



# **Orange County Transportation Authority**

## **Regional Transportation Planning Committee Agenda**

### **Monday, March 2, 2026 at 10:30 a.m.**

Board Room, 550 South Main Street, Orange, California

#### **Committee Members**

Stephanie Klopfenstein, Chair  
Mark Tetteimer, Vice Chair  
Katrina Foley  
William Go  
Patrick Harper  
Lauren Kleiman  
Kathy Tavoularis

#### **Accessibility**

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

#### **Agenda Descriptions**

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

#### **Public Availability of Agenda Materials**

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

#### **Meeting Access and Public Comments on Agenda Items**

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

#### **In-Person Comment**

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

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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### 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 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 Tetteimer

### Closed Session

There are no Closed Session items scheduled.

### Special Calendar

There are no Special Calendar matters.

### Consent Calendar (Items 1 through 3)

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

##### Recommendation(s)

Approve the minutes of the February 2, 2026 Regional Transportation Planning Committee.

##### Attachments:

[Minutes](#)

#### 2. Measure M2 Environmental Cleanup Program (Project X) - 2026 Tier 1 Grant Program Call for Projects

Mason Doshier/Rose Casey

##### Overview

Measure M2, the voter-approved half-cent sales tax for multimodal transportation improvements in Orange County includes the Environmental Cleanup Program (Project X) which provides funding for water quality improvement projects to address transportation-generated pollution. Funds are made available through a competitive call for projects consistent with Orange County Transportation Authority Board of Directors-approved guidelines. The Measure M2 Comprehensive Transportation Funding Programs Guidelines for the Environmental Cleanup Program Tier 1 Grant Program have been updated in preparation for the 2026 call for projects. Board of Directors' approval of the updated guidelines and the issuance of the 2026 call for projects is requested.

##### Recommendation(s)

A. Approve proposed revisions to the Comprehensive Transportation Funding

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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Programs Guidelines for the Environmental Cleanup Program Tier 1 Grant Program.

- B. Authorize staff to issue the 2026 call for projects for the Environmental Cleanup Program Tier 1 Grant Program.

**Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

**3. Amendments to the Master Plan of Arterial Highways**

Ivy Hang/Rose Casey

**Overview**

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The City of Brea has requested amendments to the Master Plan of Arterial Highways that are recommended for approval. In addition, the City of Irvine requested an extension for an amendment originally approved by the Orange County Transportation Authority Board of Directors in April 2023, which is nearing its expiration date. The extension will allow the City of Irvine additional time to complete the required General Plan actions necessary to finalize the amendment. A status update is also provided on the Master Plan of Arterial Highways amendments that are in process.

**Recommendation(s)**

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:
- Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
  - Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.
- B. Conditionally approve a 24-month extension of the City of Irvine amendment for Red Hill Avenue between MacArthur Boulevard and Main Street to allow additional time for the City of Irvine to complete the required General Plan updates.
- C. Direct the Executive Director of Planning to file a Notice of Exemption pursuant to the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendments in the City of Brea.
- D. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

### **Regular Calendar**

#### **4. Long-Range Transportation Plan Update**

Kristin Tso/Rose Casey

##### ***Overview***

The 2026 Long-Range Transportation Plan defines the long-term vision and investment priorities for Orange County's transportation system through the year 2050. The plan is updated every four years and provides Orange County's required input to the Southern California Association of Governments' Regional Transportation Plan and Sustainable Communities Strategy. The plan will include a 2050 Preferred Plan scenario, which represents a recommended set of projects, programs, and strategies intended to advance the Long-Range Transportation Plan goals. This report presents an overview of the draft 2050 Preferred Plan framework and a summary of community engagements to date.

##### ***Recommendation(s)***

Direct staff to use the draft 2050 Preferred Plan framework for the preparation of the draft 2026 Long-Range Transportation Plan.

##### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Presentation](#)

#### **5. Agreement for the Harbor Boulevard Transit Signal Priority Deployment**

Alicia Yang/Rose Casey

##### ***Overview***

On October 13, 2025, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals to initiate a competitive procurement process to retain consultant services for the deployment of a transit signal priority solution that includes software, signal equipment, and system integration. The Harbor Boulevard Transit Signal Priority Deployment project will focus on the OC Bus Rapid Route 543 and will encompass 52 signalized intersections along Harbor Boulevard. Board of Directors' approval is requested to select a firm to perform the required work.

##### ***Recommendation(s)***

- A. Approve the selection of Arcadis U.S., Inc. as the firm to deliver the Harbor Boulevard Transit Signal Priority Deployment.

## REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

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- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250014 between the Orange County Transportation Authority and Arcadis U.S., Inc., in the amount of \$2,032,849, for a five-and-one-half-year term, to deliver the Harbor Boulevard Transit Signal Priority Deployment.

***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

### **Discussion Items**

6. **Public Comments**
7. **Chief Executive Officer's Report**
8. **Committee Members' Reports**
9. **Adjournment**

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

**10:30 a.m. on Monday, April 6, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California



### **Committee Members Present**

Stephanie Klopfenstein, Chair  
Mark Tettermer, Vice Chair  
Katrina Foley  
William Go  
Patrick Harper  
Lauren Kleiman  
Kathy Tavoularis

### **Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Sahara Meisenheimer, Clerk of the Board Specialist, Senior  
Gina Ramirez, Assistant Clerk of the Board  
Cassie Trapesonian, Assistant General Counsel  
OCTA Staff

### **Committee Members Absent**

None

### **Call to Order**

The February 2, 2026 Regional Transportation Planning Committee meeting was called to order by Committee Chair Klopfenstein at 10:30 a.m.

### **Special Calendar**

#### **1. Committee Meeting 2026 Schedule**

Darrell E. Johnson, Chief Executive Officer (CEO), presented this item.

A motion was made by Director Tettermer, seconded by Director Tavoularis, and declared passed by those present to approve the 2026 Regional Transportation Planning Committee Meeting calendar.

#### **2. Roles and Responsibilities of the Regional Transportation Planning Committee**

Darrell E. Johnson, Chief Executive Officer (CEO), presented this item.

A motion was made by Director Tettermer, seconded by Director Tavoularis, and declared passed by those present to approve the Roles and Responsibilities of the Regional Transportation Planning Committee.

### **Consent Calendar (Items 3 through 5)**

A motion was made by Director Harper, seconded by Director Foley, and declared passed by those present to approve the Consent Calendar (Items 3 through 5) as follows:

#### **3. Approval of Minutes**

Approve the minutes of December 1, 2025, Regional Transportation Planning meeting.



Director Kleiman abstained from this item.

**4. 2027 Federal Transportation Improvement Program and Financial Plan**

- A. Authorize the submittal of the Federal Transportation Improvement Program project list and financial plan for the fiscal year 2026-27 through fiscal year 2031-32 to the Southern California Association of Governments.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the programming of projects.
- C. Adopt Resolution No. 2026-004 of the Orange County Transportation Authority Board of Directors.

**5. Measure M2 Annual Eligibility Review**

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

**Discussion Items**

**6. Active Transportation Biennial Update**

Peter Sotherland, Section Manager of Planning and Analysis, provided a PowerPoint presentation.

Director Foley requested the list of schools that were included in the Active Transportation Walk Audit.

Director Tetteimer requested the 2019 Active Transportation report.

No action was taken on this item.

**7. Update on the Interstate 5 Improvement Project Between Interstate 405 and State Route 55**

Niall Barrett, Program Manager of Capital Programs, and Nicolette Wright, Principal Community Relations Specialist, provided a PowerPoint presentation.

No action was taken on this item.



**8. Public Comments**

There were no public comments received.

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

Darrell E. Johnson, CEO, reported on the following:

- Thanked Directors Foley, Klopfenstein, Tettermer, and Tavoularis for attending the Interstate 5 Improvement Project groundbreaking event.
- Tool kits are provided to Board members to share information on Orange County Transportation Authority projects on social media.
- OC Streetcar Update

**10. Committee Members' Reports**

There were no Committee Members' reports.

**11. Adjournment**

The meeting adjourned at 11:25 a.m.

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

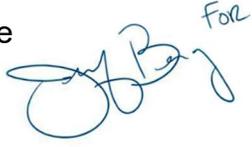
**10:30 a.m. on Monday, March 2, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California.



**March 2, 2026**

**To:** Regional Transportation Planning Committee

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

**Subject:** Measure M2 Environmental Cleanup Program (Project X) – 2026 Tier 1 Grant Program Call for Projects

**Overview**

Measure M2, the voter-approved half-cent sales tax for multimodal transportation improvements in Orange County includes the Environmental Cleanup Program (Project X) which provides funding for water quality improvement projects to address transportation-generated pollution. Funds are made available through a competitive call for projects consistent with Orange County Transportation Authority Board of Directors-approved guidelines. The Measure M2 Comprehensive Transportation Funding Programs Guidelines for the Environmental Cleanup Program Tier 1 Grant Program have been updated in preparation for the 2026 call for projects. Board of Directors’ approval of the updated guidelines and the issuance of the 2026 call for projects is requested.

**Recommendations**

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs Guidelines for the Environmental Cleanup Program Tier 1 Grant Program.
- B. Authorize staff to issue the 2026 call for projects for the Environmental Cleanup Program Tier 1 Grant Program.

**Background**

The Environmental Cleanup Program (ECP), referred to as Project X, allocates two percent of the annual Measure M2 (M2) revenues to improve overall water quality in Orange County. Funding is allocated on a countywide competitive basis to assist jurisdictions in controlling transportation-related pollution. These funds are intended to supplement, not supplant, existing transportation-related water quality programs. Consistent with the Orange County Transportation Authority’s (OCTA) M2 Ordinance No. 3, funds are awarded to priority projects that improve water quality in streams, harbors, and other waterways. The Environmental Cleanup Allocation Committee (ECAC), established pursuant to

M2 Ordinance No. 3, is tasked to advise the OCTA Board of Directors (Board) on priorities and processes for the use of ECP funds.

In May 2010, the Board approved a two-tiered approach to providing the M2 ECP funding to local jurisdictions. The Tier 1 Grant Program, which releases calls for projects (call) on an annual basis, consists of funding for equipment purchases and upgrades to existing storm drains, and implementation of other related best management practices. The Tier 2 Grant Program, which is periodic, depending on the indication of need, consists of funding for regional, potentially multijurisdictional, capital-intensive projects.

The most recent Tier 1 call was released on March 10, 2025, and finalized by the Board on October 13, 2025, with the approval of \$3,088,766 in ECP funds for eight Tier 1 project applications. To date, the Board has approved funding for 241 Tier 1 projects, totaling over \$43 million. It is estimated that nearly 92 million gallons of trash have been captured since inception of the ECP in 2011.

### ***Discussion***

Recommended updates to the Comprehensive Transportation Funding Programs (CTFP) Guidelines (Guidelines) for the ECP Tier 1 Grant Program have been prepared in anticipation of the release of a 2026 call. Staff considered lessons learned from previous calls and reviewed the CTFP Guidelines with the ECAC to determine areas that need to be adjusted and/or updated. For this cycle, there are minimal changes recommended. The ECAC reviewed the draft updated Guidelines on February 12, 2026, and at that meeting, recommended the attached draft updated Guidelines for Board approval. In addition, per the recommendation of the ECAC, staff provided information on the anticipated call to city managers and city stormwater staff at the OC Stormwater Program General Permittee Committee meeting held on February 26, 2026. A summary of the modifications is provided below.

#### **2026 Call Updates:**

- Updated ECP call application schedule with application submittal deadline for Thursday, May 7, 2026, at 5:00 p.m.
- Expanded the existing call process description to provide additional detail and ensure consistency with other CTFP programs.
- Clarified that only landscaping directly tied to improving water quality is eligible.
- Specified that street improvement activities are ineligible unless necessary to restore the project area to pre-construction conditions.

All other proposed modifications are considered relatively minor and would not result in significant changes to the Guidelines. A more detailed summary of all proposed revisions is included in Attachment A, which provides a table of proposed changes, as well as Attachment B, which provides a redlined version of all proposed Guidelines changes. The proposed funding target for the call is approximately \$3.5 million in M2 ECP funds.

#### **Next Steps**

With Board approval, staff will notify local jurisdictions of the call. Once the call is issued, staff will offer one-on-one meetings to assist local jurisdictions with the application process. Applications will be due to OCTA by May 7, 2026. Projects will be scored and ranked by the application review committee made up of OCTA staff and members of the ECAC. Programming recommendations are expected to be presented to the Board for consideration in the fall.

Awards would be effective and funding would be available starting in fiscal year 2026-27.

#### **Summary**

OCTA staff is recommending revisions to the Guidelines and requests authorization to issue a 2026 ECP Tier 1 Grant Program call in order to make available approximately \$3.5 million for projects that will mitigate the impacts of roadway runoff and improve water quality for Orange County waterways.

