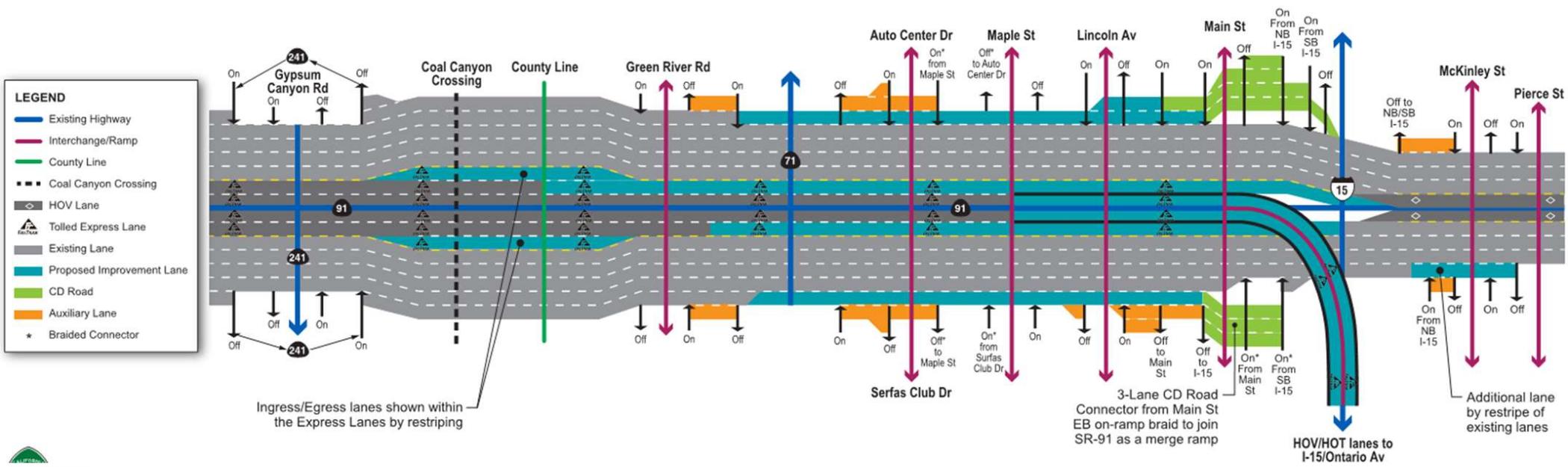
Initial Phase CIP: Widen SR-91 by one GP Lane In Each Direction East of Green River Road, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System / Local Interchange Improvements

Project Description

The approved Project Study Report (PSR) for the SR-91 Corridor Improvements Project (CIP), from SR-241 to Pierce Street, includes the addition of a 5th general purpose lane in each direction, the addition of auxiliary lanes at various locations, additional lanes at the SR-71/SR-91 interchange (Project #5), and collector-distributor (CD) lanes at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission's (RCTC) 10 year Delivery Plan recommended the following addition to the PSR recommended improvements: the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of SR-91 (EB/WB)/I-15 (SB/NB) Express Lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/ Hidden Valley Parkway. An Express Lane ingress/egress lane is also planned near the county line. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase with reduced improvements to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the deferred ultimate improvements: I-15/SR-91 median North Direct Connector, and I-15 Express Lanes to Hidden Valley Parkway (Project #9): general purpose lanes to Express Lanes from I-15 to Pierce Street; and general purpose lanes from SR-241 to SR-71. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lane Project with an anticipated completion in 2020.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with a differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 Interchange, the SR-241/91 Express Connector, and RCTC's I-15 Express Lane Project.



(Continued)

Current Status



The environmental phase was completed in Fall 2012. A Design-Build contractor was selected in May 2013 and construction activities began in early 2014 for the Initial Phase. The project is anticipated to open to traffic in Spring 2017 with final project acceptance anticipated at the end of 2017.

Benefits



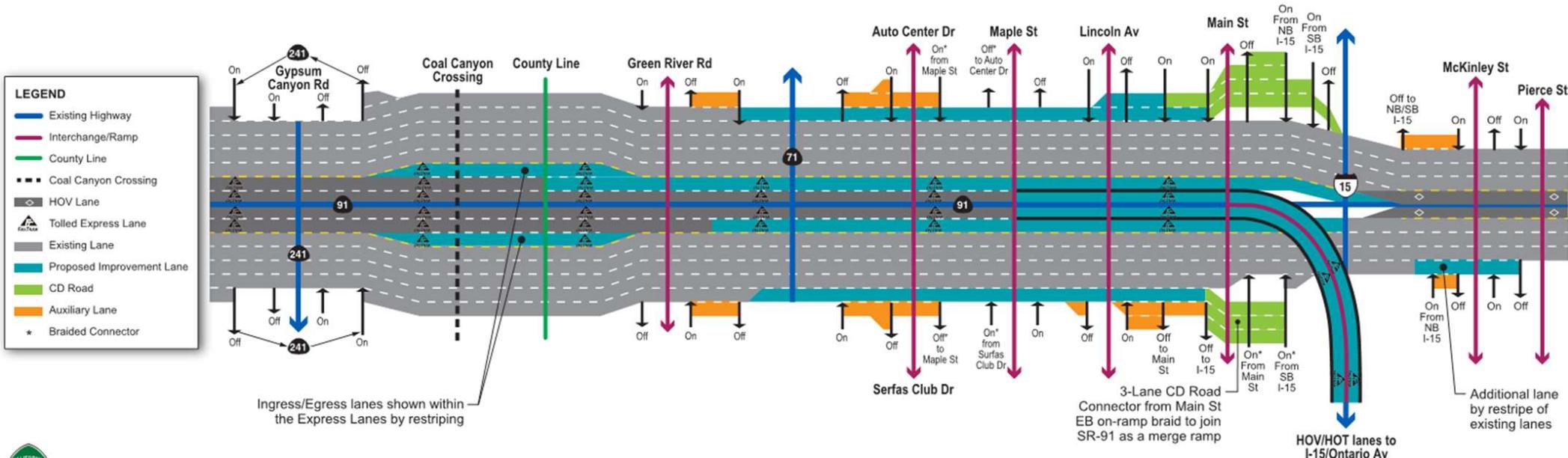
The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the North. Traffic operations will improve by eliminating or reducing weaving conflicts along SR-91 and I-15 by the use of CD roads and auxiliary lanes. The project will provide motorists a choice to use Express Lanes for a fee in exchange for time savings.

Project Costs*	\$
Capital Cost	\$1,161,000,000
Support Cost	\$246,000,000
Total Project Cost	\$1,407,000,000

Project Schedule**	Status
Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2013-2017

* Cost obtained for Initial Phase is from RCTC (2014 dollars)

** Schedule for Initial Phase; subsequent Phase for Ultimate Project anticipated in 2035



Project Description

Orange County Transportation Authority (OCTA), working with the Riverside County Transportation Commission (RCTC) and the Riverside Transit Agency (RTA), operate Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to some Orange County employment centers not served by Metrolink. The Express Bus service provides this connection.

Existing Service

OCTA has operated Route 794 since 2006 from Riverside County to Hutton Centre and South Coast Metro (shown in orange above). On Route 794, OCTA removed trips to Corona in February 2018 based on low ridership. OCTA currently operates six morning westbound trips and five afternoon eastbound trips to/from the La Sierra Metrolink Station. Two new Express Bus routes were implemented by RTA in January 2018 between Riverside County and Orange County including RTA Route 200 (shown in blue above) from San Bernardino/Riverside to the Anaheim Resort. The route provides hourly service on weekdays and 90 to 120 minute service on weekends with a fleet of six buses. RTA Route 205 (shown in green above) from Lake Elsinore/Temecula/ Corona to the Village at Orange includes three AM and three PM roundtrips with 3 buses.

New Service

The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

Key Considerations

Intercounty Express Bus service is effective between locations where transit travel times by Express Bus would be more competitive than Metrolink and connecting rail feeder buses.

Benefits

The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

Schedule and Cost

The Express Bus Routes have been fully implemented as of FY19. Ongoing operating costs average \$4,892,000 per year and capital costs average \$1,174,000 per year (2019 dollars). The annual capital cost was increased in 2019 to reflect the future cost of complying with the new Innovative Clean Transit regulation.

Current Status

Since completion of the 91 Express Lanes, RTA more than doubled its Express Bus service on SR-91. Currently, OCTA operates 11 bus trips per day on SR-91. RTA now operates 47 trips on weekdays (up from 18 trips that Route 216 provided weekdays) and 18 trips on weekends (up from 8 trips provided by Route 216) on SR-91 Express Lanes. Service hours for this expansion is an extra 21,445 hours per year and is being served by five new coaches added to the RTA fleet.



Project Description



There are currently 1,000 spaces available. RCTC is implementing a parking lot expansion to include an additional 496 spaces and six bus bays to accommodate RTA Express Lane Service 200 that originates at Metrolink San Bernardino Transit Center with stops along Riverside Downtown Metrolink Station, Metrolink La Sierra, the Village at Orange, ARTIC, Disneyland, and Anaheim Convention Center, as well as other potential bus routes for the future.

Schedule and Cost



Construction was completed in February 2019. The project cost is estimated to be \$6,260,000.

Current Status



Construction and project implementation has begun.

Benefits



The 496 parking spaces will provide for existing and future demand. The parking lot expansion will provide for ADA parking. RTA express service, commuter rail, and vanpool.



Project Description



The Riverside County portion of the 91 Express Lanes began operation in March 2017. Throughout the first year of operation, RCTC made minor operational improvements to improve the SR-91 corridor travel between State Route 241 (SR-241) and McKinley Street. In November 2018, RCTC implemented additional striping and signage improvements to westbound SR-91 at the McKinley entrance to the 91 Express Lanes as well as the County Line access location to further enhance efficiency along the westbound SR-91 corridor between McKinley Street and SR-241. In December 2018, the RCTC Commission authorized its staff to proceed with a project to construct an additional westbound lane along SR-91 between Green River Road and SR-241 (the subject of this project). This new project is now known as the SR-91 Corridor Operations Project (91 COP).

Key Considerations



The goal of this project is to implement a substantial operational improvement that is cost effective and timely to address the peak period bottleneck conditions along westbound SR-91 near the County Line. Key considerations include reducing impacts to adjacent land and local streets using retaining walls and minimizing throw-away costs with future projects. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolled Express Connector and the SR-91 Sixth GP Lane Addition projects.

Benefits



The 91 COP will reduce congestion and delays along westbound SR-91 between McKinley Street and SR-241.

Schedule and Cost

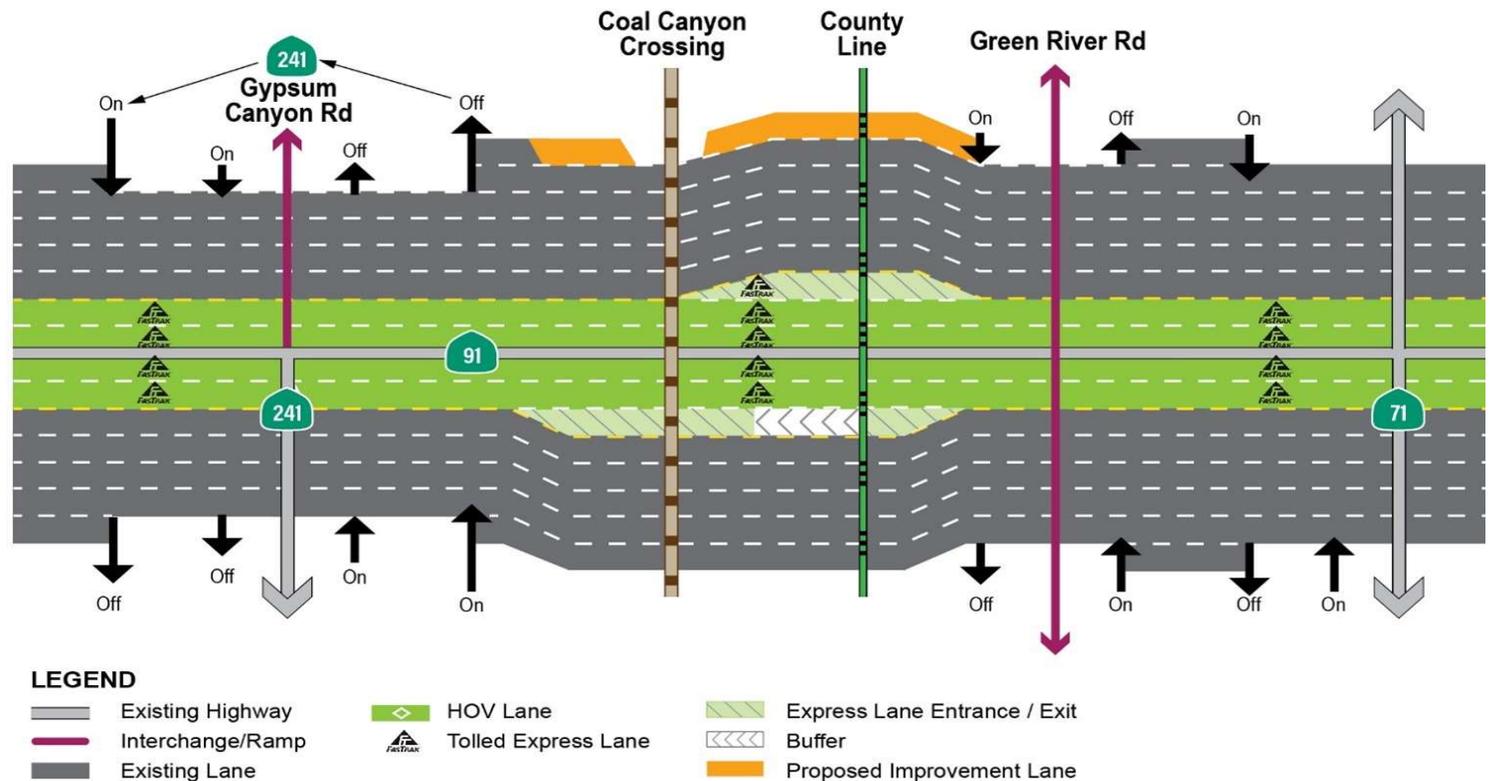


Construction is planned for completion in 2022. The total project cost is estimated to be \$38,000,000.

Current Status



This project is within the footprint of the SR-91 Sixth GP Lane Addition project that was an element of the SR-91 CIP environmental document approved in 2012. An environmental revalidation for the 91 COP was completed in Spring 2020. Construction began in November 2020.



Anaheim Canyon Metrolink Station Improvements

Project Description



The Anaheim Canyon Metrolink Station Improvement Project will include the addition of approximately 3,400 linear feet of secondary track; a second platform; extending the existing platform; improvements at two at-grade railroad crossings located at Tustin and La Palma; as well as new shade structures, benches, and ticket vending machines. These project improvements will accommodate planned future train service and will enhance on time service and safety.