#### **Attachments**

- A. List of Proposed Revisions to the 2026 CTFP Guidelines for Project X, Tier 1 Program
- B. Guidelines Excerpt, Comprehensive Transportation Funding Programs Guidelines, 2026 Call for Projects, Redlined

#### **Prepared by:**



Mason Doshier  
Associate Transportation Funding Analyst  
(714) 560-5427

#### **Approved by:**



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

<b>List of Proposed Revisions to the 2026 CTFP Guidelines for Project X, Tier 1 Program</b>			
<b>No.</b>	<b>Section</b>	<b>Page No.</b>	<b>Proposed Change</b>
1	Overview	11-2, 11-12, 11-16	Updated the call point of contact to Mason Doshier, Transportation Funding Analyst, Associate, Measure M2 Local Programs.
2	Program Overview	11-3	Updated number of calls held.
3	Funding Estimates	11-5	Updated reference from 2025 to 2026.
4	2026 Tier 1 Call	11-6	Updated 2025 call references to reflect a 2026 call and updated the application deadline for the 2026 Tier 1 call to <b>Thursday, May 7, 2026, at 5:00 p.m.</b> Updated construction contracts project award deadline to December 31, 2027. Revised language explaining the application review process to ensure consistent descriptions across all programs described in the CTFP Guidelines. Added a tentative schedule for a 2026 call as follows: <ul style="list-style-type: none"> <li>• Board authorization to issue call: March 9, 2026</li> <li>• Application submittal deadline: May 7, 2026</li> <li>• ECAC Review: August 2026</li> <li>• Committee/Board approval: Fall 2026</li> </ul>
5	Ineligible Expenditures	11-14	Clarified that only landscaping directly related to improving water quality is eligible, distinguishing it from aesthetic or ornamental landscaping, which is ineligible.
6	Ineligible Expenditures	11-14	Added language to specify that general street improvement and maintenance work are ineligible, except surface repairs necessary to restore Project X-funded BMP sites.

**Acronyms**

BMP – Best Management Practice  
Board – Board of Directors  
Call – Call for Projects  
CTFP – Comprehensive Transportation Funding Programs  
ECAC – Environmental Cleanup Allocation Committee  
No. – Number

# GUIDELINES EXCERPT COMPREHENSIVE TRANSPORTATION FUNDING PROGRAMS GUIDELINES

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## 2026 CALL FOR PROJECTS

Orange County Transportation Authority





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# Comprehensive Transportation Funding Programs



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# Comprehensive Transportation Funding Programs

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## Chapter 11 – Environmental Cleanup Program (Project X)

### Overview

The ECP, herein referred to as Project X, provides M2 revenues to improve overall water quality in Orange County from transportation-generated pollution. Specifically, OCTA's Ordinance No. 3 (Ordinance), dated July 24, 2006, provides that 2 percent (2%) of gross M2 revenues be dedicated to protecting Orange County beaches and waterways from the conveyance of urban runoff associated with transportation-generated pollution. Project X ensures that funds will be used on a countywide competitive basis to meet federal Clean Water Act standards for controlling transportation-generated pollution by funding nationally recognized Best Management Practices (BMPs).

As required by the Ordinance, an Environmental Cleanup Allocation Committee (ECAC), representing a broad cross-section of the water quality community, was formed in October 2007 to provide guidance on program design and funding. The goal of Project X is to fund projects on a countywide, competitive basis. This will assist the County of Orange and Orange County cities in reducing transportation-related water quality pollution by meeting Clean Water Act standards for local waterways and beaches.

Proposed projects must demonstrate a direct nexus (connection) to a reduction of transportation-related pollution as developed and defined by the ECAC in conformity with the Ordinance. All proposing agencies must demonstrate an understanding of how their proposed projects meet the following transportation pollution nexus definition:

- Transportation-related activities can be a contributor of pollutants and/or impairments to receiving waters via aerial deposition, storm, and non-storm water discharges. Transportation-related activities are associated with the operation, construction, and maintenance of public roads, highways, and other ground transportation systems.
- The conveyance of transportation-related pollutants to surface and groundwater can occur from precipitation, runoff, and leachate entering or discharging from public roads, highways, and other ground transportation systems via drainage systems, such as catch basins, curbs, gutters, ditches, manmade channels, retention basins, or storm drains. The quality and quantity of these discharges vary considerably and are affected by hydrology, geology, land use, season, and sequence and discharge of hydrologic events.
- Pollutant sources can encompass right-of-way, properties, facilities, and activities related to motor vehicles, highway maintenance, construction site runoff, maintenance facility runoff, illegal dumping, spills, and landscaping care. Pollutant categories include but are not limited to metals (such as copper, lead, and zinc), organic chemicals and compounds (hydrocarbons), pesticides, sediment, nutrients (nitrogen and phosphorus), litter, oxygen demanding substances (decaying

## Comprehensive Transportation Funding Programs

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vegetation, animal waste, and other organic matter), groundwater dewatering discharges, and pathogenic material.

Project X funds are designed to supplement, not supplant, existing water quality programs. Proposed projects must improve and not replace existing pollution reduction efforts by an eligible party. Funds will be awarded to the most competitive projects with the highest benefit to water quality.

The intent of Project X is to provide funding for water quality projects that do not replace existing transportation water quality expenditures. In other words, if a project has components which would replace features already in place or which would fulfill project specific mitigation, those components would not be eligible for funding consideration. Some upgrades and expansions may be eligible with appropriate supporting justification.

Proposed projects, which support compliance with the 2015 adopted Trash Provisions, are eligible for Project X funding provided the funds do not replace established and programmed funds and the funds are not applied to any mandated project design features or required mitigation measures.

The eligibility of the project and its components will be determined during the evaluation process. Contact [Mason Doshier](#) at (714) 560-5427, or [mdoshier@octa.net](mailto:mdoshier@octa.net) with questions.

## Tier 1 Grant Program

### Overview

The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such as litter and debris, which collect on roadways and in the catch basins (storm drains) prior to being deposited in waterways and the ocean. It consists of grant funding for Orange County local governments to purchase equipment and upgrades for existing catch basins and other related BMPs (i.e., “street-scale” low flow diversion projects). Examples include screens, filters, and inserts for catch basins, as well as other devices designed to remove the above-mentioned pollutants. To date, 15 Tier 1 calls for projects have been held. Through this process, many of the opportunities for street-scale BMPs have been fulfilled. Water quality projects, regardless of technology, are eligible for Tier 1 funding provided they have a verifiable benefit to water quality and fall within the maximum per project programming cap. The intent of this funding program is for project applicants to complete the work generally within one year from the letter agreement execution date.

### Tier 1 Project Types

Tier 1 projects funded in the past include the following types. A description of each project type is provided below:

- 1) Automatic Retractable Screen and other debris screens or inserts: screen or insert units prevent debris from entering the storm drain system.
- 2) Irrigation system retrofits with non-spraying heads to reduce runoff: these projects decrease runoff from highway medians by using more efficient irrigation systems and/or replacing existing landscape to reduce the amount of water used in irrigation.
- 3) Continuous Deflection Separator (CDS): CDS units screen, separate, and trap debris, sediment, oil, and grease from storm water runoff.
- 4) Linear Radial Gross Solid Removal Device (GSRD): GSRDs are certified full capture systems which efficiently remove large solids from runoff water flows.
- 5) Marina Trash Skimmer: these devices draw in floating debris, such as plastics, bottles, paper, oil sheen, and driftwood. The installation of marina trash skimmers will reduce the amount of trash and debris reaching the open ocean.
- 6) Bioswales and Bioretention systems: pollutants and sediments are captured and subsequently removed from stormwater runoff.
- 7) Trash Boom: a floating boom placed across a channel captures trash and debris that have reached flood channels from being further conveyed to downstream receiving waters.

## Pre-Application Process

In order to ensure the best use of M2 funds and assist eligible jurisdictions with the Tier 1 Grant Program, applicants may engage in a pre-application process with OCTA staff in project planning, cost estimate development, and determination of likely projected competitiveness. Specific meeting times will be established once the call is initiated. After the call for projects deadline and submittal of the grant application, applicants will not be able to change the content of the application or scope of the project.

## Eligible Applicants

Project X funds can be used to implement transportation-related water quality improvement projects to assist Orange County cities and the County of Orange to meet federal Clean Water Act standards for urban runoff and State Water Resources Control Board requirements for trash capture. Applicants eligible for Project X funds include the 34 Orange County cities plus the County of Orange. Eligible applicants must meet the transportation requirements discussed in the M2 Ordinance.

Third parties, such as water and wastewater public entities, environmental resource organizations, nonprofit 501(c) environmental institutions, and homeowners' associations cannot act as the lead agency for a proposed project; however, these agencies can coordinate with an eligible Orange County city and/or the County of Orange.

Two or more agencies may participate in a project. If a joint application among agencies and/or third-party entities is submitted, a preliminary agreement with joint or third-party entities must be provided as part of the application. In order to meet Ordinance requirements, an eligible applicant must be the lead agency for the funding application. If a project includes more than one jurisdiction and is being submitted as a joint application, one agency shall act as lead agency and must provide a resolution of support from all joint applicants.

Each eligible jurisdiction must meet the eligibility criteria as set forth in Chapter 1 of these guidelines.

## Project Programming

The Tier 1 Grant Program approach is designed to be consistent with Chapter 2 of the CTFP Guidelines regarding the provisions below:

- Program Consolidation
- Funding Projections
- Project Cost Escalation
- Programming Adjustments
- Programming Policies

- Schedule Change Requests
- Timely use of Funds
- Project Advancements
- Semi-Annual Review

Refer to Chapter 2 for explanations of the above provisions.

## **Funding Estimates**

Approximately \$3.5 million is available for the [2026](#) Tier 1 call for projects.

The maximum amount for the Tier 1 Grant Program is \$600,000 per project. The maximum amount that an eligible local agency can receive in this funding period is \$600,000.

## **Matching Funds**

For the Tier 1 Grant Program, a minimum local match of 20 percent (20%) of the eligible project cost is required. The matching funds shall be provided as a cash contribution.

Retroactive expenditures cannot be credited towards the matching fund threshold or project expenditures.

## **Overmatch**

For the Tier 1 Grant Program, administering agencies may “overmatch” Project X projects; that is, additional cash match may be provided for the project. Applicants will receive additional points in the evaluation process for matching with cash above the minimum requirement. Proposals that exceed the 20 percent (20%) minimum funding match will be given an additional one-half point for every five percent (5%) over the minimum cash match (up to five bonus points).

Additionally, administering agencies must commit to cover any future cost overruns if the project is underfunded. Any work not eligible for Project X reimbursement must be funded by other means by the project applicant and cannot count as match. These non-eligible items should not be included in the cost estimate breakdown in the application.

## **Reimbursements**

For the Tier 1 Grant Program, OCTA will release funds through two payments. The initial payment will constitute 75 percent (75%) of the CTFP grant share of the contract award or grant amount at contract award, whichever is less. OCTA will disburse the final payment, approximately 25 percent (25%) of eligible funds, after approval of the final report. Further information on reimbursements can be located within Chapter 9 of the CTFP Guidelines.

## **Scope Reductions/Modifications and Cost Savings**

Any proposed scope modifications, such as a change in BMP device quantities and/or the adjustment of device locations of an approved project must be submitted to OCTA staff for review and approval in advance of the change to ensure consistency with Tier 1 Grant

Program requirements. The proposed modifications must mitigate the same pollutants, affect the same waterways, and meet all other provisions as stipulated in these guidelines.

OCTA staff will review and provide notification to the local agency of either approval or rejection of the scope change or if the modification warrants Board approval. If the proposed scope modification is approved by OCTA, any cost savings will be proportionally shared between OCTA and the grantee; for example, a reduction in Project X funds must be applied proportionally to maintain the approved local match percentage. All cost savings will be returned to the Tier 1 Grant Program for reallocation for subsequent calls for projects.

## **2026 Tier 1 Call for Projects**

The Tier 1 call will be open for approximately 60 days. **2026** Tier 1 Call for Projects applications must be received by OCTA **no later than 5:00 p.m. on Thursday, May 7, 2026**. OCTA allocates funds on July 1 of each year. **Tier 1 projects are not eligible for delay requests**; please refer to Precept 17 for additional information. Funds will become available upon execution of a letter agreement. Projects that do not award construction contracts by December 31, **2027** will not be considered.

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. Applications determined complete in accordance with the program requirements will be evaluated and scored by an advisory review panel. Project rankings and funding recommendations will be presented to the ECAC and subsequently forwarded to the Board for consideration and funding approval.

Local agencies awarded funding will be notified as to which projects have been funded. No additional funds will be allocated for any project once approved by the Board. Grantees are responsible for any costs exceeding the allocated amount. A tentative call schedule is detailed below:

Board authorization to issue call: March 9, 2026

Application submittal deadline: May 7, 2026

ECAC Review: August 2026

Committee/Board approval: Fall 2026

~~After Tier 1 applications are reviewed by OCTA, an advisory panel will review and rank projects. Following a review by the ECAC, a recommended priority list of projects will be forwarded to the OCTA Board for approval in fall 2026. Funds allocated for projects are final once approved by the OCTA Board. No additional funds will be allocated to the project. Grantees are responsible for any costs exceeding the allocated amount.~~

## **Tier 1 Selection Criteria**

OCTA will evaluate all proposals that meet the mandatory prerequisites based on competitive selection criteria (Exhibit 11-1) with the following categories:

- Project Need, Transportation Nexus, and Water Quality Benefits (15 points)

## Comprehensive Transportation Funding Programs

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- Cost/Benefit (16 points)
- Pollutant Reduction Benefits (12 points)
- Effectiveness Against More Visible Forms of Pollutants (10 points)
- Justification for Project Devices Considered and Proposed (5 points)
- Proposed Device Performance Efficiency and/or Effectiveness (6 points)
- Project Readiness (6 points)
- Secondary attributes\* (5 points)
- Methodology for Measuring Pollutant Reduction Before and After Implementation (10 points)
- Operations and Maintenance Plan (15 points)

*\*Note: Project elements which may qualify for points under the "secondary attributes" category do not need to be eligible expenditures. See Eligible Expenditures and Ineligible Expenditures sections for further information.*

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Each proposal can receive a maximum of 100 points, exclusive of five bonus points for cash overmatch. See Exhibit 11-1 for scoring categories and point distribution.



## Exhibit 11-1 (Tier 1 Scoring Criteria)

Scoring Criteria	Points Possible												
1. Describe the need for the selected BMP(s), including nexus to transportation pollutants, and detail the benefits to water quality the BMP(s) will achieve. (up to 15 Points)	<b>15</b>												
2. Cost/Benefit (Up to 16 points): Based on information provided by the applicant, a cost/benefit calculation will be conducted to compare the total project cost to the area of priority land uses treated by the proposed BMP(s). Applicant is required to provide <sup>1</sup> : <ul style="list-style-type: none"> <li>• Types(s) of BMP(s) proposed</li> <li>• Number of each BMP type</li> <li>• Total drainage area(s) contributing to each BMP type</li> <li>• Percent of drainage area(s) that is/are considered priority land uses (i.e., high density residential, industrial, commercial, mixed urban, public transportation stations)</li> </ul> The applicant must also provide geospatial information (through ArcGIS and/or Google Earth) that identifies the drainage area(s) and BMP location(s) for the project.	<b>16</b>												
3. Pollutant Reduction Benefits: Based on treatment capacity and BMP type, project benefit will be calculated using the scoring equation: $(A \times 3) + (B \times 3) + (C \times 6) =$ (up to 12 points) <sup>1</sup>	<b>12</b>												
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Line</th> <th style="width: 60%;">Factor</th> <th style="width: 30%;">Points Available</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>Fractional percent of 1 year, 1-hour event flowrate discharging from priority land uses to the BMP(s)</td> <td style="text-align: center;">0 to 1</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Fractional percent of 85th percentile, 24-hr design event that is treated by a low-impact development (LID) or treatment control BMP<sup>2</sup></td> <td style="text-align: center;">0 to 1.5</td> </tr> <tr> <td style="text-align: center;">C</td> <td>                     BMP Multiplier:                     <ul style="list-style-type: none"> <li>▪ 1/3 point for high capacity systems</li> <li>▪ 2/3 point for filters/biofilters</li> <li>▪ 1 point for zero-discharge BMPs</li> </ul> </td> <td style="text-align: center;">0 to 1</td> </tr> </tbody> </table>		Line	Factor	Points Available	A	Fractional percent of 1 year, 1-hour event flowrate discharging from priority land uses to the BMP(s)	0 to 1	B	Fractional percent of 85th percentile, 24-hr design event that is treated by a low-impact development (LID) or treatment control BMP <sup>2</sup>	0 to 1.5	C	BMP Multiplier: <ul style="list-style-type: none"> <li>▪ 1/3 point for high capacity systems</li> <li>▪ 2/3 point for filters/biofilters</li> <li>▪ 1 point for zero-discharge BMPs</li> </ul>	0 to 1
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<sup>1</sup> Applicants are not expected to calculate the score for question 2 and question 3. OCTA's technical consultant will provide the analysis for these questions based on the application materials provided by the applicant.													
<sup>2</sup> Examples include high-capacity systems (i.e., hydrodynamic separators), filters/biofilters, or zero-discharge BMPs (i.e., retention/infiltration).													
4. How effective will the proposed project be in dealing with the more visible forms of pollutants, such as a litter and debris? (up to 10 points)	<b>10</b>												
5. What other BMP types were considered for this project? Why was the proposed BMP chosen? (5 points)	<b>5</b>												
6. Provide information on proposed BMP performance efficiency and/or effectiveness, including pollutant capture, storage capacity, flow capacity, etc. (up to 6 points)	<b>6</b>												
7. Project Readiness: The project schedule will be reviewed by the evaluation committee to determine when the proposed BMP will be operational following OCTA Board of Directors approval. (up to 6 points):	<b>6</b>												
Less than 4 Months      (6 points)	8 - 12 months      (2 points)												
4 - 8 months      (4 points)	More than 12 months      (1 point)												

# Comprehensive Transportation Funding Programs

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8. Secondary Attributes: Will the proposed project provide any benefits beyond water quality improvement (i.e., water use efficiency, public awareness, flooding control, recreation, habitat, sustainability)? (up to 5 points)	5
9. What is the methodology for measuring pollutant reduction before and after the BMP is implemented? How frequently will monitoring and performance assessment occur? (up to 10 points)	10
10. Provide an O&M plan for the lifespan of the proposed project. Include schedule of inspections, cleaning, removal and disposal of pollutants, repairs, etc. (up to 15 points)	15
	<hr/>
	100
11. <b>BONUS:</b> Are local matching funds in excess of the 20% minimum cash being proposed? If yes, at what percentage? (.5 point for each 5% cash overmatch, up to 5 points)	5
	<hr/>
	105

## Application Process

The following information, which is to be completed within the Tier 1 Grant Application Form, available electronically from OCTA, is required to evaluate and select projects. A checklist is included in the Tier 1 Grant Application Form to assist eligible agencies in assembling project proposals. The following project information will be necessary as part of the application process:

- Project Title
- Lead Agency Information
- Proposed Schedule
- Project Management
- Description and Scope of Proposed Project
- Integrated Regional Water Management Plan (IRWMP) identification (if applicable)
- Project Readiness
- Performance Metrics
- Detailed Project Estimate
- Minimum 20% Local Match (cash match only)
- Joint-Application (if applicable)

In addition to the completed Tier 1 Grant Application, the following documentation is required as part of the application process:

- Project design or concept drawings, including preliminary design calculations, of proposed BMPs.
- Precise maps to show tributary drainage area and proposed location(s) for BMP installation including geospatial information (through ArcGIS and/or Google Earth)
- Digital project site photos
- Preliminary agreements with joint and/or third-party entities if part of the funding application (if applicable)
- A city council resolution specific to each proposed project and funding commitment must be approved by the local jurisdiction's governing body prior to the Board approval of grant funds. A sample resolution is included as Exhibit 11-2. **Local agencies, at a minimum, must include items a-l.** The mechanism selected shall serve as a formal request for CTFP funds and states that matching funds will be provided by the agency. A final resolution authorizing a request for funding consideration with a commitment of local match funding must be provided with the project application. **If a *draft copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.*** For a project to be considered for funding the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the programming recommendations being presented to OCTA's Board.

# Comprehensive Transportation Funding Programs

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One electronic copy of the complete application form and supporting documentation materials must be submitted to OCTA by the application deadline. Electronic application materials should be submitted via email as an attachment, or via a link to an online storage device site, such as DropBox or OneDrive. Submittal via USB drive is also allowed. CD/DVD files will not be accepted. There is no maximum length for proposals.

Application materials are to be submitted by the call for projects deadline to the following OCTA staff email or via digital media device by mail or in person:

[Mason Dosher](mailto:mdosher@octa.net)

Orange County Transportation Authority

[mdosher@octa.net](mailto:mdosher@octa.net)

By mail:

[Mason Dosher](mailto:mdosher@octa.net)

Orange County Transportation Authority

P.O. Box 14184

Orange, CA 92863-1584

Tel: (714) 560-[5427](tel:7145605427)

In person:

Orange County Transportation Authority

600 South Main Street

Orange, CA 92863-1584

Note: when submitting via email, please note that certain attachments may be subject to file size or file type restrictions, which may prevent emails from being successfully sent to OCTA. OCTA staff will provide a confirmation email that the application was successfully received by the deadline.

Applications are considered final once the electronic application has been submitted. OCTA will document the submittal date and time and download the files for storage and application review. Any applications that do not contain all required information and documentation will be disqualified. Revisions may be allowed if changes are made prior to the application deadline.



## Exhibit 11-2 (Tier 1 Sample Resolution)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL/BOARD OF THE CITY/COUNTY OF \_\_\_\_\_

AUTHORIZING AN APPLICATION FOR FUNDS FOR THE ENVIRONMENTAL CLEANUP, TIER 1 GRANT PROGRAM UNDER ORANGE COUNTY LOCAL TRANSPORTATION ORDINANCE NO. 3 FOR (PROJECT NAME).

- (a) WHEREAS, Orange County Local Transportation Ordinance No. 3, dated July 24, 2006, and is known and cited as the Renewed Measure M Transportation Ordinance and Investment Plan makes funds available through the Environmental Cleanup Program to help protect Orange County beaches and waterways from transportation-generated pollution (urban runoff) and improve overall water quality; and
- (b) WHEREAS, the Environmental Cleanup, Tier 1 Grant Program consists of funding purchases and installation to catch basins with Best Management Practices, such as screens, filters, inserts, and other "street-scale" low flow diversion projects; and
- (c) WHEREAS, OCTA has established the procedures and criteria for reviewing proposals; and
- (d) WHEREAS, (ADMINISTERING AGENCY) possesses authority to nominate water quality improvement projects that have a transportation pollution nexus to finance and construct the proposed project; and
- (e) WHEREAS, by formal action the (GOVERNING BODY) authorizes the nomination of (PROJECT NAME), including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the (ADMINISTERING AGENCY) to act in connection with the nomination and to provide such additional information as may be required; and
- (f) WHEREAS, the (ADMINISTERING AGENCY) will maintain and operate the equipment acquired and installed; and
- (g) WHEREAS, the (ADMINISTERING AGENCY) will give OCTA's representatives access to and the right to examine all records, books, papers or documents related to the funded Tier 1 Grant Project; and
- (h) WHEREAS, the (ADMINISTERING AGENCY) will cause work on the project to be commenced within a reasonable time after receipt of notification from OCTA and that the project will be carried to completion with reasonable diligence; and
- (i) WHEREAS, the (ADMINISTERING AGENCY) will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the American with Disabilities Act, and any other federal, state, and/or local laws, rules and/or regulations; and
- (j) WHEREAS, the (ADMINISTERING AGENCY) must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement; and
- (k) WHEREAS, the (ADMINISTERING AGENCY) authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors; and
- (l) WHEREAS, the City/County of \_\_\_\_\_ will provide a minimum of 20% in matching funds for the (PROJECT NAME) as required by the Orange County Comprehensive Transportation Funding Programs Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the City/County of \_\_\_\_\_ hereby authorizes (NAME OF AGENCY REPRESENTATIVE) as the official representative of the (ADMINISTERING AGENCY) to accept funds for the Environmental Cleanup, Tier 1 Grant Program for (PROJECT NAME).

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

## Eligible Expenditures

- Tier 1 projects must meet the transportation nexus as outlined previously in this chapter.
- Project X funds must be for capital improvements.
- For Tier 1, construction support cannot exceed 20 percent (20%) of the M2 grant, subject to match requirements.
- Project X funds can only be used for facilities that are in public ownership for public use; however, water quality improvements on private property, which are connected to municipal separate storm sewer systems, are eligible if part of a right of way agreement (For example, a homeowner association can coordinate through an eligible agency for funding if the proposed project is connected to a public facility). Administering agencies shall provide supporting documentation to justify improvements on private property.
- Reducing volume of surface flows is an integral factor of improving water quality, therefore, projects that have water-saving features (i.e., drip systems) are eligible for funding consideration.