Schedule and Cost

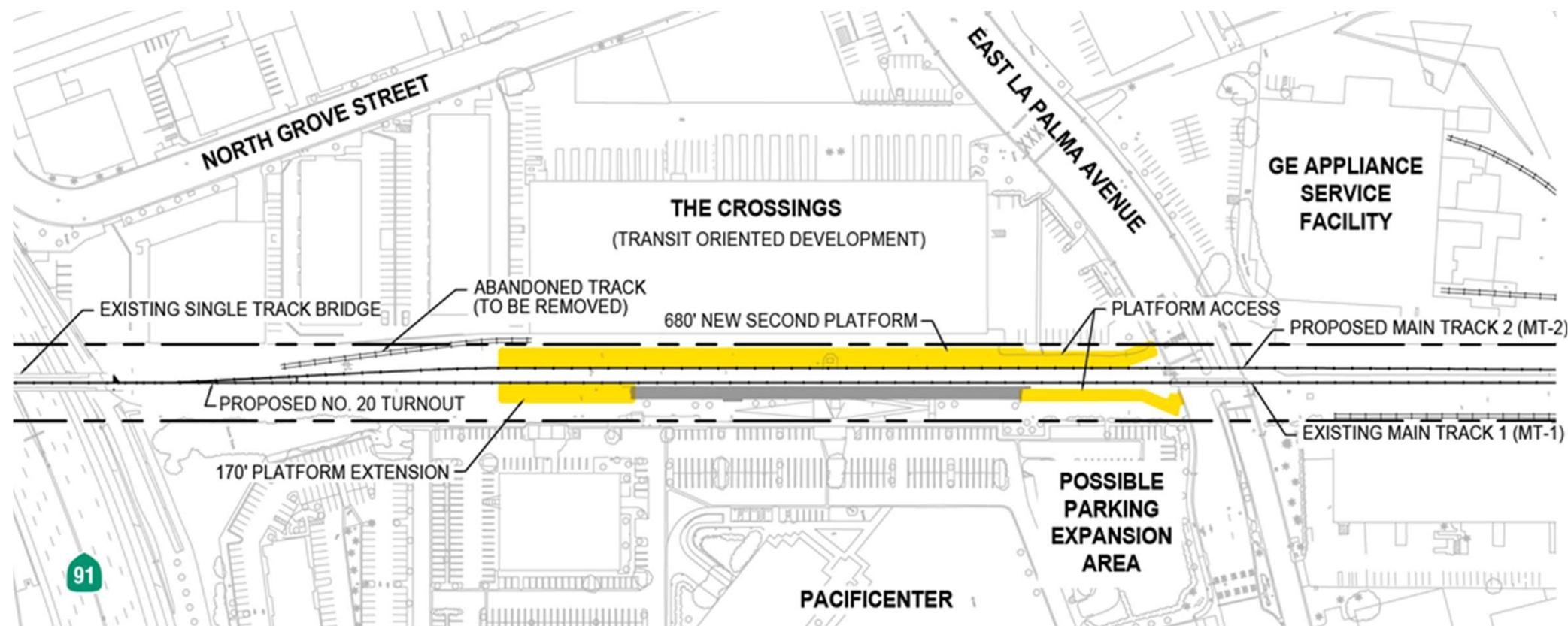


The plans were completed, and the project was advertised for bid in October 2020. Construction began in May 2021 and is anticipated to be completed in November 2022. The total project cost is estimated to be \$34.2 million.

Benefits



The project will enable future Metrolink service expansion, improve train service efficiency, and foster train ridership growth in the region, which will contribute to congestion relief on SR-91.



Project Description



The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (15/91 Express Lanes Connector, the subject project), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. Subsequently, the proposed 15/91 Express Lanes Connector improvements (the subject of this project) have been pulled out from the CIP as a standalone project.

Key Considerations



Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolloed Express Connector, and the Eastbound 91 Express Lane Extension.

Benefits



The 15/91 Express Lanes Connector project will reduce congestion and operational delays by providing direct median-to-median access between the SR-91 Express Lanes and I-15 Express Lanes. Traffic operations will improve by eliminating weaving conflicts and out-of-direction travel along SR-91 and I-15 by the use of the direct connectors. The project will provide motorists a choice to use the 15/91 Express Lanes Connector for a fee in exchange for time savings.

Schedule and Cost



Construction is planned to be completed in late 2023. The total project cost is estimated to be \$270,000,000.

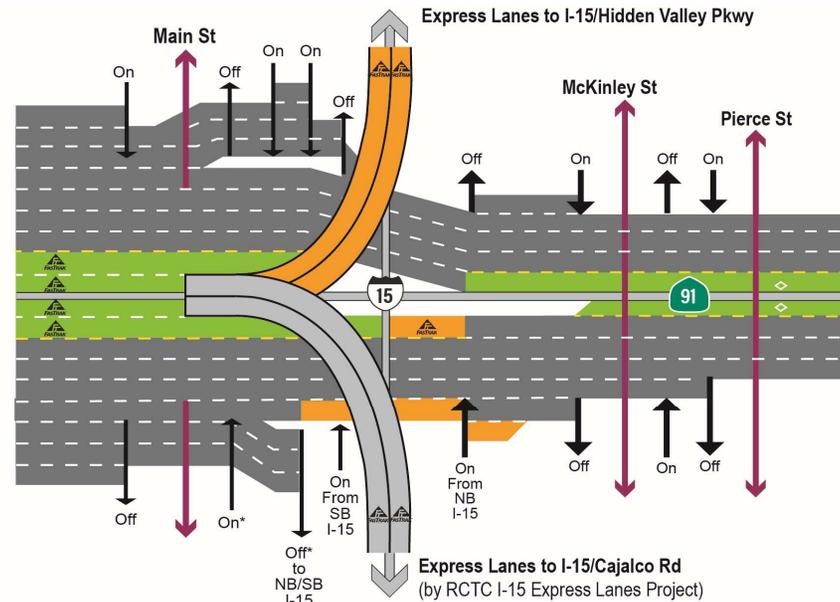
Current Status



The 15/91 Express Lanes Connector is currently discussed in the environmental document for the SR-91 CIP that was completed in 2012. An environmental revalidation was completed in 2019. A Design-Build contract was awarded in Spring 2020 and the project is currently under construction.

LEGEND

- Existing Highway
- Interchange/Ramp
- HOV Lane
- Tolled Express Lane
- Existing Lane
- Proposed Improvement Lane



Project Description



The Eastbound 91 Express Lane Extension is a new project that was initiated in 2022. The scope of the project is to extend a second eastbound toll express lane from the exit to the express lane connectors (just east of the Main Street Undercrossing) to the beginning of the SR-91 HOV lane just east of Promenade Avenue Overcrossing.

Key Considerations



Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Connector, and the 15/91 Express Lanes Connector.

Benefits



The Eastbound 91 Express Lane Extension will reduce congestion and improve operations in the express lanes and general-purpose lanes by providing a gap closure lane between the existing express lanes and HOV lane reducing merging and weaving on eastbound 91 within the existing bottleneck of the I-15 interchange area.

Schedule and Cost



Construction is planned to be completed in late 2023. The total project cost is estimated to be \$10,000,000.

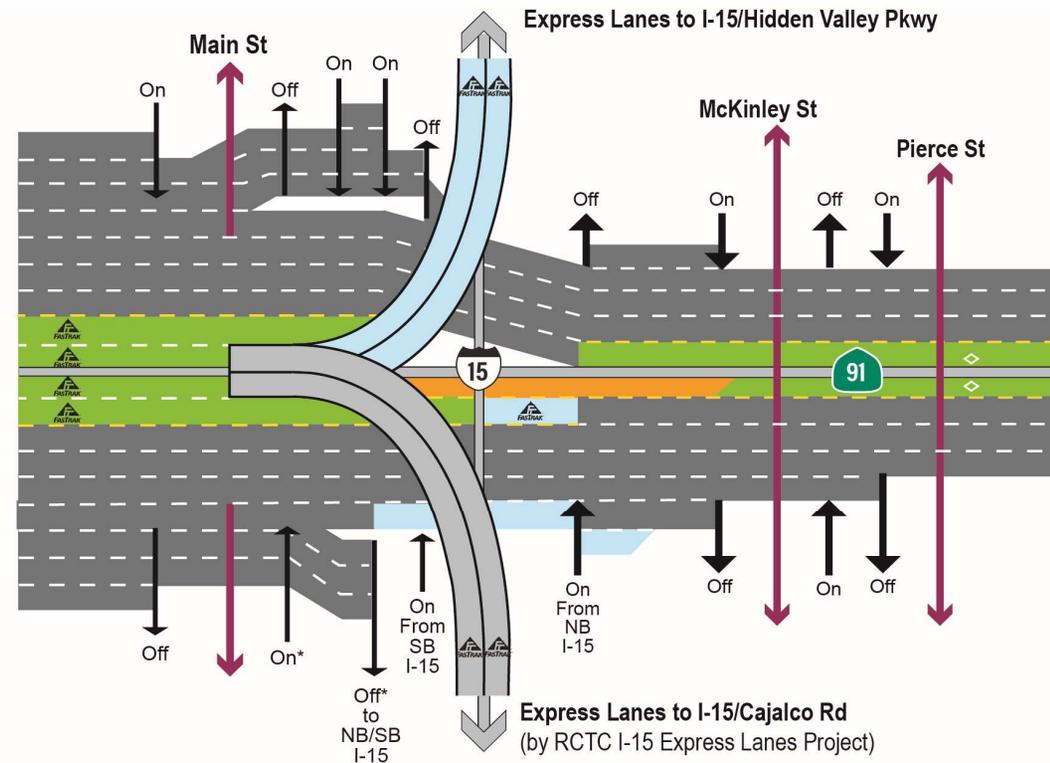
Current Status



The Project Approval and Environmental Document (PA/ED) phase is currently underway.

LEGEND

- Existing Highway
- Interchange/Ramp
- HOV Lane
- Tolled Express Lane
- Existing Lane
- Other Improvement Projects
- Proposed Improvement Lane



The following documents and resources were used in the development of the Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, Transportation Corridor Agencies (TCA), other agencies, and online resources.

Measure M Next 10 Delivery Plan (Next 10 Plan), November 14, 2016

Riverside Transit Agency, Ten-Year Transit Network Plan, January 22, 2015

PSR-PDS on Route 91 Between SR-57 and SR-55, October 2014

PS&E for “Westbound State Route 91 Auxiliary Lane from the NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange”, 2014

PS&E for Initial SR-91 CIP Project, 2014

California Transportation Commission, Corridor Mobility Improvement Account (CMIA), Amended December 2012

M2020 Plan (Measure M), September 2012

PSR-PDS for SR-241/SR-91 Tolloed Express Connector, January 2012

Project Report and Environmental Document (EIR/EIS) for SR-91 CIP from SR-241 to Pierce Street Project, October 2012

PS&E “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2011

Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report, August 2010

Project Study Report/Project Report “Right of Way Relinquishment on Westbound State Route 91 Between Weir Canyon Road and Coal Canyon”, May 2010

SR-91/Fairmont Boulevard Feasibility Study, December 2009

Feasibility Evaluation Report for Irvine-Corona Expressway Tunnels, December 2009

Plans, Specifications and Estimates (PS&E) for Eastbound SR-91 lane addition from SR-241 to SR-71, May 2009

PSR “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2009

91 Express Lanes Extension and State Route 241 Connector Feasibility Study, March 2009

PSR/PR “On Gypsum Canyon Road Between the Gypsum Canyon Road/SR-91 Westbound Off-Ramp (PM 16.4) and the Gypsum Canyon Road/SR-91 Eastbound Direct On-Ramp (PM 16.4)”, June 2008

Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006

Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report, January 2006

Route Concept Reports for SR-91, Caltrans Districts 8 and 12

Various Preliminary Drawings and Cross Sections, Caltrans Districts 8 and 12



July 1, 2024

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Measure M2 Environmental Mitigation Program Update

Overview

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided funding for habitat restoration projects as part of the Natural Community Conservation Plan/Habitat Conservation Plan. A summary of recent Environmental Mitigation Program activities is provided for information purposes.

Recommendation

Receive and file as an information item.

Background

Measure M2 (M2) includes the Environmental Mitigation Program (EMP) which is intended to mitigate the biological resource impacts of 13 M2 freeway projects and streamline approval processes with state and federal resource agencies. This was achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service (collectively referred to as the Wildlife Agencies). Consistent with the Conservation Plan, the Orange County Transportation Authority (OCTA) has acquired seven conservation properties (Preserves) and funded 12 habitat restoration projects, depicted in Attachment A. To date, six of the restoration projects have been completed and met the requirements of the Wildlife Agencies. Five additional OCTA funded projects are anticipated to be completed by the end of 2025.

In addition, an endowment is being established to fund the long-term management of the Preserves as a provision of the Conservation Plan. On a parallel path, the United States Army Corps of Engineers and the State Water Resources Control Board (commonly referred to as the Regulatory Agencies) have also established a framework to expedite the permitting process.

The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of positive collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of this program has been recognized at the regional and national level. Through these efforts, pre-negotiated permit terms have helped streamline project implementation and reduce the required mitigation needs. Without the EMP's established process, additional mitigation-related requirements could have been incurred, resulting in increased project costs and schedule risks. The established permits and partnerships have also enabled swift response to other OCTA project needs.

Discussion

OCTA Preserves Fire Management Plans Update

As required by the OCTA M2 Conservation Plan, fire management plans (Plans) were developed for each of the Preserves. A fire modeling analysis was conducted based on existing vegetation and conditions of the Preserves. The Plans were developed in collaboration with the Wildlife Agencies as well as the applicable responsible fire entity. These Plans provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. In addition, specific maps were developed that highlight Preserve areas containing environmentally sensitive areas to avoid (when feasible) during fire suppression efforts. These Plans are posted on OCTA's website at <https://octa.net/programs-projects/programs/oc-go-measure-m/environmental-programs/environmental-mitigation-program/> and will be incorporated into the Preserve Resource Management Plan (updates are currently underway).

City of Costa Mesa (City) Fairview Park Restoration Project

In February 2011, OCTA awarded the City \$2 million for a 23-acre habitat restoration project within the City's Fairview Regional Park. This project is depicted in Attachment A and described in Attachment B. Approximately 13 acres of the proposed project have been implemented. Once the restoration is approved by the Wildlife Agencies and permanently protected, OCTA can utilize the restored habitat for mitigation as part of the OCTA M2 Conservation Plan. As shared in the December 2023 staff report, various project concerns have been discussed between the City, OCTA, and the Wildlife Agencies. The project is deficient of

approximately ten acres of the committed restoration habitat types. In addition, the City has yet to record a required conservation easement over the project area. If these project requirements are not completed, OCTA would be out of compliance with the Conservation Plan provisions and the City would be out of compliance with their contractual obligations with OCTA.

During the last few Environmental Oversight Committee (EOC) meetings, the City indicated that they will continue to work with the Wildlife Agencies, OCTA, and their consultant to identify a project area for the outstanding remaining acreage. Currently, the City is developing a final restoration plan for the remaining restoration acreage to be included as part of the OCTA-funded restoration project commitments. The restoration plan will require approvals from the EOC and the Board of Directors (Board), as well as the Wildlife Agencies, before implementation. The proposed project area is adjacent to the existing OCTA-funded project area within Fairview Park, as shown in Attachment C. The City currently has a tentative schedule to complete biological site surveys and finalize the restoration plan by the end of July 2024. Site implementation is anticipated to begin in fall 2024 and potentially continue through 2027-2032, depending on vegetation performance. Updates will continue to be provided to the Board and EOC.

Southern California Edison Coordination

As previously shared with the Board, biological impacts occurred at the Pacific Horizon (in the City of Laguna Beach) and Silverado Chaparral (in Silverado Canyon) Preserves as a result of Southern California Edison (SCE) utility powerline maintenance work (Attachment D). OCTA's goal is to ensure that the necessary maintenance needs of SCE are coordinated and completed while also minimizing impacts to protected Preserve habitat. OCTA and SCE are working cooperatively toward these goals. Agreements have been collaboratively developed to define utility access to all of the Preserves and identify expected procedures and information requirements related to any future SCE activities.

SCE does not have easements for the power poles or facilities at either of these Preserves. Consequently, surveys for the utility poles and facilities were completed. The surveys determined that while most of the poles are located on adjacent County-owned land, with one occurring on City of Laguna Beach property, the related access involves the Preserves. Survey information is necessary to develop easements and agreements for the poles and affiliated work areas near and within all of the Preserves. In early 2024, OCTA completed the legal description and depiction of all Preserve property lines and adjacent utilities. The survey documentation and all associated legal documents are currently under review for approval by SCE staff and legal counsel.

OCTA Live Oak Creek Encroachment

In 2023, American Land Title Association surveys were reviewed and, when necessary, additional surveys were conducted for all of the Preserves. During this process, it was discovered that an adjacent landowner made improvements to an unpermitted accessory structure at 19041 Live Oak Canyon Road which further encroached and impacted the Live Oak Creek Preserve. Figures and photos of the encroachment area are shown in Attachment E. OCTA did not approve these encroachments and is concerned about the resulting damage and risks. OCTA staff has discussed the matter with the County's Planning and Development team and have been informed that there are no existing permits for the accessory structure (or related recent improvements). In December 2023, OCTA sent a letter to the County Planning and Development team pertaining to the encroachment (Attachment E). OCTA has requested updates from the County and has been told that the case is still open and that they are working towards a resolution.

The recent outdoor expansion (and affiliated use) not only impacted the OCTA preserve habitat, but also greatly increased the fire risk to OCTA's Preserve and surrounding area. Specifically, OCTA is highly concerned about the fire risk associated with outdoor open flames within and adjacent to heavily vegetated areas. OCTA sent a separate letter to the property owner requesting they halt all outdoor activities and remove all encroaching improvements. OCTA is eager to resolve these issues through a process that respects property boundaries, restores the damaged habitat by the adjacent property owners, and ensures that future improvements on the adjacent property conform to the County's planning and permitting requirements. OCTA staff and legal counsel are currently coordinating with the landowner to seek removal of the encroachment and restoration of the disturbed habitat in order to remain in compliance with the terms of the Conservation Plan that supports OCTA's ability to deliver the M2 freeway improvements. Updates on this coordination will be shared with the Board, the Regional Transportation Planning Committee, and the EOC.

EMP Endowment Fund Investment Report

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. A separate quarterly investment report summarizing the status of the endowment was provided to the Finance and Administration (F&A) Committee and Board in June 2024. As of March 31, 2024, the endowment balance was \$28,374,041. Based on the performance to date, current projections indicate that OCTA still remains on track to meet the endowment target of \$46.2 million in fiscal year 2027-28 depending on future performance of the endowment fund. Staff will continue to assess market conditions and provide regular endowment updates to the Board, the F&A Committee, and the EOC.

Summary

M2 includes an EMP that provides funding for programmatic mitigation to offset certain impacts of the 13 M2 freeway projects. To expedite the delivery of the M2 freeway projects, this program was initiated to implement early project mitigation through preservation and habitat restoration. This program is administered through a Conservation Plan, which was approved by the Wildlife Agencies in mid-2017. To maximize the benefits of the investments, OCTA has utilized some of those same mitigation assets to obtain Clean Water Act permits.

Attachments

- A. OCTA Preserves and Funded Restoration Projects
- B. OCTA M2 EMP Funded Restoration Projects Status Table
- C. OCTA Existing and Proposed Restoration Areas at Fairview Park
- D. Pacific Horizon/Southern California Edison Poles and Impacts
- E. Live Oak Creek Preserve Encroachment Figures and December 18, 2023 OCTA Letter to Orange County Development Services

Prepared by:

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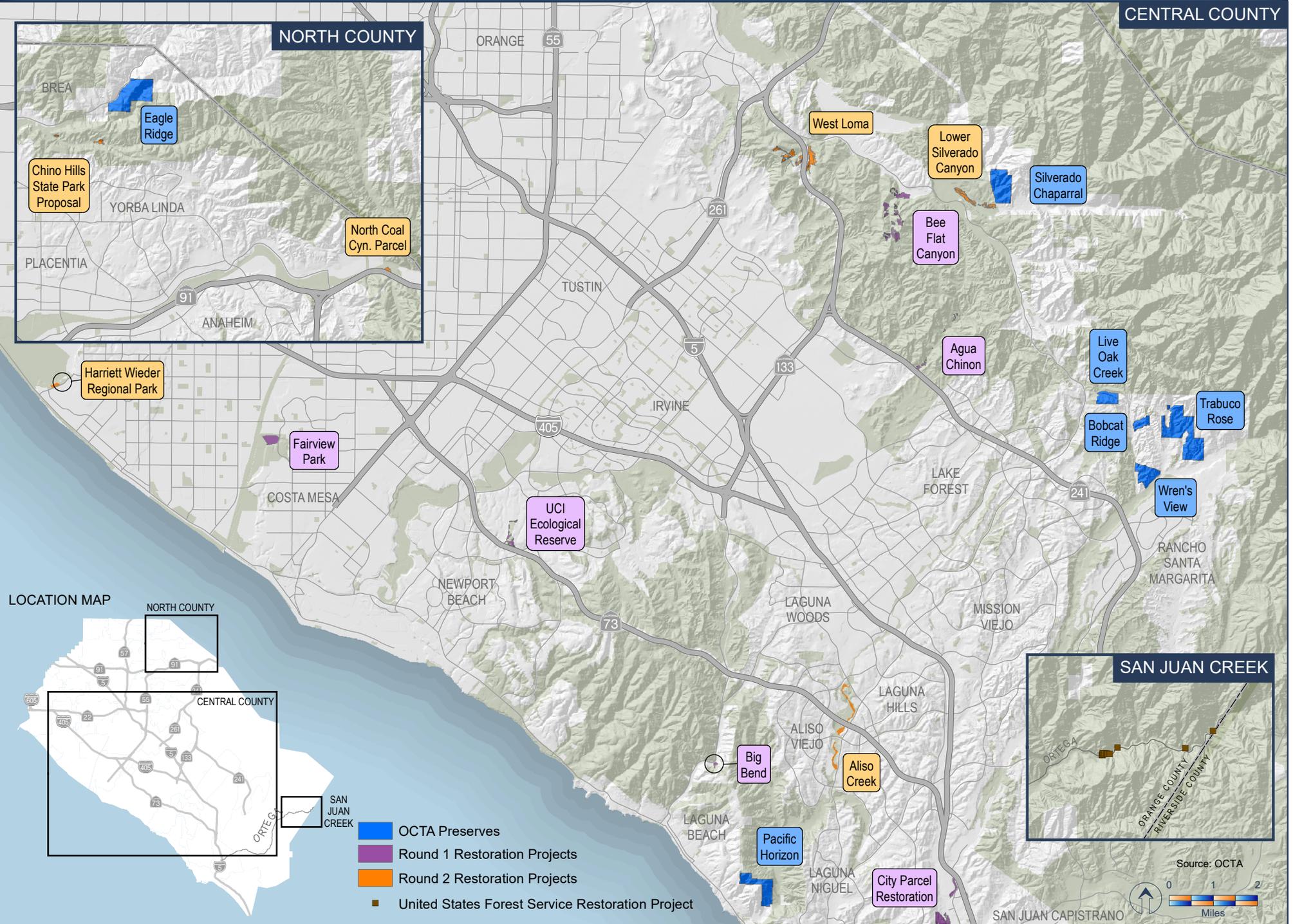
Approved by:

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

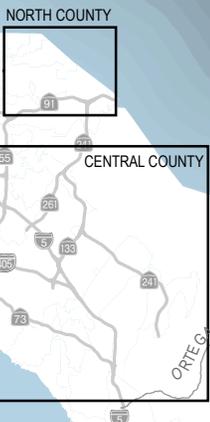
OCTA Preserves and Funded Restoration Projects



CENTRAL COUNTY



LOCATION MAP



- OCTA Preserves
- Round 1 Restoration Projects
- Round 2 Restoration Projects
- United States Forest Service Restoration Project

Source: OCTA



OCTA M2 EMP Funded Restoration Projects Status Table

Project Name	Sponsor/ Geographic Area	Cost	Approximate Acreage and Habitat Types	Land Protection Document Type/Status	Year Began	Project Status
Big Bend	Laguna Canyon Foundation/ Laguna Beach	\$87,500	3.7 Coastal sage scrub (CSS) and riparian woodland	Restrictive Covenant/ Complete	2011	Signed off 2017
City Parcel/2C Ranch	City of San Juan Capistrano/ San Juan Capistrano	\$1,500,000	53 CSS, native grassland, oak woodland, and riparian	Restrictive Covenant/ Complete	2011	Signed off 2018
UCI Ecological Reserve	Natural Community Coalition/ Irvine	\$325,000	8.5 Cactus scrub	Central/Coastal NCCP/HCP Reserve	2011	Signed off 2021
United States Forest Service Dam Removal	United States Forest Service/ San Juan Capistrano and Trabuco Canyon	\$185,000	31* Dams, creek bed and riparian	USFS Protected Lands	2018	Signed off 2022
Bee Flat Canyon	Irvine Ranch Conservancy/ Irvine	\$1,597,860*	90.1* (84 acres Bee Flat/6.1 acres Agua Chinon) chaparral, CSS, native grassland, riparian, and woodland	Restrictive Covenant/Complete	2011	84 acres signed off 2020
Agua Chinon				Central/Coastal NCCP/HCP Reserve Land Protection Document Pending Corps approval (County area 0.31 acre)	2011	6.1 acres signed off 2023 (Wildlife Agencies) 0.83 acres (The Irvine Company portion) signed off 2023 (Corps) 0.31 acres (County) pending Corps legal requirements
Lower Silverado Canyon	Irvine Ranch Conservancy/County of Orange	\$1,414,435*	28.4* Riparian	Conservation Easement/ Complete	2014	Signed off 2023

OCTA M2 EMP Funded Restoration Projects Status Table

Project Name	Sponsor/ Geographic Area	Cost	Approximate Acreage and Habitat Types	Land Protection Document Type/Status	Year Began	Project Status
West Loma	Irvine Ranch Conservancy/County of Orange	\$1,454,570*	62.4* CSS and riparian	Conservation Easement/portion covered by a Restrictive Covenant/ Complete	2013	Pending (anticipated 2024)
Harriett Weider Regional Park	Bolsa Chica Conservancy/Huntington Beach	\$475,000	8.2 CSS, native grassland, and riparian	Restrictive Covenant/ Complete	2016	Pending (anticipated 2024)
North Coal Canyon	RECON Environmental/ Yorba Linda	\$247,500	5.5 CSS	Restrictive Covenant/ Conserved by the Land and Water Conservation Fund (LWCF)	2019	Pending (anticipated 2025)
Fairview Park	City of Costa Mesa/ Costa Mesa	\$2,000,000	23 CSS, native grassland, riparian, and wetland	Needed	2011	Pending
Aliso Creek	Laguna Canyon Foundation/ Laguna Niguel	\$1,482,100*	55 Riparian	Restricted Covenant Pending	2015	Pending (anticipated 2025)
Chino Hills State Park	Habitat Restoration Sciences, Inc/ Yorba Linda	\$193,000	11 Cactus scrub	Conserved by the LWCF	2020	Pending (anticipated 2025)

Approximate acreage is subject to change and may be adjusted slightly once the restoration work is completed.

Shaded cells indicate the project is complete and has obtained "sign off" from the Wildlife Agencies.

*Amounts depicted in the table were revised/amended pursuant to the OCTA Board-approved contracting procedures.

Acronyms

Corps - United States Army Corps of Engineers

EMP - Environmental Mitigation Program

M2 – Measure M2

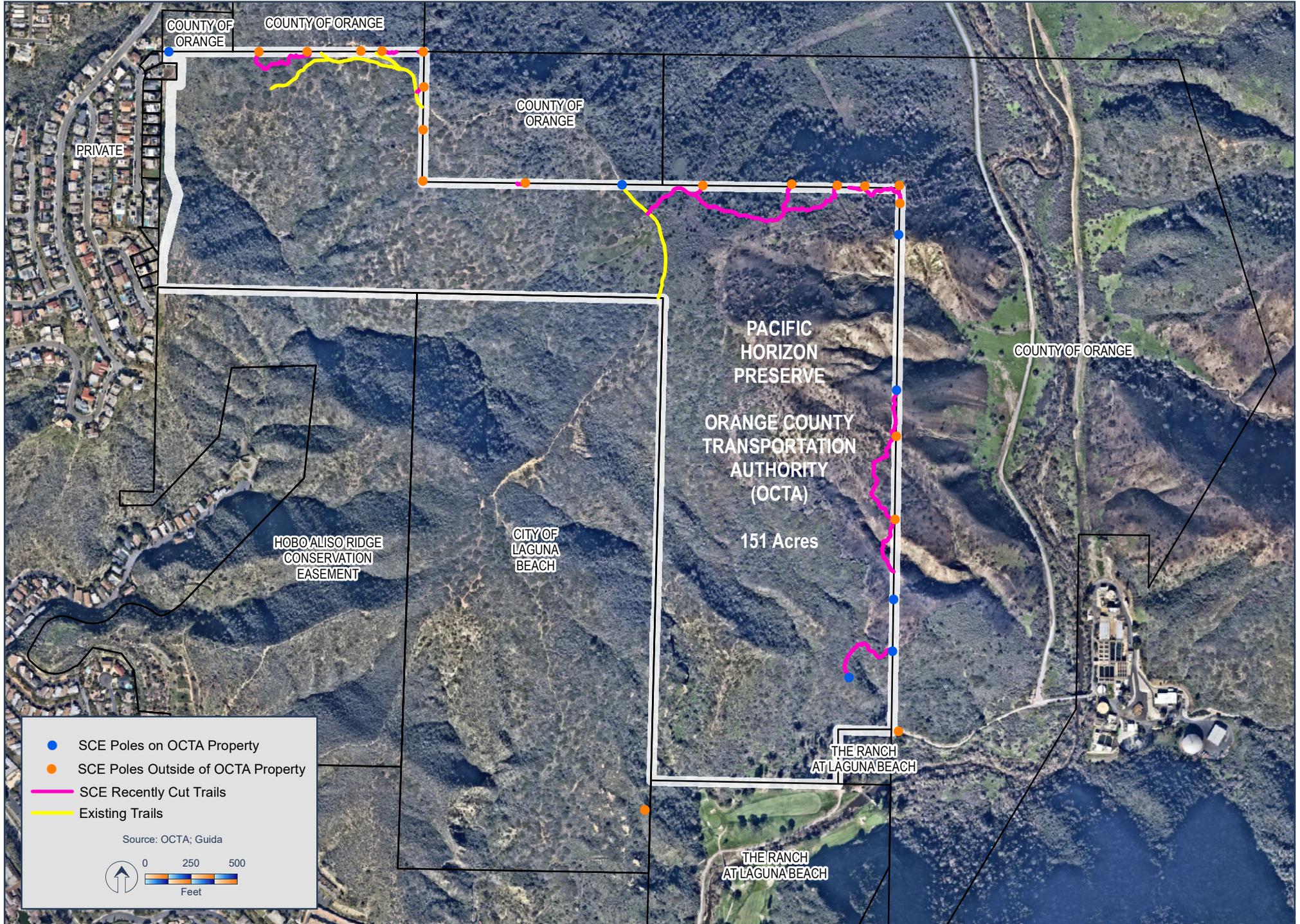
NCCP/HCP - Natural Community Conservation Plan/Habitat Conservation Plan