## Ineligible Expenditures

- O&M costs are not eligible expenditures. O&M costs cannot be utilized as a source of matching funds.
- Project X funds are not to be used for planning but can be used for final design, subject to the restrictions above.
- Expenditures prior to the grantee executed letter agreement date cannot be considered eligible for funding or match.
- Landscaping and vegetation not directly related to improving water quality (i.e., ornamental shrubs, trees). ~~Landscaping installation and replacement are not eligible for funding consideration.~~
- Replacement of equipment funded with Project X funds that is still within its anticipated useful life (based on manufacturer's specifications).
- Capital equipment purchases related to regular on-going street maintenance efforts, including, but not limited to: trash receptacles, vacuum trucks and/or equipment, street sweepers, signage, etc.
- Street improvement and maintenance activities (e.g., curb and gutter channelization, pavement rehabilitation/restoration, sidewalk reconstruction, or full catch-basin replacement/construction) are not eligible, unless surface repairs are required to restore a funded BMP installation area to pre-construction conditions and generally do not expand beyond the BMP disturbance area.

## Reporting and Reimbursement

A final report must be filed within 180 days of the project being completed with information as shown in Form 10-16. See Chapter 9 for the process and requirements

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regarding reimbursements and reporting for the Tier 1 Grant Program.

Additionally, an exception to Precept #40: Agencies may appeal to the ECAC and the OCTA Board on any issues that the agency and OCTA cannot resolve, as such are the reviewing and approving bodies, respectively, for this program.



## Technical and/or Field Review

Once an agency submits a final report for a project, OCTA shall review the report for compliance with the CTFP guidelines and may conduct a field review. OCTA will use the project cost estimate forms submitted with the application and revised where appropriate, project accounting records and the final report as the primary items to conduct the review. Agencies must maintain separate records for projects (i.e., expenditures, interest) to ensure compliance. Only CTFP eligible items listed on a project's cost estimate form will be reimbursed. See Chapter 10 for independent audit requirements beyond the technical and/or field review.

## Additional Information

Questions regarding these procedures and criteria should be directed to:

By mail:

[Mason Doshier](#)

Orange County Transportation Authority

P.O. Box 14184

Orange, CA 92863-1584

Tel: (714) 560-[5427](#)

In person:

Orange County Transportation Authority

600 South Main Street

Orange, CA 92863-1584

Via email:

[mdoshier@octa.net](mailto:mdoshier@octa.net)



**March 2, 2026**

**To:** Regional Transportation Planning Committee

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

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", with the word "For" written in smaller text above it.

**Subject:** Amendments to the Master Plan of Arterial Highways

### **Overview**

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The City of Brea has requested amendments to the Master Plan of Arterial Highways that are recommended for approval. In addition, the City of Irvine requested an extension for an amendment originally approved by the Orange County Transportation Authority Board of Directors in April 2023, which is nearing its expiration date. The extension will allow the City of Irvine additional time to complete the required General Plan actions necessary to finalize the amendment. A status update is also provided on the Master Plan of Arterial Highways amendments that are in process.

### **Recommendations**

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:
  - Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
  - Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.
- B. Conditionally approve a 24-month extension of the City of Irvine amendment for Red Hill Avenue between MacArthur Boulevard and Main Street to allow additional time for the City of Irvine to complete the required General Plan updates.
- C. Direct the Executive Director of Planning to file a Notice of Exemption pursuant to the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendments in the City of Brea.
- D. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

***Background***

The Master Plan of Arterial Highways (MPAH) coordinates roadway system planning across Orange County jurisdictions. The MPAH was first adopted by the County of Orange in 1956, and the Orange County Transportation Authority (OCTA) assumed administration responsibilities in 1995.

OCTA is responsible for maintaining the integrity and continuity of the MPAH system as it evolves to fulfill transportation circulation needs by reviewing changes proposed by local jurisdictions. The reviews consider potential transportation-related concerns and ensures interagency collaboration to avoid unintended impacts in neighboring jurisdictions or regional transportation systems. The City of Brea (Brea) has requested two MPAH amendments to Toner Canyon and Valencia Avenue, which are further described below and in Attachment A. The City of Irvine (Irvine) has requested to extend a previously approved amendment for reclassifying Red Hill Avenue between MacArthur Boulevard and Main Street from a major (six-lane, divided) arterial to a primary (four-lane, divided) arterial. The requested 24-month extension will allow additional time for Irvine to complete the required General Plan updates.

***Discussion*****Brea**

Brea has requested that the MPAH be amended to delete Tonner Canyon Road (from Brea Canyon Road to the future Valencia Avenue extension) and Valencia Avenue (from Carbon Canyon Road to the future Tonner Canyon Road extension). A map of Brea's amendment request is provided in Attachment B.

Forecasted 2050 conditions were evaluated using the Orange County Transportation Analysis Model version 5.1. If constructed, the segments are forecasted to carry approximately 2,000 daily vehicle trips. OCTA's modeling results indicated that removal of these segments would not result in significant impacts on the surrounding MPAH network or on State Route 57.

Note, the same amendment request was previously approved by the Board of Directors (Board) in 2021 but lapsed in July of 2024. Prior to the 2021 action, these segments were in right-of-way reserve status, a temporary MPAH classification used when future roadway feasibility is uncertain. In this case, uncertainty stemmed primarily from potential land-use changes in the surrounding area associated with the nearby landfill. The right-of-way reserve designation allowed the facilities to remain shown on the MPAH while being excluded from traffic modeling during that planning period.

The subsequent extension of landfill operations clarified long-term land-use conditions in the area and no longer supported retaining these facilities on the MPAH. However, due to challenges associated with housing element updates, the Board-approved condition of a three-year window to receive an updated General Plan reflecting the amendment lapsed in July 2024. Staff notified Brea of the submittal deadline; however, the General Plan update was significantly delayed. Brea is now anticipating completing its General Plan update in spring 2026.

The three-year window is intended to ensure timely processing of amendments while allowing sufficient time for local update procedures. To date, this is the only instance of an MPAH amendment that lapsed and was later resubmitted for Board consideration.

The findings summarized above utilize the latest available data to reaffirm that the proposed amendments are not expected to adversely impact the integrity of the MPAH network and, therefore, they are again recommended for approval.

#### Irvine

On April 10, 2023, the Board conditionally approved Irvine's request to reclassify Red Hill Avenue, between Main Street and MacArthur Boulevard, from a six-lane major arterial to a four-lane primary arterial. The request was supported by the traffic analysis and included agreed-upon mitigation measures to address related traffic considerations, which required a Memorandum of Understanding (MOU) between the cities of Irvine and Santa Ana, and OCTA. Following Board approval, it took more time than anticipated for the two cities to work through the necessary legal and city council processes, resulting in the MOU being fully executed in December 2025. Due to the long MOU process, Irvine does not have enough time to complete their General Plan update before the Board-approved three-year window lapses.

The Irvine City Council is expected to approve the General Plan update by the end of 2026. With Board approval, extending the amendment deadline by 24 months would provide Irvine with adequate time to complete the General Plan update and finalize the MPAH amendment. Considering that the timeframe established for completing the General Plan update is set at the Board's discretion, along with the desire not to lose progress made on the MOU and that the data originally used to justify the amendment is reasonably current, staff is recommending Board approval of a 24-month extension.

#### California Environmental Quality Act (CEQA)

Amendments to the MPAH will be reflected on the MPAH map once OCTA receives documentation confirming all affected General Plans are consistent with the proposed amendments and are compliant with CEQA. If such

documentation is not provided within three years of the Board’s approval, the request will expire.

If the proposed amendment is modified during the local agency’s General Plan process, the revised amendment must be returned to the Board for reconsideration and action.

Amendments to the MPAH are exempt from CEQA review. Accordingly, if the Board approves the recommendations, OCTA will file a CEQA Notice of Exemption in support of the proposed MPAH amendment in Brea.

**MPAH Status Update**

There are currently 15 active amendments proposed for the MPAH. Several of the active amendments are awaiting local agencies’ actions to amend their respective General Plans. Others are either under review, in the cooperative study process, or pending resolution of issues with other agencies as listed in Attachment C.

**Summary**

Brea has requested to amend the MPAH. Based on the analysis of the requested changes, the MPAH guidance has been satisfied, and staff recommends Board approval. Irvine is seeking a 24-month extension of a previously approved MPAH amendment to allow adequate time to complete the necessary General Plan update. A summary of pending MPAH amendments is also provided.

**Attachments**

- A. Letter from Mr. Michael Ho, P.E., Public Works Director, City of Brea, to Ms. Ivy Hang, Senior Transportation Analyst, Orange County Transportation Authority, Dated December 1, 2025, RE: MPAH Amendment Request for Tonner Canyon Road and Valencia Avenue
- B. City of Brea MPAH Amendment Map
- C. Status Report on Active Master Plan of Arterial Highways Amendments

**Prepared by:**



Ivy Hang  
Senior Transportation Analyst  
(714) 560-5684

**Approved by:**



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



December 1, 2025

Ms. Ivy Hang  
Senior Transportation Analyst  
Orange County Transportation Authority  
600 S. Main Street  
Orange, CA 92868

**SUBJECT: MPAH AMENDMENT REQUEST FOR TONNER CANYON ROAD AND  
VALENCIA AVENUE**

Dear Ms. Hang,

The City of Brea is requesting formal initiation of an Orange County Transportation Authority (OCTA) Master Plan of Arterial Highways (MPAH) Amendment process that includes Tonner Canyon Road, from Brea Canyon Road to the future extension of Valencia Avenue, and Valencia Avenue, from Carbon Canyon Road to the future extension of Tonner Canyon Road. These two roadway segments are located partially in the City of Brea as well as in the unincorporated area of Orange County, within the sphere of influence of the City of Brea.

In November 2012, the OCTA Board of Directors conditionally approved an amendment to the MPAH to reclassify the roadway segments of Tonner Canyon Road and Valencia Avenue noted above, from arterial to right-of-way reserve status for a period of nine years. Subsequently, the amendment became final and OCTA updated the MPAH as documentation was provided to OCTA demonstrating that the City of Brea had complied with the requirements of the California Environmental Quality Act and amended its General Plan. The reclassifications associated with this original MPAH Amendment request were based upon environmental issues, future land-use changes in the area, and future traffic projections for the area, as well as the goals identified within the current City of Brea General Plan. Please see Attachment A for the original 2012 OCTA Staff Report providing details regarding the original City of Brea amendment request, as well as the original response letters from Orange County Public Works and the Department of Transportation.

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**Blair Stewart**

*Mayor*

**Cecilia Hupp**

*Mayor Pro Tem*

**Christine Marick**

*Council Member*

**Marty Simonoff**

*Council Member*

**Steven Vargas**

*Council Member*

In May 2021, the City of Brea submitted an MPAH amendment request to OCTA, with Letters of Support from Orange County Public Works and Caltrans, proposing to modify the MPAH to delete the roadway segments of Tonner Canyon Road and Valencia Avenue as noted above from the MPAH. Subsequently, the amendment request was conditionally approved by OCTA's Regional Transportation Planning Committee on July 1, 2021, and by OCTA's Board on July 12, 2021, contingent upon the City of Brea amending its General Plan within three years. Due to delays and revisions to the housing elements of the General Plan, the update to the City of Brea General Plan was not completed prior to July 2024. Please see Attachment B for the original 2021 OCTA Staff Report providing details regarding the City of Brea amendment request, the supplemental 2021 modeling scenarios, and the letters of support from Orange County Public Works and the Department of Transportation.

As the three-year conditional approval has expired as of July 12, 2024, and on account of the factors discussed above, the City of Brea is submitting this MPAH Amendment Request Letter to OCTA, proposing to modify the MPAH classification of the following arterial facilities as follows:

- Deletion of Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue; and
- Deletion of Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

We are hopeful that in moving forward the proposed MPAH Amendment can be processed administratively and in a timely manner. Please review the enclosed items and advise as to any additional information that may be needed. Thank you for your time and assistance in this matter. Should you have any questions regarding this request, I can be contacted at 714-990-7698.

Sincerely,

*Michael Ho*

Michael Ho, P.E.  
Public Works Director

Enclosures: Attachment A – 2012 OCTA Staff Report  
Attachment B – 2021 OCTA Staff Report

CC: Ryan Chapman, City Engineer  
Bryan Hong, Assistant City Engineer  
Dave Roseman, City Traffic Engineer



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Enclosure: 2012 OCTA Staff Report**



**November 5, 2012**

**To:** Regional Planning and Highways Committee  
**From:** Will Kempton, Chief Executive Officer   
**Subject:** Amendments to the Master Plan of Arterial Highways

**Overview**

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The City of Brea has requested an amendment to the Master Plan of Arterial Highways. A status report on active Master Plan of Arterial Highways amendments is provided.

**Recommendations**

- A. Conditionally approve an amendment to the Master Plan of Arterial Highways to reclassify:
- Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue from primary (four-lane, divided arterials) to right-of-way reserve status for a period of nine years; and
  - Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road from primary (four-lane, divided arterials) to right-of-way reserve status for a period of nine years.

The proposed amendment will become final contingent upon the Orange County Transportation Authority receiving documentation that the City of Brea has complied with the requirements of the California Environmental Quality Act and amended its general plan.