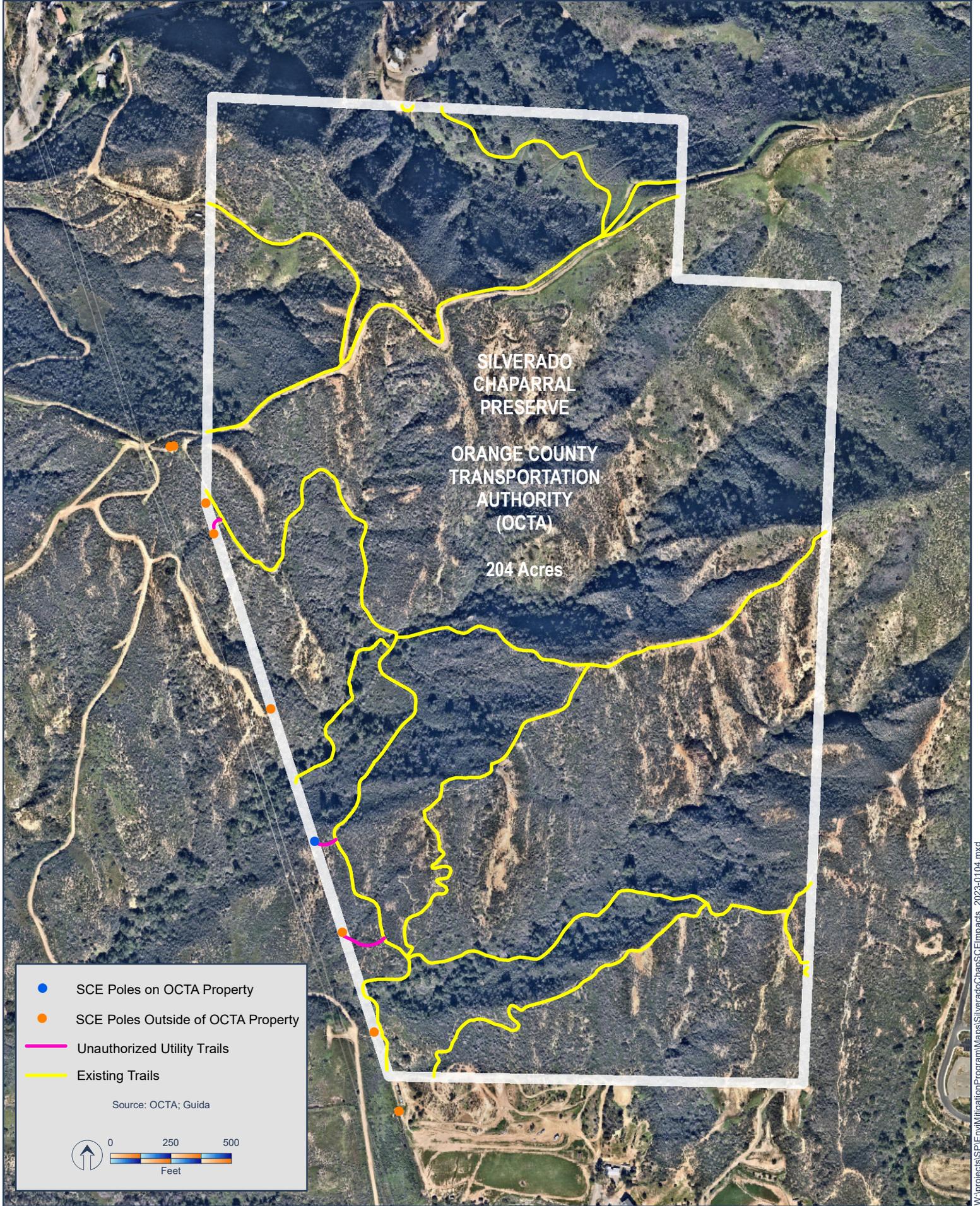
OCTA – Orange County Transportation Authority

UCI – University of California, Irvine

USFS – United States Forest Service

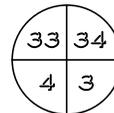




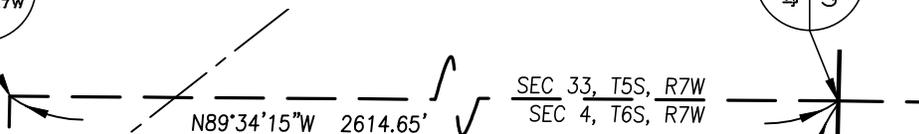




FOUND 2" IRON PIPE WITH O.C.S. 3-3/4"
ALUMINUM CAP PER R.S.B. 141/5-19



FOUND MAG NAIL SET IN CONCRETE
PER R.S.B. 141/5-19



RETAINING ROCK GROUND COVER

APN: 856-021-27
APN: 856-021-26

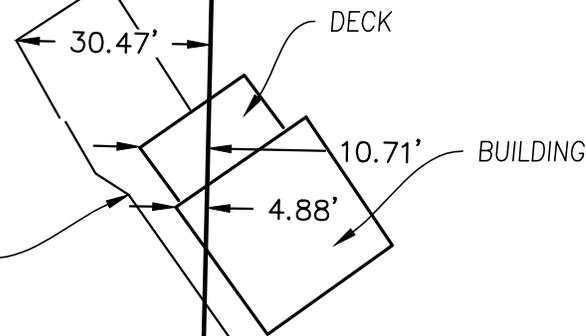
PARCEL 2
LLA NO. LL-2008-007
INST. NO. 2008000473333, O.R.
RECORDED 10/10/2008



SCALE: 1" = 30'

LEGEND & ABBREVIATIONS

-  LIVE OAK CREEK PRESERVE BOUNDARY
-  SECTION LINE
-  CENTERLINE

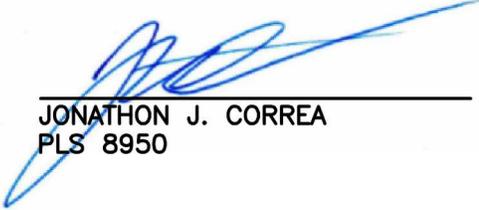


GROUND COVER ROCK

N01°17'09"E
1261.95'

SEARCHED FOR MONUMENT
NOTHING FOUND. REESTABLISHED
PER R.S.B. 141/5-19 BETWEEN
FOUND NE CORNER AND SE
CORNER OF SECTION 4.

PREPARED BY ME OR UNDER MY DIRECTION.



JONATHON J. CORREA
PLS 8950

DATE: 11/15/2023



GUIDA SURVEYING INC.
220 COMMERCE, SUITE 150
IRVINE, CALIFORNIA 92602
TOLL FREE 1.855.90GUIDA
WWW.GUIDASURVEYING.COM











AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

December 18, 2023

Mr. Cameron Engelhart
Orange County Development Services
Planning and Development, Neighborhood Preservation
601 N Ross Street
Santa Ana, CA 92701

Via email: Cameron.Engelhart@ocpw.ocgov.com

Subject: **19041 Live Oak Canyon Road and the Live Oak Creek Preserve
(CE230465)**

Dear Mr. Englehart:

The Orange County Transportation Authority (OCTA) was recently informed of a code enforcement action for an unpermitted business (which includes encroaching structure improvements) at 19041 Live Oak Canyon Road in Trabuco Canyon. OCTA owns the adjoining property, the Live Oak Creek Preserve [Preserve] (APNs 856-021-26 and 856-021-27). An American Land Title Association survey recently conducted by OCTA determined the accessory structure and associated outdoor improvements at 19041 Live Oak Canyon Road crosses into the OCTA Preserve. OCTA did not approve these encroachments and is concerned about the resulting damages and risks.

The recent outdoor expansion (and affiliated use) not only impacted the habitat but also greatly increased the fire risk to OCTA's Preserve and surrounding area. This area is already in a Very High Fire Hazard Severity Zone (CAL FIRE mapping). Specifically, OCTA is highly concerned about the fire risk associated with outdoor open flames (fire pit, hot tub, and outdoor cooking) within and adjacent to heavily vegetated areas.

As background, the 84-acre Preserve is one of seven protected conservation properties owned by OCTA. The Preserve provides essential habitat for sensitive native plants and wildlife. These Preserves are part of a program known as OC Go, OCTA's half-cent transportation sales tax measure to provide mobility solutions and funding for environmental preservation and enhancement programs.

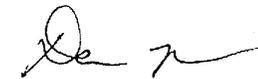
As part of the code enforcement action, OCTA understands the County neighborhood preservation team will require that the unpermitted short-term rental business (and use of the outdoor facilities) be halted until the code violations are resolved. OCTA staff had discussions with the County's planning and development team and have been informed that there are no existing

Mr. Cameron Englehart
December 18, 2023
Page 2

permits for the accessory structure (or related improvements). The County also indicated that since the structure crosses the property line into the OCTA Preserve, a code enforcement case would be opened against the property owners. OCTA is eager to resolve these issues through a process that respects property boundaries, restores the damaged habitat by the adjacent property owners and ensures future improvements on the adjacent property conform to the County's planning and permitting requirements.

OCTA appreciates the efforts of the County's development services department to restore site compliance with applicable County ordinances. Throughout the development of this code enforcement action, we encourage open communication with OCTA on this matter and would appreciate being updated on this issue. If you have any questions or comments, please contact me at 714-560-5907 or at dphu@octa.net or Lesley Hill at lhill@octa.net or 714-560-5759.

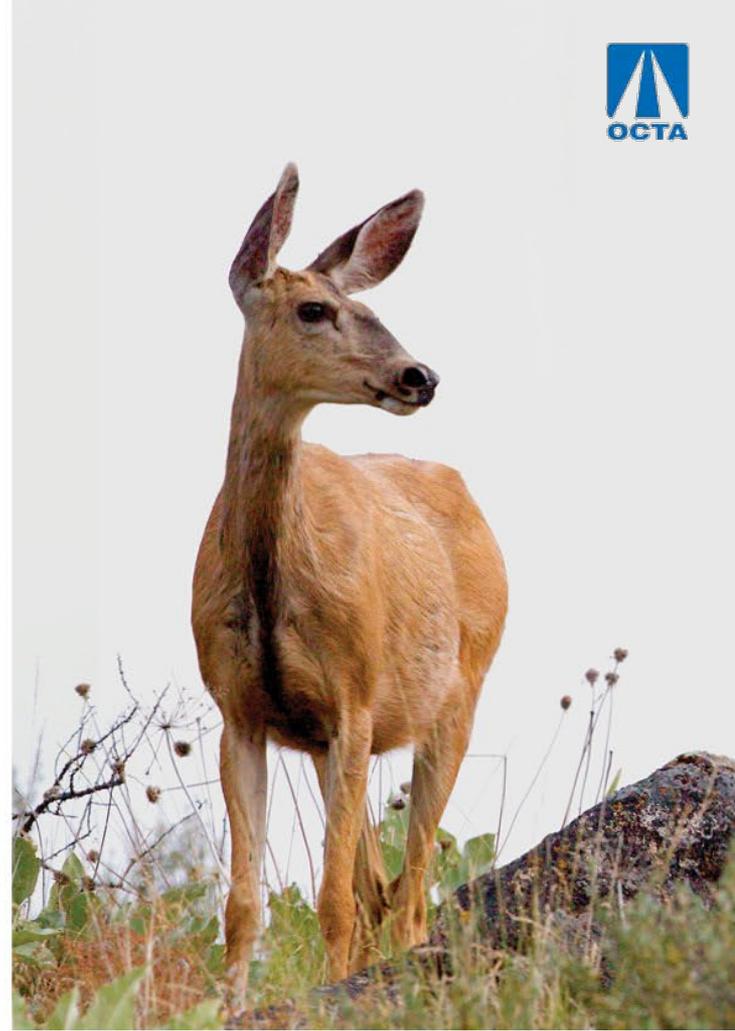
Sincerely,



Dan Phu
Sustainability Planning Manager

DP:lh

c: Ilene Lundfelt, County of Orange
Cora Villegas, County of Orange



Measure M2 Environmental Mitigation Program Update





Background



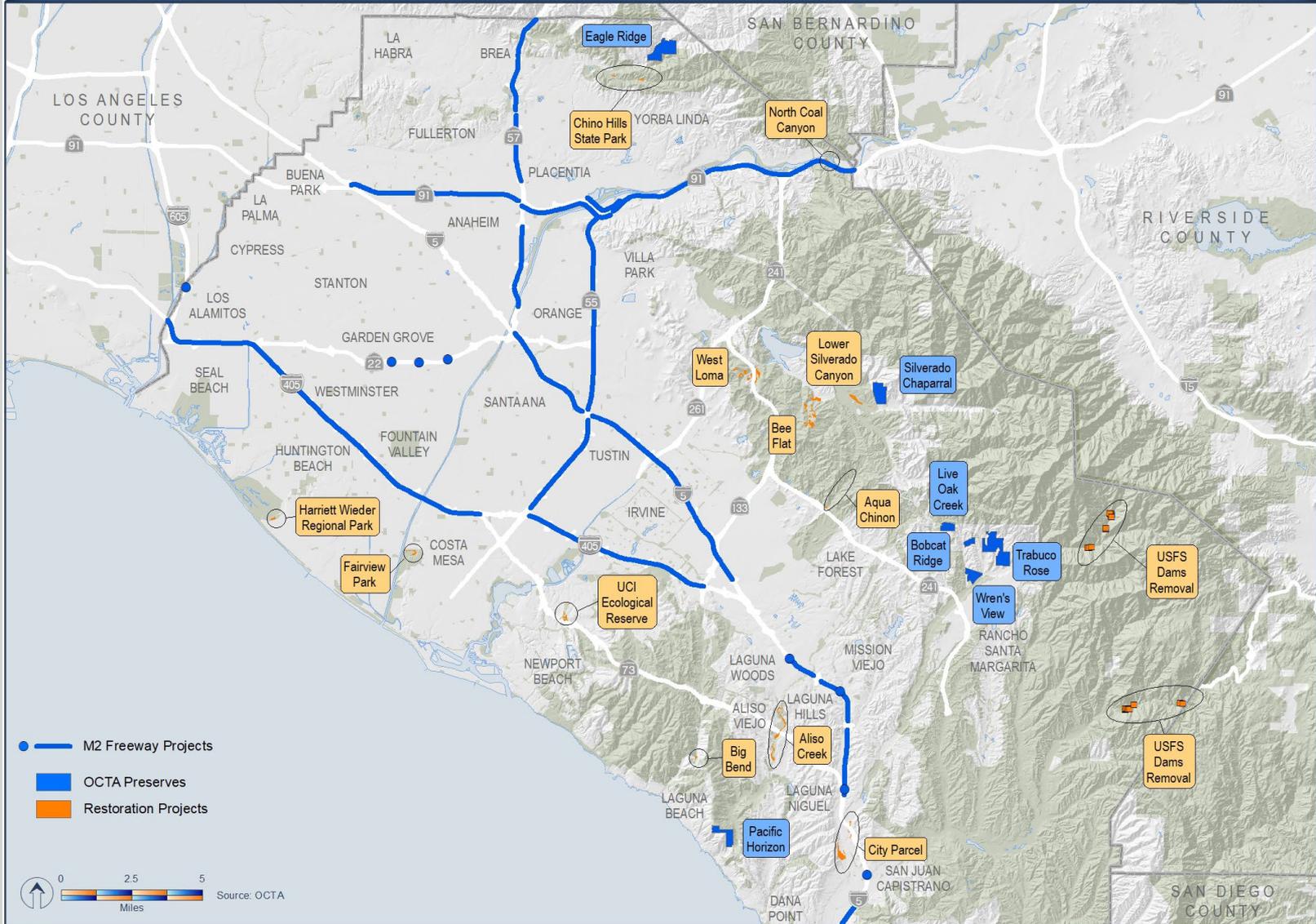
- Measure M2 (OC Go) approved - November 2006
- A component of the OC Go freeway program
- Comprehensive Freeway Environmental Mitigation Program (EMP)
 - Support of environmental community
 - Offsets biological impacts of 13 OC Go freeway projects
 - Purchase of conservation lands (Preserves)
 - Provides funding for habitat restoration

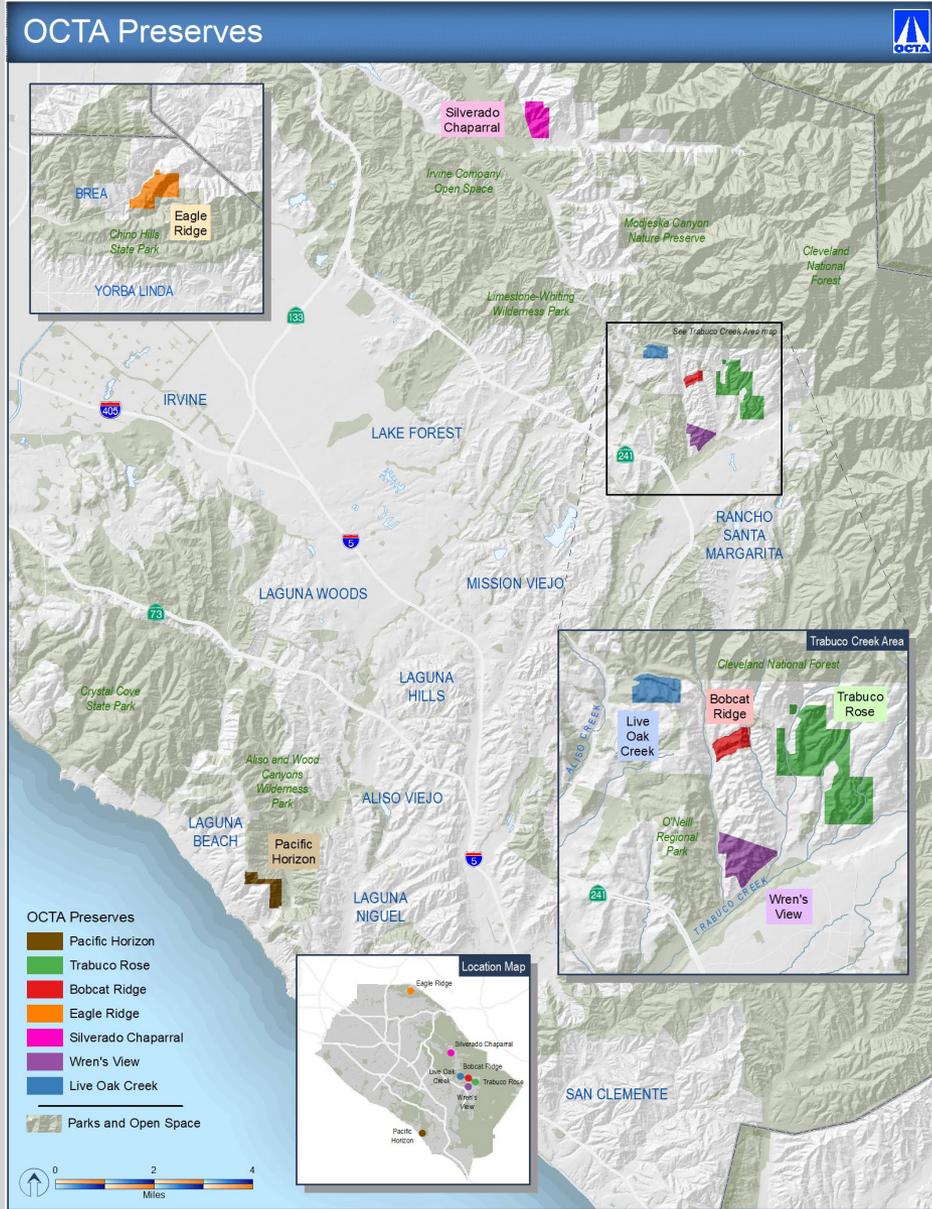


EMP Projects and Mitigation



OCTA Preserves and Funded Restoration Projects





- Seven properties
- 1300 acres
- Purchased between 2011 and 2014
- Strategic locations



Wren's View



Trabuco Rose

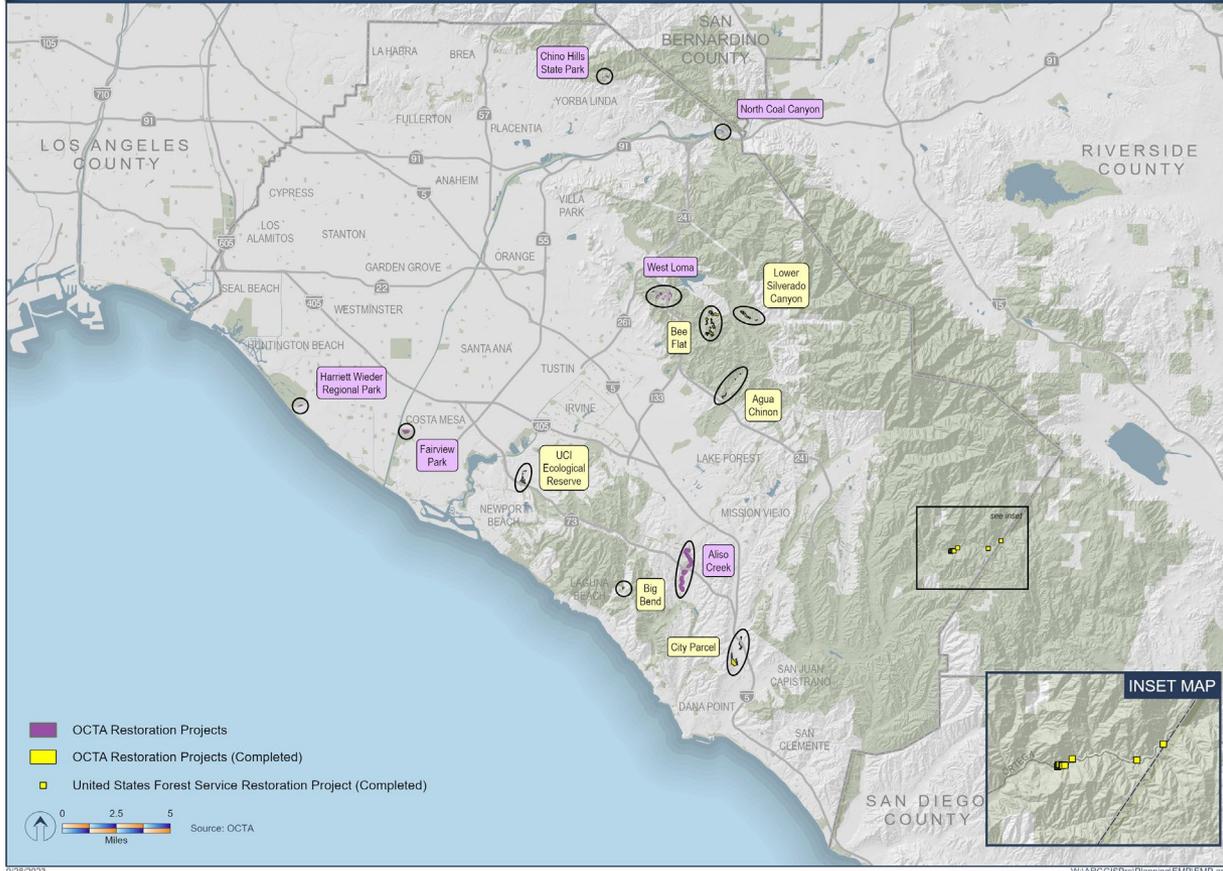




OCTA Restoration Projects



Funded Restoration Projects Map



- 12 projects
- About 350 acres
- Funded between 2011 and 2019
- Distributed throughout County

9/28/2023

W:\ARC\GIS\Pro\Planning\EMP\BMP.aprx



UCI Restoration Project



UCI – University of California, Irvine



Conservation Plan Structure



- Natural Community Conservation Plan/Habitat Conservation Plan
- Environmental documents
 - EIR/EIS
- Streamlined permitting through partnerships with:
 - Caltrans
 - State and federal wildlife agencies
- Nationally recognized by FHWA

EIR – Environmental Impact Report

EIS – Environmental Impact Statement

Caltrans – California Department of Transportation

FHWA – Federal Highway Administration



Clean Water Act Programmatic Permitting



- Clean Water Act permits
- Streamlined permitting through partnerships with:
 - Caltrans
 - State and federal regulatory agencies



EMP Status Update



- Fire management plans
- Completing restoration projects
- Southern California Edison coordination
- Preserve monitoring and management
- EMP Endowment Fund
- Riding and hiking tours



July 1, 2024

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: Active Transportation Program Biannual Update

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts with local jurisdictions, key stakeholders, and the public. An update on recent and upcoming activities is provided.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) is engaged in regional active transportation projects and programs in Orange County (OC). These efforts support OCTA's vision for a balanced multimodal transportation system. To realize this vision, OCTA works with local jurisdictions, stakeholders, and the public to advance the development of safe, accessible, and connected bicycling and walking networks. OCTA's recent efforts focus on preparing the OC Connect trail project for delivery by the cities of Santa Ana and Garden Grove and the Electric Bicycle (e-bike) Safety Plan. Updates on these projects and a summary of additional active transportation efforts are discussed below.

Discussion

OC Connect: Garden Grove-Santa Ana

In July 2023, OCTA initiated the evaluation of a proposed bicycling and walking trail along 3.1 miles of the Pacific Electric Right-of-Way corridor between Raitt Street in the City of Santa Ana and Euclid Street in the City of Garden Grove and 0.85 miles of the Wintersburg Channel, known as OC Connect (Attachment A). The environmental analysis of OC Connect is funded by a \$3 million Active Transportation Program (ATP) grant for a Class I bicycle path. This project phase is also known as Project Approval and Environmental

Document (PA/ED). The PA/ED phase will define the preferred alignment of the trail by completing the preliminary design, determining the trail's feasibility, estimating project costs, and determining what, if any, avoidance or mitigation measures must be taken to complete the project. The outreach efforts for OC Connect include extensive communication with local stakeholders and the surrounding community. Upon completion of the environmental analysis, the project will be ready for the plans, specifications, and estimates (PS&E) phase of the project.

The OC Connect project team conducted Phase I of public outreach between the end of October 2023 and the middle of December 2023. The goal of this phase was to assess the public's walking and bicycling habits, gauge their interest in a variety of trail amenities, and prioritize design criteria being used by the project team to vet various trail alignments and alternatives. The project team used various methods to interface with the public, including a survey, an interactive story map, two public meetings (one virtual and one in-person), five pop-up tables at community events, social media engagement, development and distribution of a communications resource's toolkit to 51 local organizations, digital noticing, and a two-part interview with Vietnam America Television. Outreach activities and materials were made available in English, Spanish, and Vietnamese and focused on the areas immediately surrounding the project in the cities of Garden Grove and Santa Ana. A Phase I outreach summary is included in Attachment B. Phase II of public outreach is underway, beginning with a neighborhood meeting on June 29 at Rosita Park in the City of Santa Ana, continuing with a neighborhood meeting with Nina Place residents in the City of Garden Grove on July 13, and concluding in the fall with more general public feedback before the project is concluded.

Concurrent with the public outreach, the project team held one-on-one meetings with both internal and external project stakeholders to introduce the project, discuss alignment and amenity options, and identify and troubleshoot any potential issues. Stakeholders included the City of Garden Grove, the City of Santa Ana, Orange County Flood Control, California Department of Transportation District 12, OCTA Streetcar, OCTA Garden Grove Bus Base, the California Public Utilities Commission, as well as community stakeholder groups such as the Artesia Pilar Neighborhood Council and schools and businesses in the area. The project team maintains an ongoing dialogue with all stakeholders as the environmental document and design plans are further developed and refined.

The project team has completed the draft 35 percent design plans, which are currently being reviewed by project stakeholders. The design plans include plan and typical section elements for the entirety of the trail with enough detail to complete the requisite engineering and technical studies as well as the

environmental documents. Implementation of the project resulting from the PA/ED phase will be at the discretion of the local agencies.

Finally, a key element identified in the project is the original Red Car Pegram truss bridge spanning the Santa Ana River. The project team completed a structural evaluation report and advanced planning study for the structure and determined that the bridge will be reusable with minimal impact on the existing structure. Retrofits will be necessary, including replacement of the existing bearings consistent with the state's Seismic Retrofit Guidelines, raising of the bridge by approximately 4.5 feet to provide a minimum 12.5-foot clearance for maintenance and emergency vehicles under the bridge, replacement of bridge decking for active transportation use, and installation of safety railing along the length of the bridge.

Funding for the subsequent PS&E phase of the project has been secured through \$3,900,000 of state funds through the Statewide Transportation Improvement Program, a \$1,000,000 Environmental Protection Agency grant for site assessment and cleanup, a \$750,000 earmark from Congressman Lou Correa for the design of the upgraded bridge, and a \$350,000 Department of Toxic Substances Control grant for the Phase II Environmental Site Assessment. The final cost estimate for design activities is pending; however, staff believes OC Connect has the funding necessary to complete the design phase.

E-bike Safety Action Plan

OCTA initiated the E-bike Safety Action Plan in July 2023 to identify gaps in existing e-bike safety resources at the local, regional, and state levels. Based on the findings from the plan, the project team will develop recommendations and identify potential funding sources to inform future planning, outreach, and other safety efforts.

The project team conducted both a data source inventory and a non-infrastructure inventory of e-bike-related resources and initiatives both within and affecting e-bike use in Orange County. Both of these efforts included literature and data availability reviews, coordination and interviews with local, regional, and statewide e-bike stakeholders, as well as e-bike retailers.

The data source inventory reviewed available e-bike data and highlights several areas that lack consistent and uniform tracking of key e-bike safety metrics. The inventory clarifies areas where data are available, consistent, and support decision making for safe e-bike operation. Key takeaways include:

- Collision and injury data specific to e-bikes is limited. There is not currently a standard and dedicated e-bike coding for collisions, leaving it

up to local agencies to add coding to their reporting systems without consistency between agencies.

- While agencies report higher ridership, actual count data is limited due to difficulties in distinguishing e-bikes from pedal bicycles and lack of resources for consistent bicycle counts.
- National e-bikes sales trends show year-over-year increases in units sold, but sales data on a local or regional level are not readily accessible from individual and consolidated sources.
- Local agencies are responding to the growing usage of e-bikes with a desire to manage safe operation by implementing ordinances; most agencies have ATP, but ATPs often have yet to incorporate direct attention toward e-bikes from a planning, engineering, and/or programmatic level.