If the originally proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment process, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for approval.

- B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the amendment to the Master Plan of Arterial Highways.

***Background***

Proposed amendments to the Master Plan of Arterial Highways (MPAH) are submitted to the Orange County Transportation Authority (OCTA) Board of Directors (Board) on a quarterly basis for approval. Exceptions to this schedule may be made when a compelling need can be demonstrated by the local agency for approval prior to the next scheduled quarterly approval.

A specific amendment request from the City of Brea is presented below.

***Discussion***

The City of Brea (City) has requested that the following future arterial connections be reclassified from primary (four-lane, divided) arterials to right-of-way (ROW) reserve status on the MPAH (Attachments A and B).

- Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue; and
- Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

The City has requested these reclassifications based upon the environmental issues, land-use changes in the area, and future traffic projections as discussed below.

**Environmental Concerns** - the portions of Tonner Canyon where these facilities are likely to be constructed are environmentally sensitive. Preservation of the area can assist in maintaining critical wildlife and habitat linkages.

**Long-Range Planning Considerations** - once the County of Orange's (County) Olinda Alpha landfill closes (in approximately nine years), this area is anticipated to convert to passive park land uses. This reclassification request, if approved, would place the MPAH facilities in ROW reserve status for a period of nine years. At the expiration of the nine-year ROW reserve period, a longer-term decision can be made with respect to the future of these facilities, in conjunction with post landfill planning processes.

Further, long-term traffic analyses provided by the City indicate that reclassification of these facilities to ROW reserve status should not negatively impact local mobility or the integrity of the MPAH system. As a result, potentially affected stakeholders (the County and California Department of Transportation) have issued letters acknowledging the proposed reclassification (Attachments C and D).

Staff recommends conditional approval of the City's MPAH amendment request. If approved by the Board, the proposed amendment will not become final until OCTA receives documentation that the City has complied with the requirements of the California Environmental Act (CEQA) and amended its general plan. If the originally proposed MPAH amendment is modified as a result of CEQA and/or general plan amendment process, the modified MPAH amendment shall be returned to the OCTA Board for approval.

Amendments to the MPAH fall within CEQA's exemption (CEQA Guidelines § 15061(b)(3)). As such, OCTA will file a Notice of Exemption from CEQA in support of the proposed amendments to the MPAH (Attachment E).

#### Status Update

There are currently 11 actively proposed amendments to the MPAH that are either under review, in the cooperative study process, pending resolution of issues with other agencies, or refining development plans. These active MPAH amendment requests are summarized in Attachment F.

#### **Summary**

The City of Brea has requested an amendment to the Master Plan of Arterial Highways to reflect proposed changes to the arterial highway system within its respective jurisdiction. Staff has determined that implementation of the amendments would not adversely impact the integrity of the Master Plan of Arterial Highways. Therefore, staff recommends Board of Directors' conditional approval of the requested amendments.

**Attachments**

- A. Letter from Warren C. Siecke - City of Brea - dated March 8, 2012 - Master Plan of Arterial Highways (MPAH) Amendment Tonner Canyon Road & Valencia Avenue Connection
- B. Requested MPAH Amendments by City of Brea
- C. Letter from Harry Persaud - County of Orange - dated September 4, 2012 - Master Plan of Arterial Highways (MPAH) Amendment Tonner Canyon Road and Valencia Avenue Connection
- D. Letter from Christopher Herre - California Department of Transportation - dated August 1, 2012 - Master Plan of Arterial Highways (MPAH) Amendment Tonner Canyon Road and Valencia Avenue Connection
- E. Draft Notice of Exemption
- F. Status Report on Active MPAH Amendments

**Prepared by:**



Joseph Alcock  
Senior Transportation Analyst  
(714) 560-5372

**Approved by:**



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



**City of Brea**

March 8, 2012

Mr. Joe Alcock  
Orange County Transportation Authority  
550 South Main Street  
Orange, CA 92863-1584

**SUBJECT: MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH) AMENDMENT  
TONNER CANYON ROAD & VALENCIA AVENUE CONNECTION**

Dear Mr. Alcock:

This is a follow up to our recent conversation regarding reclassification of the subject routes.

The City of Brea is requesting reclassification to right-of-way reserve on the subject alignment currently shown on the Master Plan of Arterial Highways as follows:

- Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue.
- Valencia Avenue from the City of Brea boundary north of Sandpiper Lane to the future extension of Tonner Canyon Road.

The affected roadways lie within unincorporated territory, however, they are in the Brea Sphere of Influence. The County of Orange has agreed to the City of Brea acting as the lead agency for this request (see attached letter). Accordingly, we have conducted traffic studies that reflect the future traffic conditions on the other MPAH routes in the vicinity. See enclosed copy of the Transportation Improvement Nexus Program report prepared by Austin-Foust & Associates. The Brea General Plan supports the proposed reclassification subject to OCTA concurrence.

Recognizing that north-south traffic in the region could use the Lambert Road interchange for access to the SR 57 Freeway, we have secured funds and retained a consultant to proceed with the Project Approval/Environmental Document (PA/ED) for reconstruction of the interchange. Our strategy is to proceed to "shelf ready" plans status, and pursue the funding needed for construction of the proposed improvements.

City Council    Don Schweitzer    Brett Murdock    Ron Garcia    Roy Moore    Marty Simonoff  
                         Mayor                   Mayor Pro Tem                   Council Member                   Council Member                   Council Member

We are hopeful the proposed reclassification can be processed administratively and in a timely manner. Please review the enclosed items and advise as to additional information you may need to move forward.

Thanks for your help. You may contact me at (714) 990-7742 or [warrens@cityofbrea.net](mailto:warrens@cityofbrea.net).

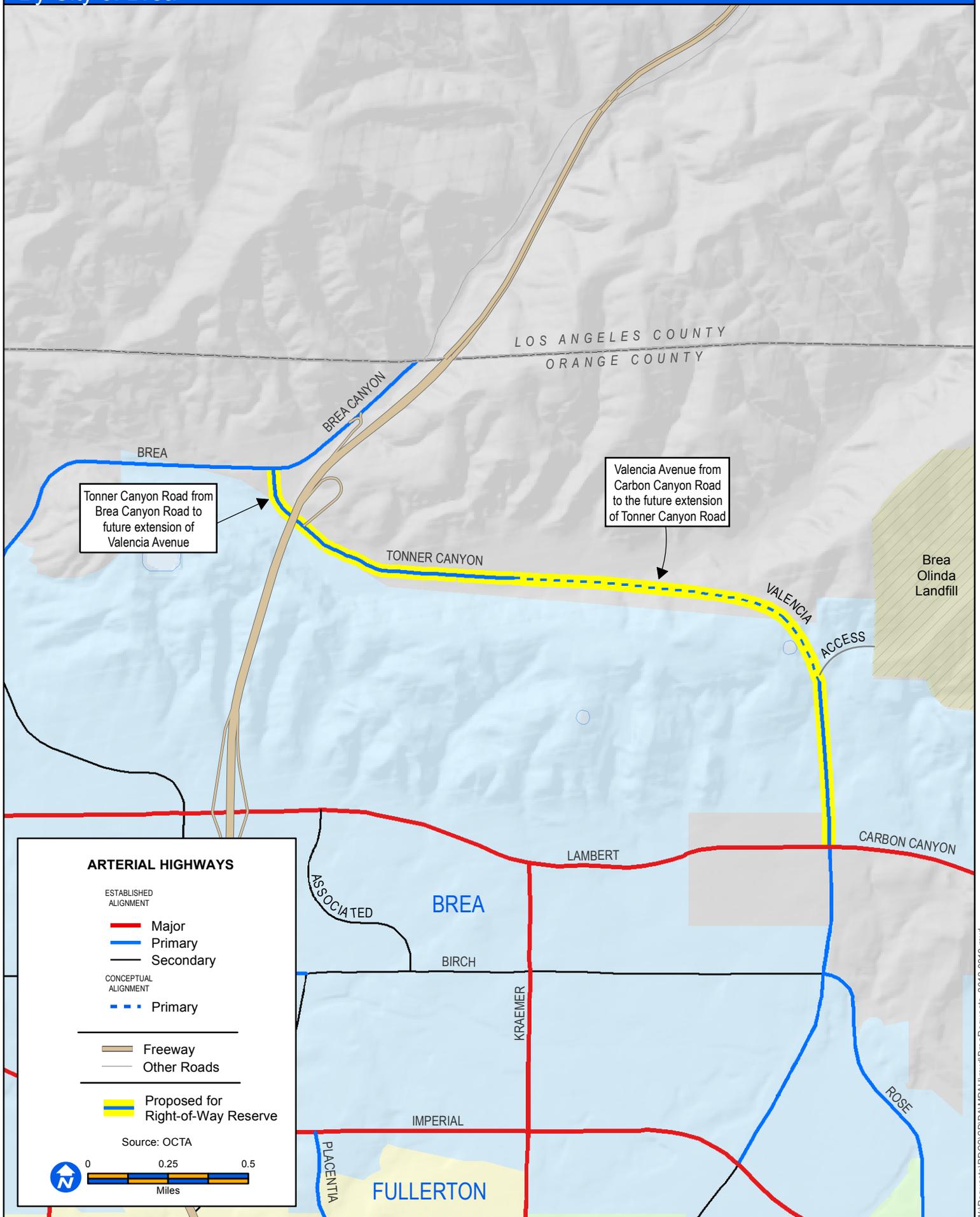
Sincerely,



Warren C. Siecke, P.E.  
Traffic Engineer

Enclosures: Transportation Improvement Nexus Program  
Letter from Orange County Public Works Department

Cc: Harry Persaud, Manager Planned Communities, County of Orange  
Charles View, Director of Public Works, City of Brea  
Delfino Consunji, Deputy Director of Public Works/City Engineer, City of Brea





*Ignacio G. Ochoa, P.E., Interim Director*  
300 N. Flower Street  
Santa Ana, CA  
P.O. Box 4048  
Santa Ana, CA 92702-4048  
Telephone: (714) 834-2300  
Fax: (714) 967-0896

September 4, 2012

Mr. Joseph Alcock  
Orange County Transportation Authority  
550 South Main Street  
Orange, California 92863-1584

Subject: Master Plan of Arterial Highways (MPAH) Amendment Tonner Canyon Road and  
Valencia Avenue Connection

Dear Mr. Alcock:

Thank you for the opportunity to review and comment on the proposed amendment to reclassify the Tonner Canyon Road and Valencia Avenue roadway connection to Right-of-Way status on the MPAH.

Due to the sensitive and high ecosystem for both wildlife and habitat in this area, the County of Orange supports the City of Brea's request to reclassify the unimproved section of Valencia Avenue/Tonner Canyon Road, northerly of Lambert Road/Carbon Canyon Road from a primary arterial highway classification to a "Right-of-Way Reserve" classification on the Master Plan of Arterial Highway.

Please contact me at (714) 667-9655 if you have any questions.

Sincerely,

A handwritten signature in black ink that reads 'Harry Persaud'.

Harry Persaud, AICP, PMP  
Manager, OC Planned Communities

cc: Warren Cl. Sieke, P.E., City of Brea  
Charles Larwood, OCTA



**Notice of Exemption**

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To:  Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

From: (Public Agency) Orange County Transportation Authority  
550 Main Street, P.O. Box 14184

Orange, CA 92863-1584

County Clerk  
County of Orange

**Project Title:** Amendments to the Master Plan of Arterial Highways

**Project Location – Specific:** The action taken by the Orange County Transportation Authority ("OCTA") was to conditionally amend the Master Plan of Arterial Highways ("MPAH") to: (1) reclassify Tonner Canyon Road, from Brea Canyon Road to the future extension of Valencia Avenue, and Valencia Avenue, from Carbon Canyon Road to the future extension of Tonner Canyon Road, from primary (four-lane, divided) arterials to right of way reserve status.. The map attached as Attachments A shows the precise location of the conditionally approved MPAH amendments.

**Project Location – City:** Brea

**Project Location – County:** Orange

**Description of Nature, Purpose, and Beneficiaries of Project:**

The MPAH depicts a countywide roadway network that is cooperatively planned by OCTA, the County of Orange, and Orange County cities in order to accommodate future travel demand throughout the County. The MPAH includes main arterial highways and illustrates freeways and transportation corridors for reference. The City of Brea requested reclassification of Tonner Canyon Road, from Brea Canyon Road to the future extension of Valencia Avenue, and Valencia Avenue, from Carbon Canyon Road to the future extension of Tonner Canyon Road, from primary (four-lane, divided) arterials to right of way reserve status.