The non-infrastructure inventory was based on the analysis of a survey distributed to stakeholders around the County and answered by 51 Orange County jurisdictions, law enforcement agencies, regional agencies, retailers, and other local stakeholders involved in e-bike safety efforts. The inventory also incorporated interviews conducted with e-bike stakeholders to gain additional insight into the challenges and opportunities presented by e-bikes.

Key themes identified across non-infrastructure efforts included:

- A focus on providing education and encouragement to school-aged youth in partnership with law enforcement.
- Providing hands-on opportunities to build safety skills at bike rodeos.
- Increasing enforcement through warnings and/or tickets, and sharing informational resources online and in-person.
- Potential for collaboration with e-bike retailers on e-bike safety.
- Importance of parent engagement and participation in youth rider e-bike safety.

An e-bike safety rodeo was held at Niguel Hills Middle School on May 18. For those who weren't able to attend the in-person event, two virtual e-bike safety workshops were held over Zoom on June 4 and on June 13. The project team will continue its community outreach efforts with another e-bike safety rodeo in late summer. The purpose of these rodeos is to solicit feedback on e-bike safety and deliver e-bike safety education to the public. Event promotion will again be posted on OCTA's social media, On the Move blog, and an eblast to the OCTA database. In addition, communication toolkits will be sent to local jurisdictions.

Regional Early Action Planning (REAP) 2.0 Projects

OCTA applied for and received \$2.15 million in California Department of Housing and Community Development funds through the Southern California Association

of Governments' REAP 2.0 grant program (Attachment C). The REAP 2.0 funds are subject to the Governor's Budget and Legislative approval. In the event the REAP 2.0 funds are not included in the approved Governor's Budget, OCTA will prioritize and locally fund projects as appropriate.

Ongoing Active Transportation Efforts

OCTA staff undertake a variety of projects and initiatives in support of active transportation throughout the County. A summary table of other major initiatives, in addition to what is included in the staff report, can be found in Attachment D.

Summary

OCTA supports efforts to improve active transportation throughout OC. This includes ongoing education, encouragement, engineering, and evaluation efforts for active transportation. Coordination and collaboration will continue between state, regional, and local agencies, key stakeholders, and the public to encourage and support safer walking and bicycling in OC.

Attachments

- A. OC Connect Fact Sheet
- B. Survey Results and Outreach OC Connect
- C. OCTA 2024 Active Transportation REAP 2.0 Award Summary
- D. Active Transportation Initiatives

Prepared by:



Peter Sotherland
Active Transportation Coordinator
(714) 560-5386

Approved by:



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

OC CONNECT

GARDEN GROVE - SANTA ANA



PARTNER JURISDICTIONS

Garden Grove, Santa Ana, County of Orange

AT A GLANCE

PROJECT MANAGER: Peter Sotherland
(714) 560-5386
psotherland@octa.net

COMMUNITY OUTREACH: Marissa Espino
(714) 560-56070
mespino@octa.net

WEBSITE: octa.net/OCConnect

Fact Sheet as of 9/25/23

OVERVIEW

The Orange County Transportation Authority (OCTA) is studying the development of a biking and walking trail connection along the former Pacific Electric Right-of-Way (PE ROW) corridor in Santa Ana and Garden Grove. The OC Connect study area includes 3.1 miles of the PE ROW between Raitt Street in Santa Ana and Euclid Avenue in Garden Grove, as well as 0.85 miles of the Wintersburg Channel between the PE ROW and Hazard Avenue in Santa Ana.

The project creates a 4-mile biking and walking trail connection between the downtown areas of Garden Grove and Santa Ana as well as to the Santa Ana River Trail and the countywide 66-mile OC Loop bikeway. This project would improve the transportation network along the corridor and provide a safe, well connected active transportation route.

This study will complete the environmental review of the corridor, known as the Project Approval & Environmental Document (PA/ED) phase for a Class 1 bike path, which is a shared bicycle and pedestrian path separated from vehicular traffic. The PA/ED phase will refine the alignment of the trail by completing preliminary design, determine the trail's feasibility, estimate project costs, and determine what, if any, avoidance or mitigation measures must be taken to complete the project.

BENEFITS

The OC Connect trail project would provide critical connections between Garden Grove and Santa Ana with public access from various entry points along the trail. It would increase the use of active transportation travel modes, provide a no-cost, zero-emission transportation option, enhance safety and mobility for non-motorized users, and facilitate active travel away from high-speed and high-volume traffic. The completed study will support the advancement of subsequent project phases to be led by the cities of Garden Grove and Santa Ana.

SCHEDULE

Milestones	Approximate Timeline
Project Initiation	July 2023
Public Engagement	Ongoing
Preliminary Engineering & Technical Studies	Fall 2023 to Spring 2024
Environmental Documentation	Spring 2024 to Winter 2024
Study Completed	December 2024

GET INVOLVED

Stay involved and connected by signing up at www.octa.net/OCConnect.

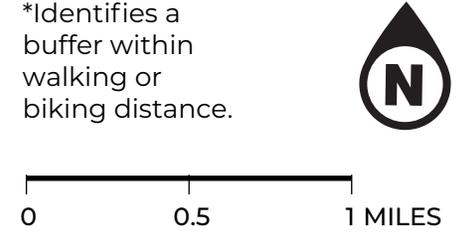


GARDEN GROVE

LEGEND

- OC Connect Project Study Area
- Existing Trails and Separated Bikeways
- OC Streetcar and Stops
- Garden Grove
- Santa Ana
- 1 Mile Buffer*

*Identifies a buffer within walking or biking distance.



0 0.5 1 MILES



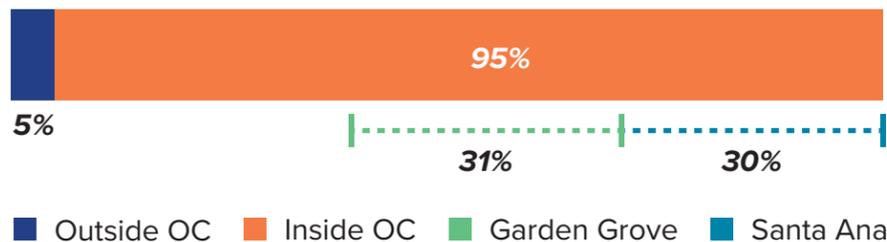


Survey Results and Outreach

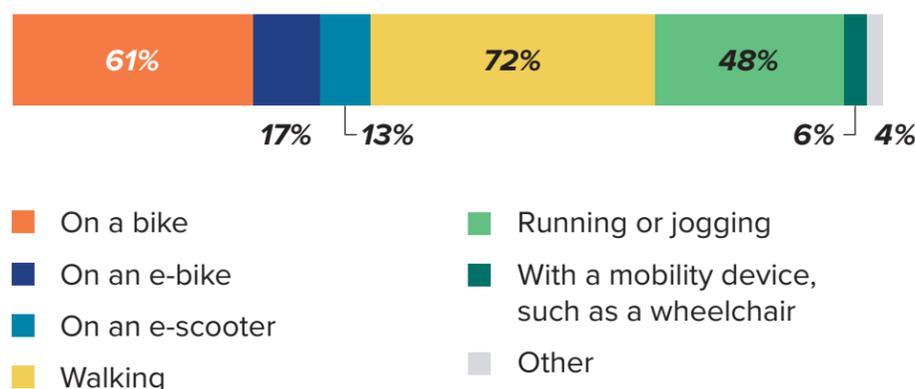
OCTOBER TO DECEMBER 2023



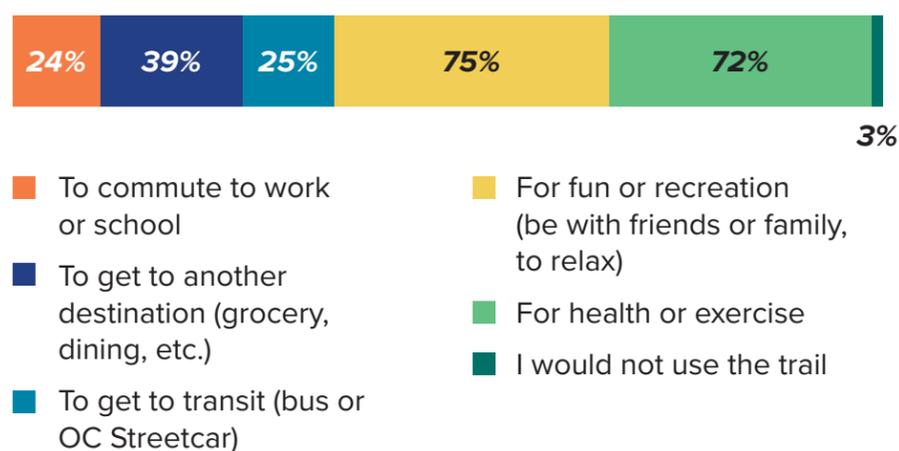
1. What is your home zip code?



2. If a paved trail was available, how would you most likely use it? (Select all that apply)



3. Why would you use the OC Connect Trail? (Select all that apply)



4. People get around by walking, biking, scooting, or skating. In a typical month, how often do you walk or roll?



To get somewhere (work, school, shopping, etc.)



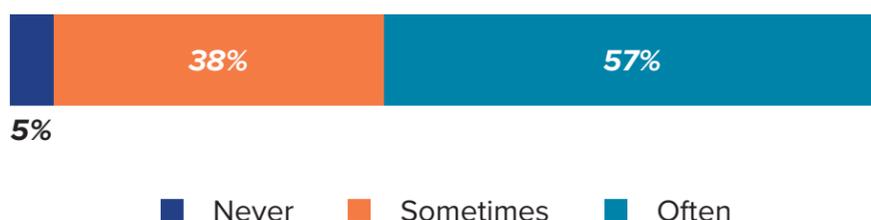
To connect to your bus or train



For fun (be with friends or family, to relax)

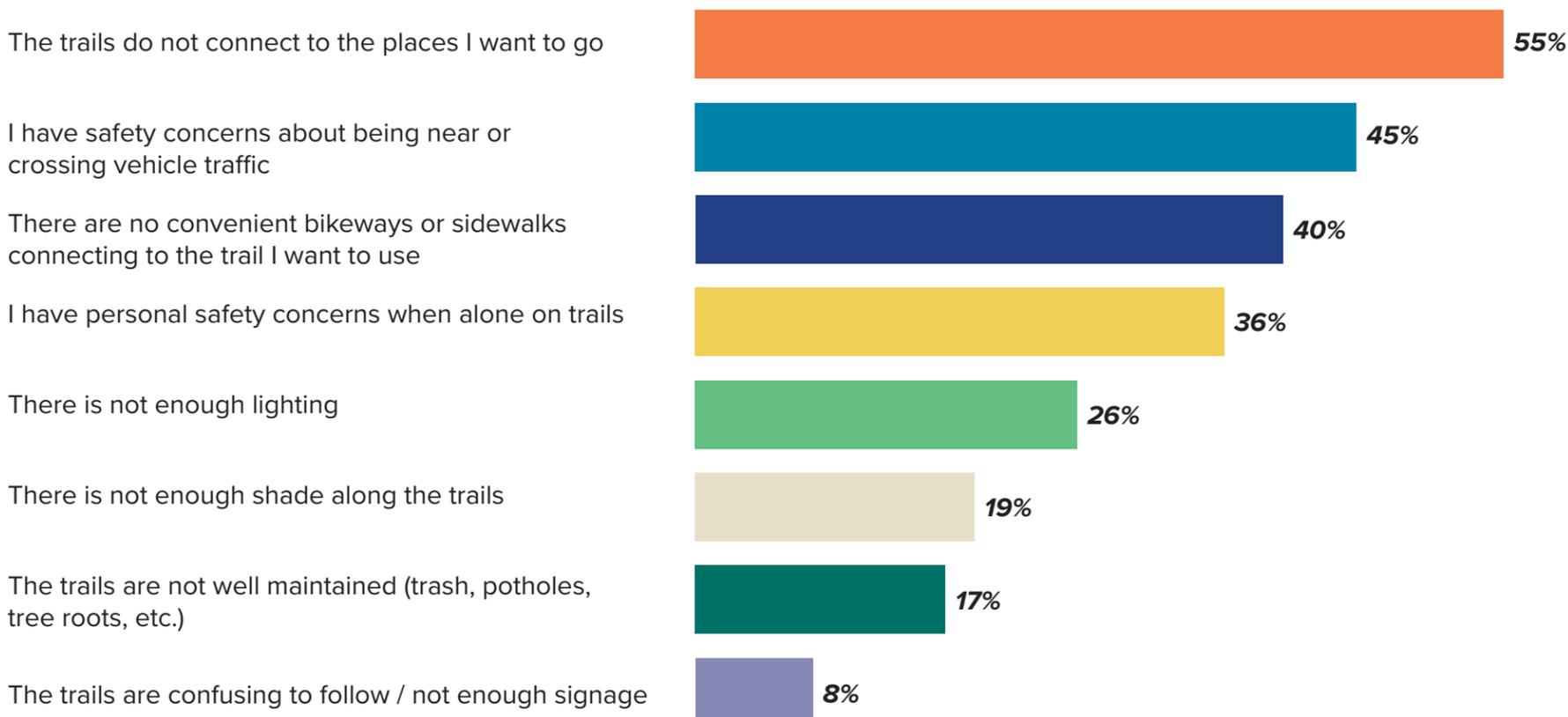


For health or exercise



Legend: Never (dark blue), Sometimes (orange), Often (teal)

5. What stops you from using trails? (Select the top 3)



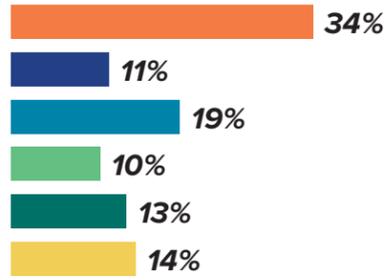


6. What are your top priorities for the proposed OC Connect trail?

(Rank in order of importance; 1 being the most important and 6 being the least important)

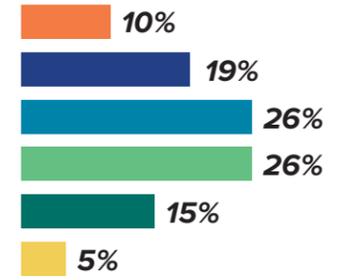
Continuity

Provides a continuous trail between Garden Grove and Santa Ana and connects to the regional trail network



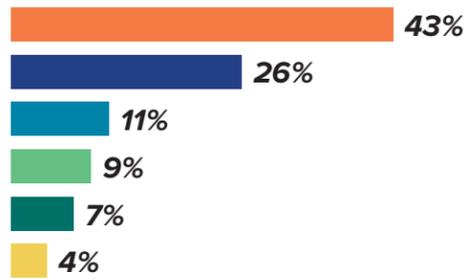
Access

Provides convenient and direct access for local communities



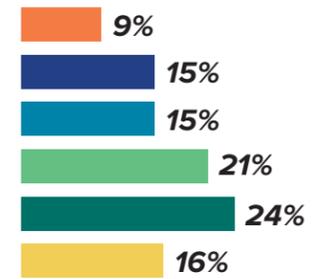
Safety

Considers safety for all ages and abilities



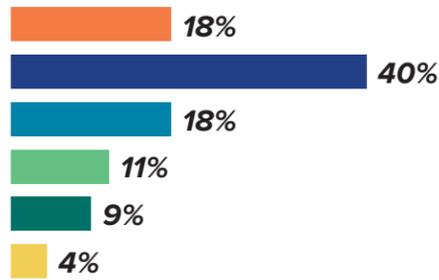
Parks & Open Space

Provides parks and open space



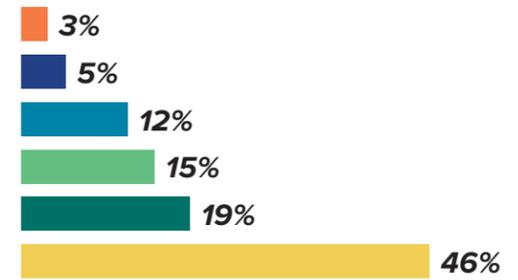
Dedicated Space

Provides dedicated space for pedestrians and cyclists separated from cars



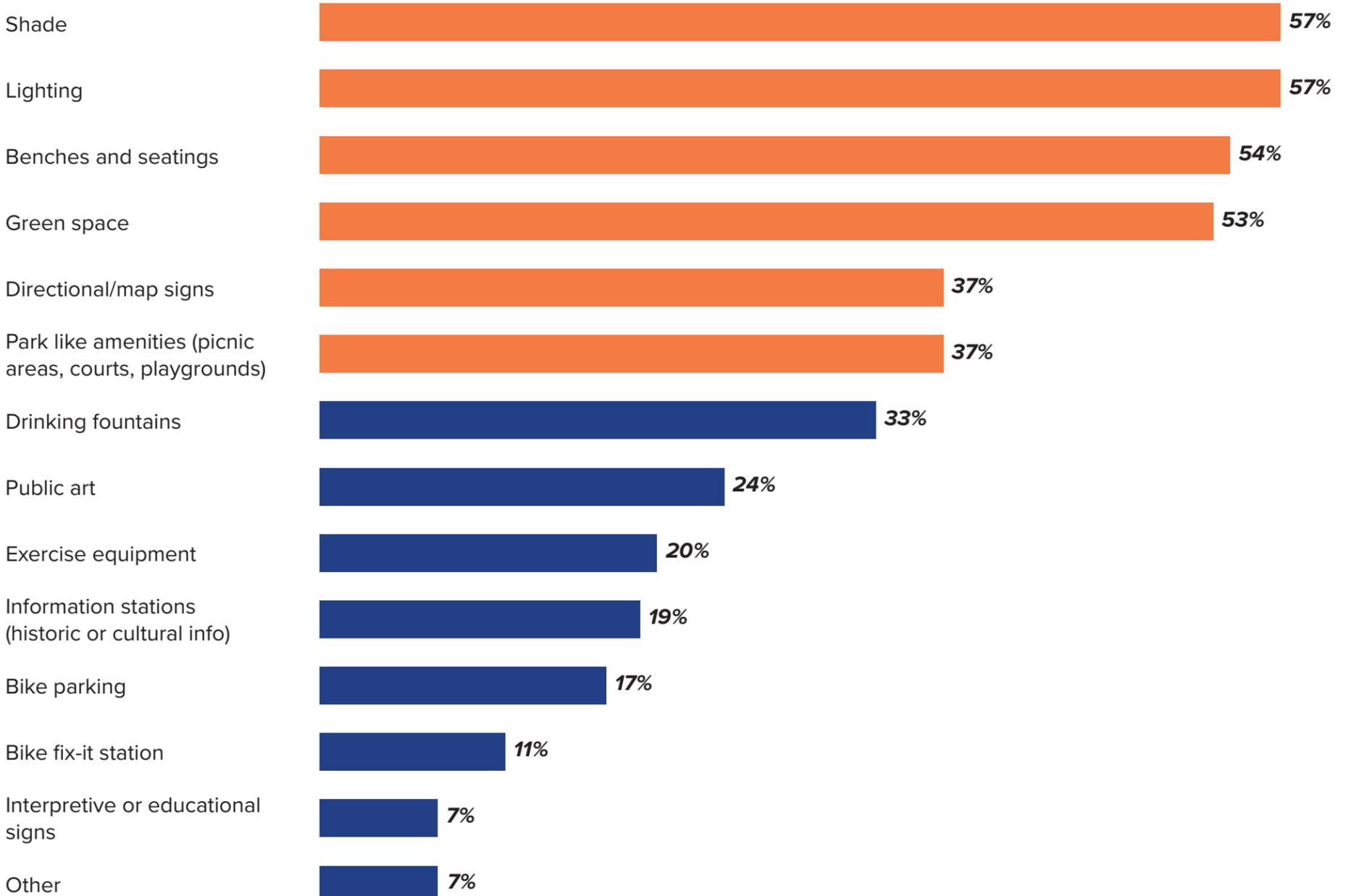
Adaptable

Flexible to future changes in users, land-use, and transportation options along the corridor



Rank 1 Rank 2 Rank 3 Rank 4 Rank 5 Rank 6

7. What features would you most like to see along the OC Connect trail? (Select top 5)





8. What is the one thing that would make you use the future OC Connect Trail?

(Open ended question)

Common response themes:



Community Garden and Wellness Activities

Respondents expressed interest in community gardens and wellness activities.



Connectivity and Access

Respondents would like to see connections to community destinations, existing biking and walking facilities, and public transit.



Safety and Security

Respondents want to feel safe while using the trail and would like to see features like lighting and security cameras.



Convenience and Family-Friendly Features

Respondents would use the trail if it was convenient and included features like picnic areas and playgrounds.

9. Is there anything else you'd like to share about the future OC Connect Trail?

(Open ended question)

Common response themes:



Positive Support and Excitement

Most survey respondents were enthusiastic about the project and its potential to improve walking and biking in their neighborhoods.



Traffic and Commuting

Respondents expressed interest in using the trail for commuting, and were excited about the potential for reducing traffic.



Educational and Cultural Elements

Respondents would like to see features along the trail that educate visitors and reflect the history and culture of Santa Ana and Garden Grove.

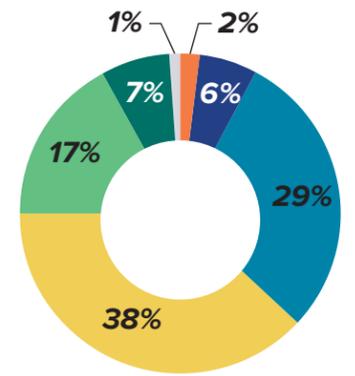


Requests for Expansions and Connections

Respondents hope to see the OC Connect Trail expand in the future to further connect to additional destinations in Santa Ana and Garden Grove.

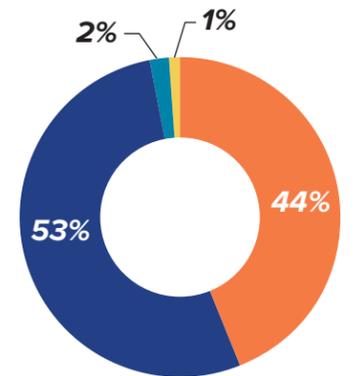
10. How old are you?

- Under 18
- 18-24
- 25-34
- 35-49
- 50-64
- 65 or older
- Prefer not to say



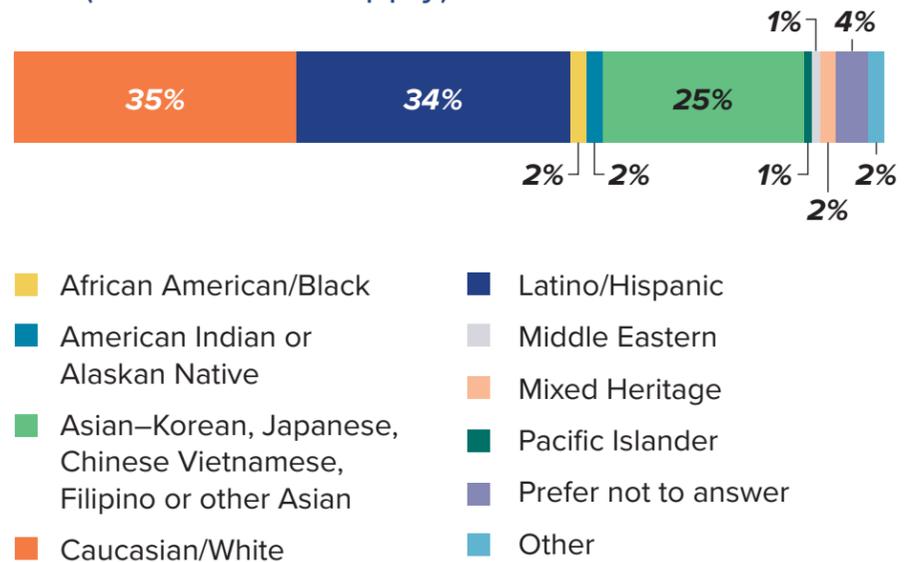
11. What is your gender?

- Man
- Woman
- Non-Binary
- Prefer not to say



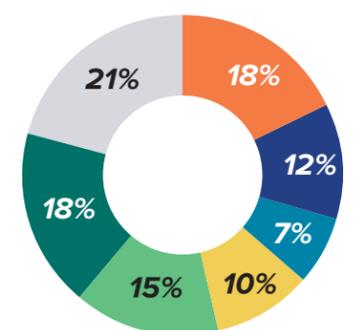
12. With which racial group do you identify?

(Select all that apply)



13. What is your combined annual household income?

- Less than 30,000
- 30,000-49,000
- 50,000-79,000
- 80,000-109,000
- 110,000-169,000
- 170,000 or more
- Prefer not to answer





Survey Results and Outreach

OCTOBER TO DECEMBER 2023



Engagement Summary



Collected **287** survey responses



Promoted the survey and project website with **10** Facebook posts, **3** Instagram posts, and **3** X (Twitter) posts with **6,132** impressions



Collected **106** comments on the public input map



Featured a webpage viewed more than **1,300** times



Hosted **2** Project Development Team (PDT) Meetings, **1** Virtual Community Workshop, and **1** In-Person Community Workshop



Developed and distributed toolkits, providing easy-to-share communication resources to **51** local organizations



Engaged **1280** community members at **5** community pop-ups in Garden Grove and Santa Ana



Reached **285** community members through digital noticing



Distributed **3620** fact sheets to local organizations, businesses and neighborhoods



Shared materials in **English**, **Spanish**, and **Vietnamese**



Collaborated with **2** CBO partners to expand community outreach



Participated in a two-part interview with Vietnam America Television (VNATV) published to YouTube with a total of **300** views

Public Input Map Responses

LEGEND

OC Connect Project Study Area

OC Streetcar and Stops

Parks

Existing Bikeways

Class I Shared-Use Path

Class II Bike Lane

Class III Bike Route

Class IV Separated Bikeway

Public Input Map Responses

OC Connect Access:
Where do you want to connect to the OC Connect trail corridor?

Walking and Biking Destinations:
Where do you currently go by foot or bicycle?

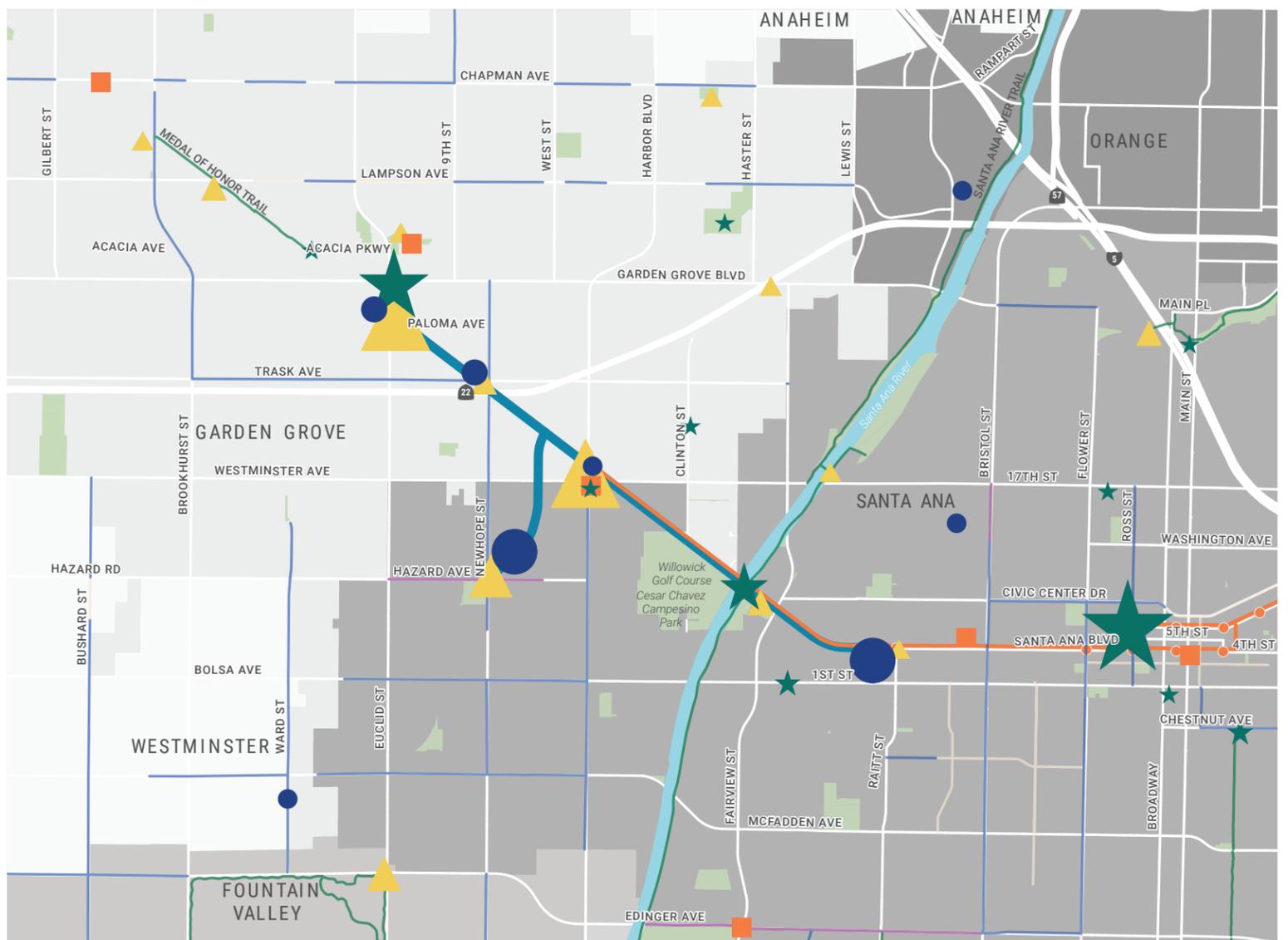
Future Destinations:
Where would you like to go by foot or bicycle?

Challenge Areas:
Where does it feel particularly challenging or unsafe to walk or bike?