**Name of Public Agency Approving Project:** OCTA

**Name of Person or Agency Carrying Out Project:** OCTA

**Exempt Status:** *(check one)*

- Ministerial
- Declared Emergency
- Emergency Project
- Categorical Exemption. State type and section number:
- Statutory Exemptions. State code number: CEQA Guidelines Sections 15262, 15061(b)(3)

**Reasons why project is exempt:** The MPAH is a long-range planning document that describes existing infrastructure and conceptual future transportation facilities within Orange County. The MPAH is not a funding or programming document. OCTA does not commit itself or any other public agency to approve, adopt, or fund any MPAH related projects by including those facilities on the MPAH. Similarly, deletion of a facility from the MPAH does not preclude a local jurisdiction from implementing the facility. As a result, amendments to the MPAH do not have any reasonably foreseeable environmental consequences or commit OCTA, or any other public agency, to a definite course of action. Amendments to the MPAH, therefore, are not "projects" subject to CEQA, and approval of an amendment to the MPAH does not constitute project "approval" for CEQA purposes. (Public Resources Code § 21065; CEQA Guidelines § 15378(a); CEQA Guidelines § 15352(a)).

If amendments to the MPAH were to be considered "projects", the amendments would qualify for at least two exemptions from CEQA review. First, the MPAH is a planning and feasibility study. Local general plans are required to be "consistent" with the MPAH in order for local jurisdictions to receive Orange County Comprehensive Transportation Funding, however, this "consistency" is not a legal mandate. Neither the MPAH nor amendments to the MPAH have a legally binding effect. Further, the MPAH takes certain transportation related environmental concerns into account. The MPAH encourages a countywide roadway network that addresses future travel demand, thereby reducing congestion-related environmental impacts. Therefore, amendments to the MPAH fall within CEQA's statutory exemption for planning and feasibility studies (CEQA Guidelines § 15262.). Second, for all of the foregoing reasons, it can be seen with certainty that there is no possibility that amendments to the MPAH may have a significant effect on the environment. Amendments to the MPAH therefore fall within CEQA's "common sense" exemption (CEQA Guidelines § 15061(b)(3)).

**Lead Agency**

**Contact Person:** Charlie Larwood Area Code/Telephone/Extension: (714) 560-5683

**If filed by applicant:**

1. Attached certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature: \_\_\_\_\_ Date: \_\_\_\_\_ Title: Executive Director, Planning

- Signed by Lead Agency      Date received for filing at OPR:  
 Signed by Applicant

## Status Report on Active MPAH Amendments

JURISDICTION	STREET	REQUESTED ACTION	STATUS
Brea	Tonner Canyon Road and Valencia Avenue	<p>Reclassify Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue to right-of-way reserve status.</p> <p>Reclassify Valencia Avenue from the City of Brea boundary (north of Sandpiper Lane) to the future extension of Tonner Canyon Road to right-of-way reserve status.</p>	Proposed amendment is being submitted as part of the current staff report for review and approval.
Costa Mesa	Bluff Road	Delete Bluff Road between 19 <sup>th</sup> Street and Victoria Street.	City has requested that amendment be reconsidered at part of 19 <sup>th</sup> Street Bridge traffic analyses.
Costa Mesa/ Fountain Valley	Garfield Avenue - Gisler Avenue Santa Ana River Crossing (SARX)	Reclassify Garfield Avenue - Gisler Avenue SARX bridge to right-of-way reserve status.	Reasonable progress is being made in implementation of mitigation measures specified in Memorandum of Understanding (MOU) C-6-0834. Approximately 17 of 25 mitigation measures specified in MOU are either initiated, in progress, or complete. Remaining mitigations have either not been triggered and/or are not funded at this time. All improvements need to be completed by 2020.
Fullerton	Nutwood Avenue/ Commonwealth Avenue	<p>Delete Nutwood Avenue between State College Boulevard and Placentia Avenue.</p> <p>Delete Commonwealth Avenue between Nutwood Avenue and Chapman Avenue.</p>	Currently finalizing consensus and draft MOU.
Garden Grove	Harbor Boulevard	Reclassify Harbor Boulevard from major arterial to principal arterial between Westminster Avenue and Chapman Avenue.	Amendment was approved by the Board of Directors (Board). Waiting for documentation confirming completion of CEQA and general plan change.

### Status Report on Active MPAH Amendments

Huntington Beach/Costa Mesa	19 <sup>th</sup> Street	Delete 19 <sup>th</sup> Street from Balboa/Bluff Road to Brookhurst Street.	Traffic study findings are being presented today as part of a separate staff report for Board consideration.
Irvine	Bake Parkway/ Ridge Route Drive/ Santa Maria Avenue/ and Santa Vittoria Drive	Delete proposed southerly sections of Bake Parkway (Lake Forest Drive to Laguna Canyon Road), Ridge Route Drive (Santa Vittoria to Bake Parkway), and Santa Maria Avenue (Moulton Parkway to Laguna Canyon Road).  Add Santa Vittoria as a collector arterial from Lake Forest Drive to Ridge Route Drive.	Amendment was approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change. Also waiting for full execution of MOU.
Irvine	Great Park Circulation Plan  Marine Way/Trabuco Road and O Street	Add Marine Way as primary arterial from Alton Parkway to Sand Canyon Avenue.  Extend Trabuco Road as a major arterial from Sand Canyon Road to State Route 133 (SR-133) and as a primary arterial from SR-133 to O Street.  Add O Street as a collector arterial from Trabuco Road to Marine Way, and as a secondary arterial from Trabuco Road to Irvine Boulevard.	On hold pending resolution of potential impacts.
Newport Beach	Banning Ranch Circulation Plan/	Reclassify Bluff Road from major arterial to primary arterial from 17 <sup>th</sup> Street to 19 <sup>th</sup> Street.  Delete 17 <sup>th</sup> Street connection west of Bluff Road to State Route 1.  Reclassify 15 <sup>th</sup> Street from secondary arterial to primary arterial from Placentia Avenue to Bluff Road.  Delete 15 <sup>th</sup> Street from Bluff Road to 17 <sup>th</sup> Street.	City of Newport Beach initiated cooperative study process in fall 2011. City has requested that amendment be reconsidered as part of 19 <sup>th</sup> Street Bridge traffic analyses.

### Status Report on Active MPAH Amendments

San Clemente	Avenida La Pata	Reclassify from major to primary arterial from Avenida Vista Hermosa to northern city limits.	Amendment was approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
San Juan Capistrano	Ortega Highway	Delete Ortega Highway from Del Obispo to Camino Capistrano.	Amendment was approved by the Board. Waiting for documentation confirming completion of general plan change.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Enclosure: 2021 OCTA Staff Report**



COMMITTEE TRANSMITTAL

**July 12, 2021**

**To:** Members of the Board of Directors  
**From:** Andrea West, Interim Clerk of the Board *Andrea West*  
**Subject:** Amendments to the Master Plan of Arterial Highways

Regional Planning and Highways Committee Meeting of July 1, 2021

**Present:** Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Muller, Murphy, and Sarmiento  
**Absent:** None

**Committee Vote**

Following the roll call vote, this item was declared passed 8-0 by the Members present.

**Committee Recommendations**

A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:

City of Brea and County of Orange

1. Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
2. Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.

Cities of Yorba Linda and Anaheim

3. Reclassify Yorba Linda Boulevard between La Palma Avenue and the State Route 91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
4. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the State Route 91 westbound off-ramp and the State Route 91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;



**Committee Recommendations (Continued)**

5. Add Savi Ranch Parkway between Pullman Street and Old Canal Road as a primary (four-lane, divided) arterial; and
6. Add Old Canal Road/Pullman Street as a divided collector (two-lane, divided).

Each of the proposed amendments will become final, contingent upon the Orange County Transportation Authority receiving documentation confirming that the respective agency or agencies have amended their general plans accordingly and have complied with the requirements of the California Environmental Quality Act.

If a general plan is not updated within three years to reflect the proposed Master Plan of Arterial Highways amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

If the proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

- B. Approve the amendment to the Master Plan of Arterial Highways to reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.
- C. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.



**July 1, 2021**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Amendments to the Master Plan of Arterial Highways

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

**Overview**

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local jurisdictions. The cities of Anaheim, Brea, and Yorba Linda have requested amendments to the Master Plan of Arterial Highways that are recommended for Board of Directors' approval. An update on pending Master Plan of Arterial Highways amendments is also provided.

**Recommendations**

A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:

City of Brea and County of Orange

1. Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
2. Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.

Cities of Yorba Linda and Anaheim

3. Reclassify Yorba Linda Boulevard between La Palma Avenue and the State Route 91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
4. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the State Route 91 westbound off-ramp and the State Route 91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;

5. Add Savi Ranch Parkway between Pullman Street and Old Canal Road as a primary (four-lane, divided) arterial; and
6. Add Old Canal Road/Pullman Street as a divided collector (two-lane, divided).

Each of the proposed amendments will become final, contingent upon the Orange County Transportation Authority receiving documentation confirming that the respective agency or agencies have amended their general plans accordingly and have complied with the requirements of the California Environmental Quality Act.

If a general plan is not updated within three years to reflect the proposed Master Plan of Arterial Highways amendment, the contingent amendment will expire, but can be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

If the proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority Board of Directors for consideration and action.

- B. Approve the amendment to the Master Plan of Arterial Highways to reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.
- C. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.

### ***Background***

In 2013, the Master Plan of Arterial Highways (MPAH) map was updated to reflect the following reclassifications approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board):

1. Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue from a primary (four-lane, divided) arterial to right-of-way (ROW) Reserve for a period of nine years; and
2. Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road from a primary (four-lane, divided) arterial to ROW Reserve of a period of nine years.

ROW Reserve is a classification for facilities where there is a lack of consensus among affected jurisdictions as to whether a facility should remain on the MPAH. ROW Reserve facilities are depicted on the MPAH and in local general plans to hold the ROW, for a fixed period of time, until consensus is reached on the future of the facility. While in ROW Reserve, the planned facility is excluded from traffic and land-use planning models due to this uncertainty.

The decision to place Tonner Canyon Road and Valencia Avenue in ROW Reserve was based upon environmental issues, potential future land-use changes in the area, future traffic projections for the area, and the goals identified within the City of Brea's (Brea) general plan. At the time, the nearby Olinda Alpha Landfill was anticipated to close in 2021, and the area would be converted to passive parkland uses. The ROW Reserve period was intended to allow for Tonner Canyon Road and Valencia Avenue to be reevaluated in conjunction with post-landfill planning processes. The ROW Reserve period for Tonner Canyon Road and Valencia Avenue is expiring in November 2021, and Brea has submitted a request to delete these segments from the MPAH due to recent considerations by the County of Orange (County) to extend the use of the Olinda Alpha Landfill through 2036 (Attachment A).

Separately, the City of Yorba Linda (Yorba Linda), in coordination with the City of Anaheim (Anaheim), proposed roadway improvements in nearby Savi Ranch, a 235-acre mixed-use development. This area is the largest job center in Yorba Linda, supporting over 4,500 jobs. Congestion affects vehicular throughput along Yorba Linda Boulevard as well as State Route 91 (SR-91) ramp operations. In January 2021, the Yorba Linda City Council approved the Yorba Linda Boulevard Widening Improvement Project (Project). The Project will provide a fourth northbound lane on Yorba Linda Boulevard, including the bridge over the Santa Ana River, and improve corridor operations by extending and providing supplementary turn lanes. Additionally, the Project includes bicycle and pedestrian improvements along Yorba Linda Boulevard.

Subsequently, Yorba Linda submitted a request (Attachment B), consistent with the Project, to amend the MPAH to:

1. Reclassify Yorba Linda Boulevard between La Palma Avenue and the SR-91 westbound off-ramp from a primary (four-lane, divided) arterial to an asymmetric major (seven-lane, divided) arterial;
2. Reclassify Yorba Linda Boulevard/Weir Canyon Road between the SR-91 westbound off-ramp and the SR-91 eastbound on-ramp from a primary (four-lane, divided) arterial to a major (six-lane, divided) arterial;
3. Add Savi Ranch Parkway from Pullman Street and Old Canal Road to the MPAH as a primary (four-lane, divided) arterial; and

4. Add Old Canal Road/Pullman Street to the MPAH as a divided collector (two-lane, divided).

To maintain consistency with the Project approved by Yorba Linda, Anaheim also submitted a request (Attachment C) to amend the MPAH to:

1. Reclassify Santa Ana Canyon Road between Roosevelt Avenue and Weir Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial.

All requested amendments proposed for Board consideration are illustrated in Attachment D.

### ***Discussion***

Staff has reviewed the traffic analyses provided by the cities and has concluded that the requested MPAH amendments are appropriate from a long-range planning perspective. Additionally, future traffic volumes appear to be accommodated with the proposed changes and are forecast to remain at acceptable intersection levels of service (LOS).