Smaller symbols indicate fewer dropped points

Larger symbols indicate more dropped points

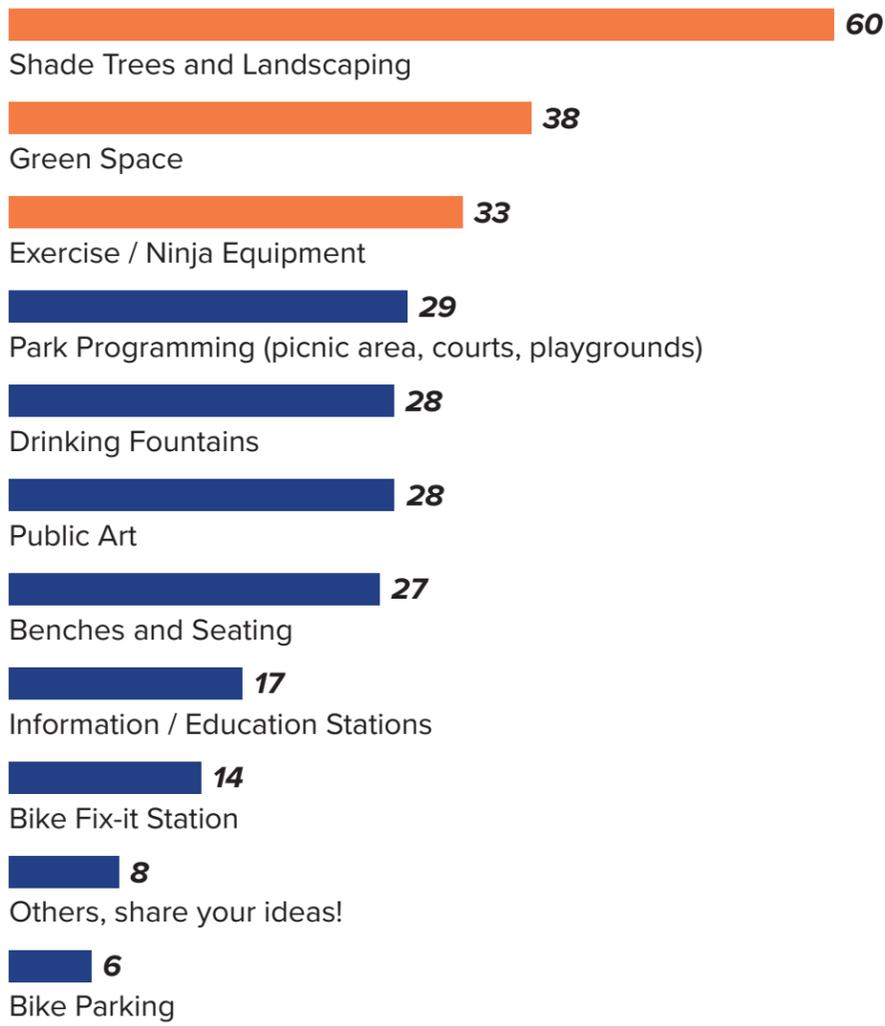
0 0.3 0.6 MILES/MILLAS



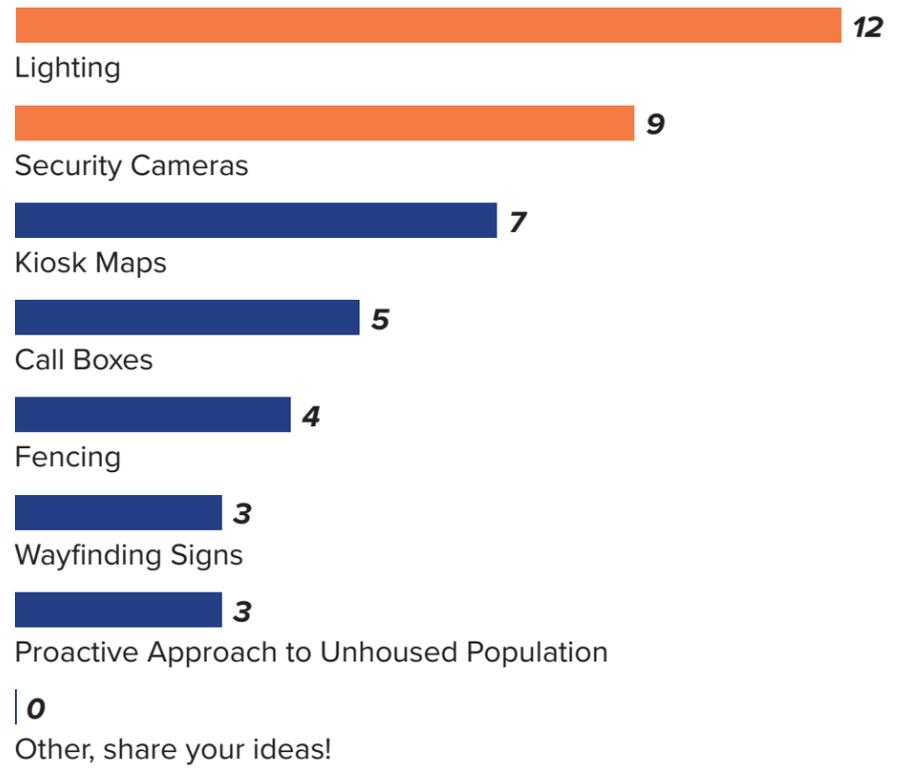


Workshop and Pop-Up Events Interactive Board Activity Results

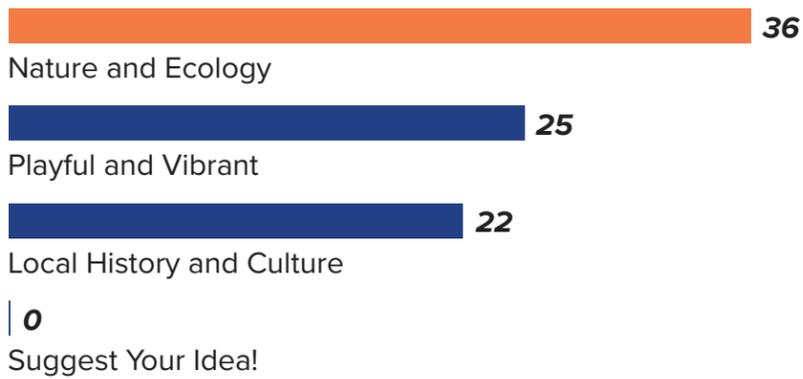
Trail Features (Place a sticker on your top 3 choices)



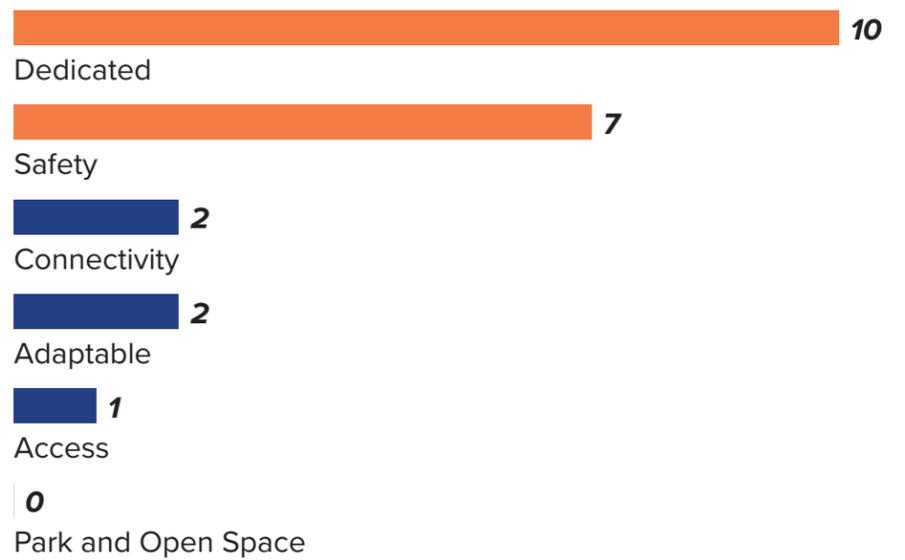
My Safety and My Security (What features make you feel the most safe on trails?)



Trail Identity (Place a sticker on your top choice or suggest your idea)



Trail Vision and Principles (Place a sticker on your top 2 principles)



OCTA 2024 Active Transportation REAP 2.0 Award Summary

Next STEP (ATP Cycle 6, \$850k and REAP 2.0, \$1,250,000)

- Delivering safe routes to school education and encouragement at 25 schools that serve disadvantaged communities.
- Conducting an evaluation of the active transportation infrastructure surrounding selected schools and developing conceptual recommendations for local implementation.

Bikeway Connectivity Study (REAP 2.0, \$500k)

- Evaluate MPAH segments with excess roadway capacity to determine their potential for connecting potential origins/destination and regional bikeway network using Class IV bikeways.

Active Transportation Education/Encouragement (REAP 2.0, \$400k)

- Delivering bicycle and e-bicycle rodeos, online education modules, pop-up tables, street team ambassadors, partnership development activities, and safety equipment.

Acronyms

ATP – Active Transportation Program

MPAH – Master Plan of Arterial Highways

OCTA – Orange County Transportation Authority

REAP – Regional Early Action Planning

STEP – Safe Travels Education Program

Activity	Description
Bicycle Counts	Weekend and weekday bicycle counts at 450 locations identified in partnership with cities.
OC SRTS Program development	Continuing to develop the Orange County SRTS Program in support of SRTS activities and initiatives countywide.
SRTS webpage development	Launched new Orange County SRTS webpage.
Orange County existing bikeways update	Updating countywide existing bikeways inventory.
E-bike video development	Collaborated with the OCTA Marketing Department to produce one live action and two animated e-bike safety videos.
E-bike quarterly coordination meeting	Hosted two quarterly e-bike coordination meetings.
SRTS stakeholder committee meetings	Hosted two OC SRTS Stakeholder Committee meetings.
ATP Cycle 7 technical assistance	Providing assistance and review for city ATP Cycle 7 grant applications.
ATP Cycle 7 grant application	Applying for \$1 million ATP Cycle 7 funds to develop a new active transportation plan.

Acronyms

ATP – Active Transportation Program

E-bike – Electric bicycle

OCTA – Orange County Transportation

SRTS – Safe Routes to School

Active Transportation Program Biannual Update



Overview

OC Connect

E-bike Safety Study

Upcoming Projects

Ongoing Active Transportation Efforts

E-bike = Electric Bicycle

OC Connect - Overview

Project Overview

- 1.5 miles in Garden Grove
- 2.4 miles in Santa Ana
- \$3 million (PA/ED)
- End date: early 2025

Environmental Phase

- NEPA: Categorical Exclusion with Technical Studies
- CEQA: Statutory Exemption (SB 922 [Chapter 987, Statutes of 2022])

CEQA = California Environmental Quality Act
NEPA = National Environmental Policy Act



OC Connect – Outreach and Engagement



Collected **287** survey responses



Promoted the survey and Project website on **social media** **10** Facebook posts, **3** Instagram posts, **3** X (Twitter) posts with **6,132** impressions



Received **106** comments on the **public** input map



Distributed **3,620** fact sheets to local organizations and businesses



Hosted **2** Project Development Team **Meetings**, **1** Virtual and **1** in-person **Community Workshop**



Developed and distributed **toolkits**, providing easy-to-share communication resources to **51** local organizations



Engaged **1,280** community members at **5** community **pop-ups/events** in Garden Grove and Santa Ana



Reached **285** community members through **digital noticing**



Featured a **webpage** viewed more than **1,300** times



Shared **materials** in **English, Spanish, and Vietnamese**



Collaborated with **2** paid **Community-Based Organizations Partners**

OC Connect

Where we are

- Draft 35 percent design plans
- Technical studies review
- Outreach phase II

What's next

- Finalize 35 percent design plans
- Outreach phase II
- Environmental documents

Future Phase of Project Development

Plans, Specifications, and Estimates (PS&E)

- \$3,900,000 State Transportation Improvement Program funds
- \$1,000,000 Environmental Protection Agency cleanup grant funds
- \$750,000 Earmark from Congressman Correa for bridge design
- \$350,000 Department of Toxic Substances Control grant



Rendering of future trail connection across the Santa Ana River

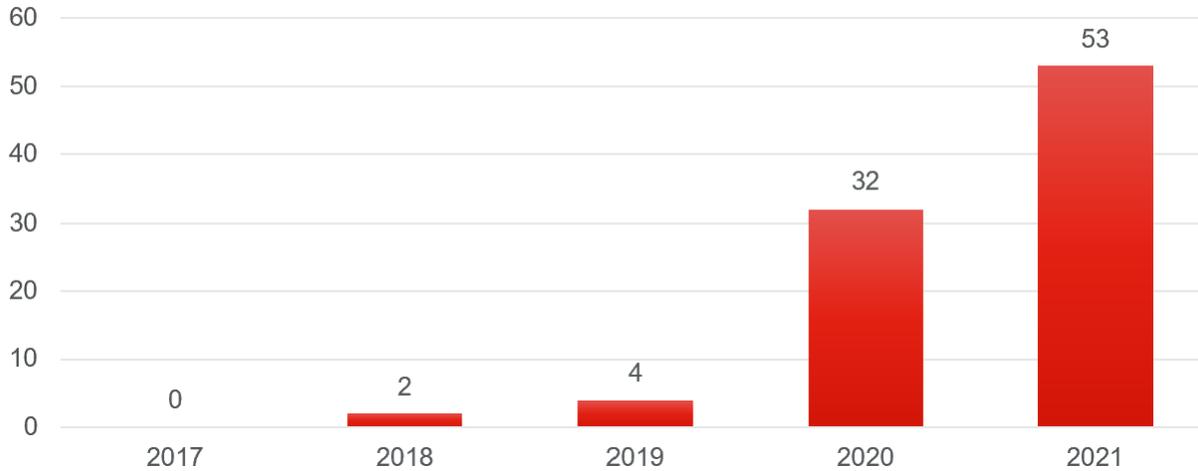
E-bike Safety Study

- **Analyze gaps** in existing e-bike safety resources and strategies
- **Engage the community** and provide e-bike safety education
- **Provide recommendations** to facilitate the use of e-bikes as a safe and reliable form of transportation in Orange County



What We're Discovering: Local Trends

Crashes Resulted in Towed E-bikes



Orange County Crashes Resulted in Towed E-bikes by CHP 2017-2021

CHP = California Highway Patrol

Year	Growth in E-bike Trauma Patients	Age Groups		
		Growth in patients 17 and under	Growth in patients 18-54	Growth in patients 55 and above
2020-21	211%	450%	154%	177%
2021-22	104%	134%	121%	28%

Year Over Year Growth in E-bike Trauma Patients by Age Groups (Providence Mission Hospital)

What We're Discovering: Interviews

Schools

- Additional resources
- Parent participation
- In need of relatable role models

Cities/enforcement

- Education resources
- Consistent, connected infrastructure
- Better data

Retailers

- Generational shift in attitude towards bicycles
- Open to innovation

Hospitals

- Data/reporting standardization
- Point of sale education

What's Being Done: Education

Types

- In person
- Virtual

Locations

- Schools
- General public
- Online

Focus

- Safety
- E-bike basics
- Bike handling skills
- Rules of the road
- Being courteous



What Should Be Done: Strategy Development

Data Collection and Evaluation

- Consistency and completeness
- Collision
- Counts

Educational Resources and Programming

- Drivers
- Riders – specifically youth
- Manner of delivery

Partnership and Collaboration

- Retailers

Upcoming Active Transportation Projects

Newly Funded OCTA Projects

Next Safe Travels Education Program (STEP) - \$2.1 million

Bicycle Counts - \$400,000

Bikeway Connectivity Study - \$500,000

Active Transportation Education/Encouragement - \$400,000

Other Active Transportation Initiatives

Safe Routes to School Program

Bicycle counts

ATP Cycle 7 application support

Bicycle network update

Bike Month activities

E-bike videos

Next Steps

- Return to the Board of Directors with updates on active transportation efforts including:
 - Garden Grove – Santa Ana Rails to Trails, e-bike Safety Study, grant awards
 - Partnering with stakeholders
- Seek funding opportunities to support active transportation activities
 - Continue working with local agencies and community groups to advance active transportation measures for all Orange County residents