City of Brea and the County of Orange – Tonner Canyon Road and Valencia Avenue

Based on the Orange County Traffic Analysis Model 5.0, Tonner Canyon Road and Valencia Avenue, if constructed, are forecast to carry approximately 3,000 average daily trips (ADT). The deletion of these facilities from the MPAH do not significantly impact State Route 57 or the surrounding MPAH network. Furthermore, Brea has reiterated the difficulty in extending and constructing Tonner Canyon Road and Valencia Avenue, primarily due to its cost and potential impacts to an environmentally sensitive area.

These two planned roadway segments are located partially in Brea, as well as in the unincorporated area of Orange County, within Brea's sphere of influence. The County and the California Department of Transportation (Caltrans) District 12 have provided letters of support/no comment, included in Attachment A. The County is now in the process of extending the operation of the Olinda Alpha Landfill to 2036 and supports Brea's proposal to delete Tonner Canyon Road and Valencia Avenue from the MPAH.

Cities of Anaheim and Yorba Linda – Yorba Linda Boulevard, Weir Canyon Road, Savi Ranch Road, Old Canal Road/Pullman Street, and Santa Ana Canyon Road

Yorba Linda Boulevard/Weir Canyon Road straddles the border between Anaheim and Yorba Linda between SR-91 and the Santa Ana River. Yorba Linda Boulevard/Weir Canyon Road is built as a six-lane facility with an annual ADT of approximately 55,500 (2019). This far exceeds the capacity of the current primary arterial classification (30,000 ADT to maintain LOS C). As a result, Yorba Linda and Anaheim have requested that Yorba Linda Boulevard between La Palma Avenue and the SR-91 westbound off-ramp be reclassified from a primary arterial to an asymmetric major arterial (seven lanes, divided). The proposed reclassification is consistent with the cities' Project and provides sufficient capacity to accommodate forecasted traffic levels and meet LOS standards. Additionally, the cities have requested to reclassify Yorba Linda Boulevard/Weir Canyon Road between the SR-91 westbound off-ramp and the SR-91 eastbound on-ramp from a primary arterial to a major arterial. This reclassification will update the MPAH and the cities' general plans consistent with the existing condition. It also clarifies there are no plans to reduce capacity along this segment of Yorba Linda Boulevard/Weir Canyon Road.

High traffic volumes on Yorba Linda Boulevard and the turning movements at Savi Ranch Parkway associated with the SR-91 interchanges result in significant congestion at intersections in this area. Therefore, Anaheim and Yorba Linda are requesting the addition of Savi Ranch Parkway and Old Canal Road/Pullman Street to the MPAH. This will allow the cities to compete for Measure M2 Project O – Regional Capacity Program funding to provide improvements needed to help relieve congestion at these intersections.

The Project also proposes to restripe Santa Ana Canyon Road from Roosevelt Avenue to Weir Canyon Road, converting one through lane to a third left-turn lane. Based on an intersection LOS analysis, high eastbound left-turn volume for vehicles traveling to SR-91 and Savi Ranch, along with a lower eastbound through volume, justify the corresponding request to reclassify this segment on the MPAH from a major arterial to an asymmetric primary arterial (five lanes, divided). Note that this proposed configuration is consistent with the Anaheim Circulation Element's Planned Roadway Network Map that currently classifies Santa Ana Canyon Road as a scenic expressway (four to six lanes, divided). Therefore, Anaheim will not need to amend its general plan and the MPAH will be updated to reflect Santa Ana Canyon Road as an asymmetric primary arterial (five-lane, divided) contingent upon Board approval of the amendment request.

Due to the proximity of the Project to SR-91, Caltrans reviewed the Initial Study and Mitigated Negative Declaration, and provided a letter of no comment on the requested MPAH amendments, included in Attachment B.

#### California Environmental Quality Act

Amendments to the MPAH are exempt from the California Environmental Quality Act (CEQA) review. As such, if the Board approves the recommendations, OCTA will file a Notice of Exemption from CEQA in support of the proposed amendment to the MPAH.

#### MPAH Status Update

As indicated in the status report in Attachment E, there are currently 18 pending amendments proposed for the MPAH. These pending amendments are awaiting local action to amend their respective general plans. Others are either under review, are in the cooperative study process, are pending resolution of issues with other agencies, or are awaiting refinement of development plans.

#### **Summary**

The cities of Anaheim, Brea, and Yorba Linda submitted requests to amend the Master Plan of Arterial Highways. Staff reviewed the traffic data supporting the amendment requests and concluded that the proposed changes are appropriate from a long-range planning perspective. Based upon the provided traffic analyses, the requirements of the Master Plan of Arterial Highways Guidelines have been met, and Board of Directors' approval of the reclassifications is recommended. A summary of pending Master Plan of Arterial Highways amendments is also provided for Board of Directors' review.

**Attachments**

- A. Letter from Tony Olmos, P.E., Public Works Director, City of Brea, to Stephanie Chhan, Long Range Planning and Corridor Studies, Orange County Transportation Authority, dated May 24, 2021, Subject: MPAH Amendment Request for Tonner Canyon Road and Valencia Avenue
- B. Letter from Jamie Lai, P.E., Director of Public Works/City Engineer, City of Yorba Linda, to Stephanie Chhan, Orange County Transportation Authority, dated June 3, 2021, Subject: Request for Master Plan of Arterial Highways (MPAH) Amendment (Revised)
- C. Letter from Rudy Emami, P.E., Director of Public Works, City of Anaheim, to Stephanie Chhan, Orange County Transportation Authority, dated May 26, 2021, Subject: Request for Master Plan of Arterial Highways (MPAH) Amendment – Santa Ana Canyon Road Between Roosevelt Road and Weir Canyon Road
- D. Master Plan of Arterial Highways Amendment Map Requests
- E. Status Report on Pending Master Plan of Arterial Highways Amendments

**Prepared by:**



Stephanie Chhan  
Transportation Analyst  
(714) 560-5572

**Approved by:**



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



**City of Brea**

May 24, 2021

Mrs. Stephanie Chhan  
Long Range Planning and Corridor Studies  
ORANGE COUNTY TRANSPORTATION AUTHORITY  
550 S. Main Street  
Orange, CA 92868

**SUBJECT: MPAH AMENDMENT REQUEST FOR TONNER CANYON ROAD AND VALENCIA AVENUE**

Dear Mrs. Chhan,

The City of Brea is requesting formal initiation of a Master Plan of Arterial Highways (MPAH) Amendment process that includes Tonner Canyon Road and Valencia Avenue. These two roadway segments are located partially in the City of Brea as well as in the unincorporated area of Orange County, within the sphere of influence of the City of Brea.

In November of 2012, the Orange County Transportation Authority (OCTA) Board of Directors conditionally approved an amendment to the MPAH to reclassify the following roadway segments within the City of Brea from arterial to right-of-way reserve status for a period of nine years:

- Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue
- Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road

Subsequently, the amendment became final and OCTA updated the MPAH as documentation was provided to OCTA demonstrating that the City of Brea had complied with the requirements of the California Environmental Quality Act and amended its General Plan.

The reclassifications associated with this original MPAH Amendment request were based upon environmental issues, future land-use changes in the area, and future traffic projections for the area, as well as the goals identified within the current City of Brea General Plan. Please see Attachment A for original 2012 OCTA Staff Report providing details regarding the original request, as well as the original response letters from Orange County Public Works and the Department of Transportation.

At the time of the original MPAH Amendment request, the Olinda Alpha Landfill was anticipated to close in 2021 and be converted to passive park land uses. However, due to

**City Council**

**Steven Vargas**  
*Mayor*

**Cecilia Hupp**  
*Mayor Pro Tem*

**Christine Marick**  
*Council Member*

**Glenn Parker**  
*Council Member*

**Marty Simonoff**  
*Council Member*

Mrs. Stephanie Chhan  
May 24, 2021  
Page 2 of 2

increased diversion of trash from the landfill, the County of Orange is now in the process of extending the operation of the Olinda Alpha Landfill to 2036. On account of this, OCTA staff prepared and reviewed the following model scenarios:

1. OCTAM 5.0 Year 2045 Daily Forecasts – With Tonner Extension
2. OCTAM 5.0 Year 2045 Daily Forecasts – Base (Build-Out)
3. OCTAM 5.0 Year 2045 Daily Forecasts – With vs. Without Tonner Extension
4. OCTAM 5.0 Year 2045 vs. Year 2016 Daily Forecasts

Upon review of each of the model scenarios, OCTA staff determined that the Tonner Canyon Road/Valencia Avenue extension would not make a significant impact on the SR-57 Freeway or the surrounding MPAH network. Please see Attachment B for the modeling scenarios provided by OCTA for your review.

As the nine-year right-of-way reserve status period is set to expire on November 9, 2021, and on account of the factors discussed above, the City of Brea is submitting this MPAH Amendment request letter, proposing to modify the MPAH classification of the following arterial facilities as follows:

- Deletion of Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue; and
- Deletion of Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

The City contacted both Orange County Public Works and Caltrans for comment since they are key stakeholders given their regional presence in the vicinity of both roadways in question. As a result, please find the attached correspondence from Orange County Public Works and Caltrans, provided as Attachment C and Attachment D respectively.

We are hopeful that the proposed MPAH Amendment can be processed administratively and in a timely manner. Please review the enclosed items and advise as to any additional information that may be needed. Thank you for your time and assistance in this matter. Should you have any questions regarding this request, I can be contacted at 714-990-7698.

Sincerely,



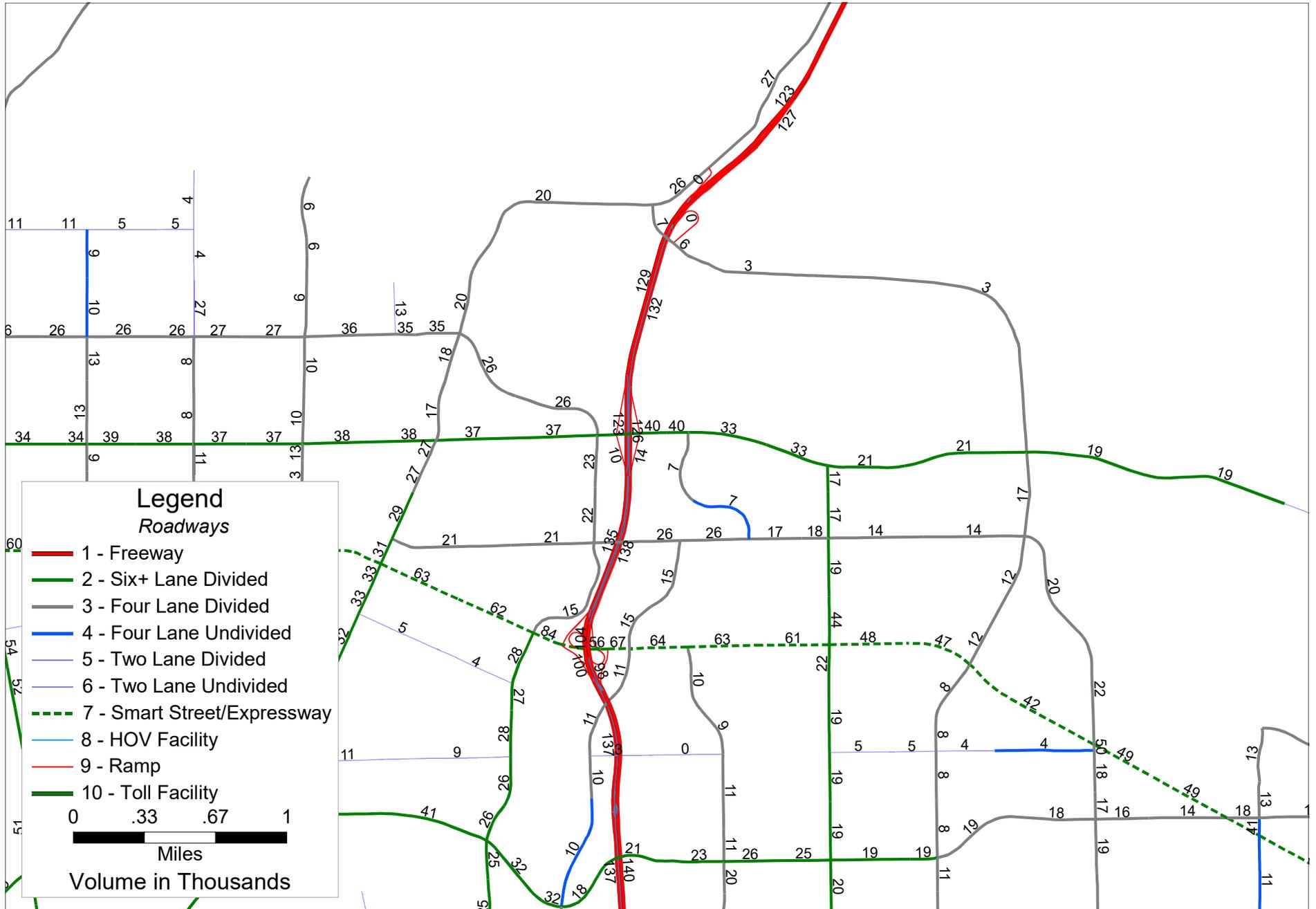
Tony Olmos, P.E.  
Public Works Director

Enclosures: Attachment A – 2012 OCTA Staff Report\*  
Attachment B – Modeling Scenarios\*  
Attachment C – Orange County Public Works Letter of Support  
Attachment D – Caltrans Letter of Support

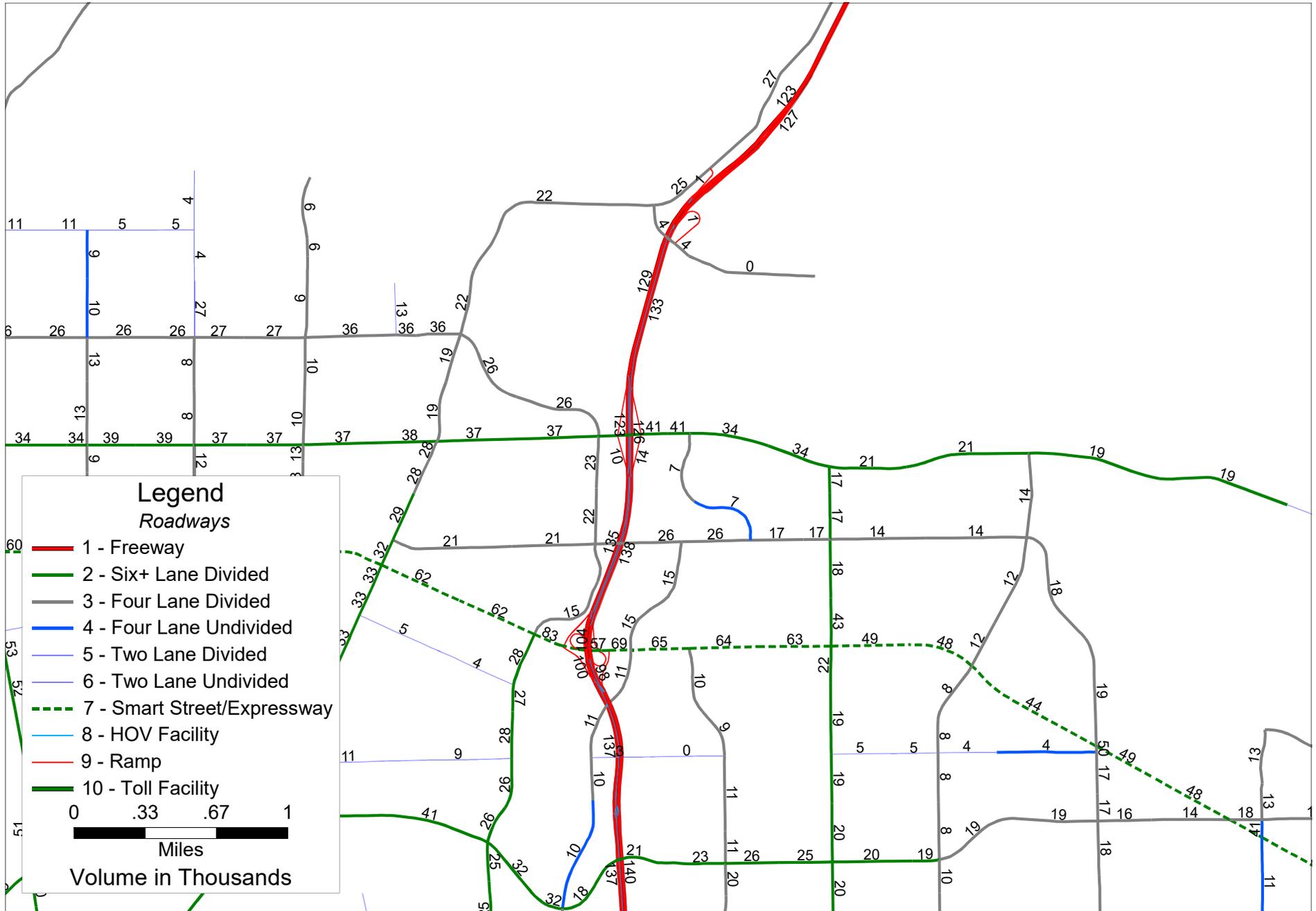
CC: Michael Ho, Deputy Director of Public Works/City Engineer  
Dave Roseman, City Traffic Engineer  
Ryan Chapman, Principal Engineer

# OCTAM 5.0 Year 2045 Daily Forecasts - With Tonner Extension

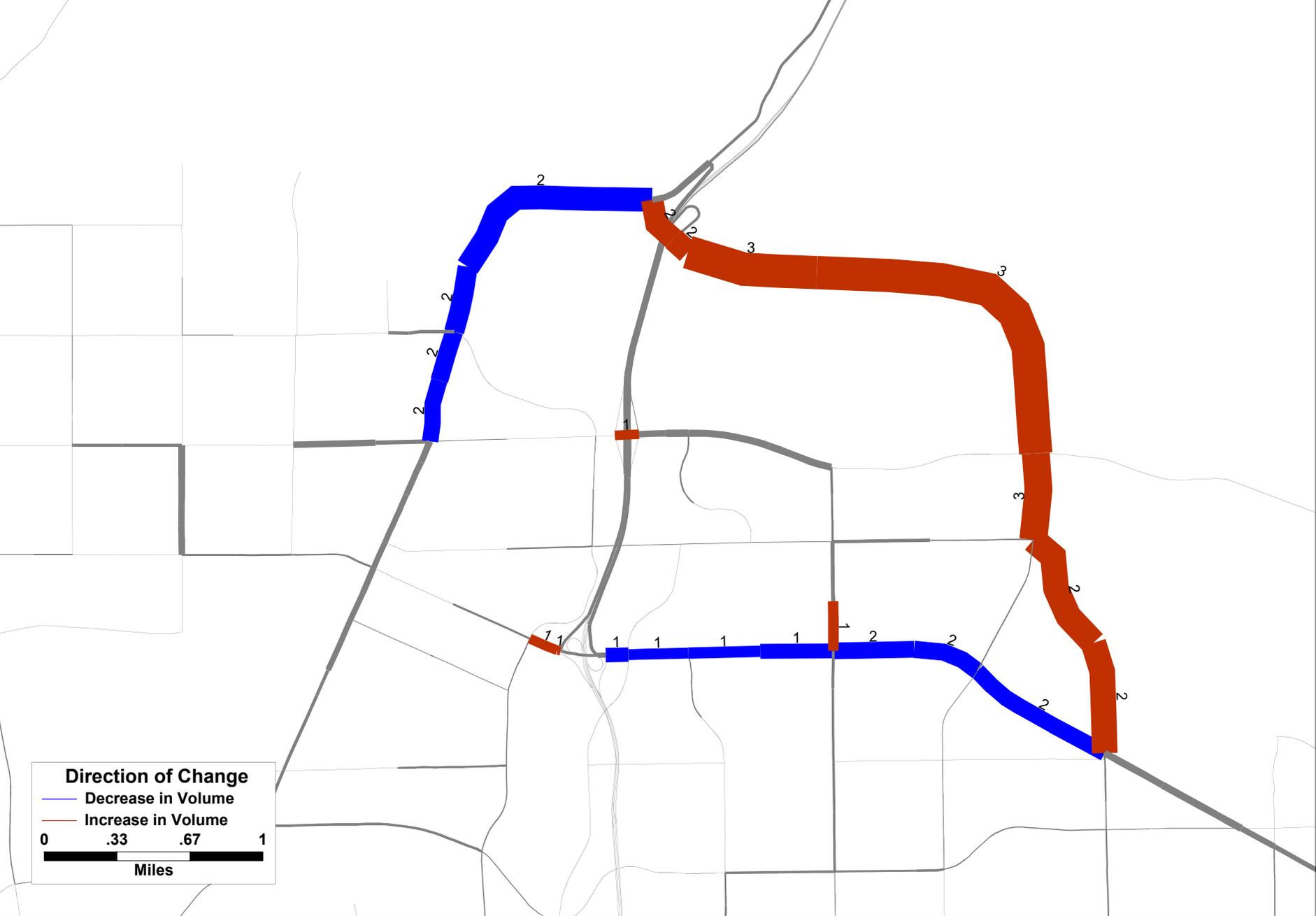
## Volumes in Thousands



# OCTAM 5.0 Year 2045 Daily Forecasts - Base (Build-Out) Volumes in Thousands



# OCTAM 5.0 Year 2045 Daily Forecasts - With vs Without Tonner Extension Volumes Differences in Thousands







May 11, 2021

Tony Olmos, P.E.  
Public Works Director  
City of Brea  
1 Civic Center Circle  
Brea, California 92821-5732

**Subject: Master Plan of Arterial Highways (MPAH) Amendment**

Dear Mr. Olmos:

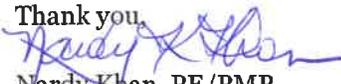
This letter is in response to your correspondence dated April 28, 2021 regarding the City of Brea's lead in processing a new MPAH Amendment for the following arterial facilities:

- Deletion of Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue.
- Deletion of Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

As a result of your letter, OC Public Works reached out to our OC Waste & Recycling team and confirmed that although the targeted closure date of the Olinda Alpha Landfill was the end of 2021, they are now in the process of extending operations to 2036. With this change, the City of Brea worked with the Orange County Transportation Authority (OCTA) to study scenarios forecasting traffic impacts into the year 2045. Upon review of OCTA's model scenarios in Attachment A, OCTA has indicated that the Tonner Canyon Road and Valencia Avenue extensions would not have a significant impact on the SR-57 Freeway or the surrounding MPAH network. With these factors taken into consideration, OC Public Works supports:

- The City of Brea's proposal to take the lead and initiate the formal process for preparation of an MPAH Amendment in compliance with OCTA's "Guidance for Administration of the Orange County Master Plan of Arterial Highways" and the California Environmental Quality Act.
- City of Brea acting as the sponsoring agency for OCTA's MPAH Amendment process.
- City of Brea's request to delete Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Avenue, and delete Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road.

Please coordinate with OC Development Services/Planning at (714) 667-8815 to ensure compliance with the California Environmental Quality Act and to disclose any potential environmental impacts associated with the proposed amendment, as well as consistency with the General Plan for the County of Orange.

Thank you,  
  
Nardy Khan, PE/PMP  
Deputy Director, Infrastructure Programs  
OC Public Works

Cc: Jorge Hernandez, OC Waste and Recycling  
Joanna Chang, OC Public Works

County Administration South  
601 North Ross Street  
Santa Ana, CA 92701

P.O. Box 4048  
Santa Ana, CA 92702

(714) 667-8800

info@ocpw.ocgov.com

OCPublicWorks.com

 Administrative Services

 OC Development Services

 OC Facilities Design & Construction Management

 OC Facilities Maintenance & CUF

 OC Fleet Services

 OC Construction

 OC Environmental Resources

 OC Operations & Maintenance

 OC Infrastructure Programs

 OC Survey

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12

1750 EAST 4<sup>TH</sup> STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6000

FAX (657) 328-6522

TTY 711

[www.dot.ca.gov/caltrans-near-me/district12](http://www.dot.ca.gov/caltrans-near-me/district12)

*Making Conservation  
a California Way of Life.*

May 21, 2021

Mr. Tony Olmos  
City of Brea  
1 Civic Center Circle  
Brea, CA 92821

Dear Mr. Olmos

Thank you for the opportunity to review and comment on the proposed amendment, for the deletion of Tonner Canyon Road from Brea Canyon Road to the future extension of Valencia Ave, and the deletion of Valencia Avenue from Carbon Canyon Road to the future extension of Tonner Canyon Road, from the Master Plan of Arterial Highways.

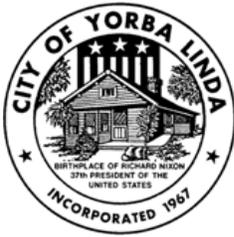
The California Department of Transportation, District 12 currently has no comments on this proposal.

Please continue to keep us informed of this project and any future developments, which could potentially impact State Transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Scott Shelley at [Scott.Shelley@dot.ca.gov](mailto:Scott.Shelley@dot.ca.gov) or at (657) 328-6164.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Shelley".

Scott Shelley, Branch Chief  
Local Development/Intergovernmental Review



# CITY OF YORBA LINDA

P.O. BOX 87014, YORBA LINDA, CA 92885-8714  
(714) 961-7170 FAX (714) 986-1010

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ENGINEERING / PUBLIC WORKS

June 3, 2021

Ms. Stephanie Chhan  
Orange County Transportation Authority  
600 South Main Street  
Orange, CA 92863

**SUBJECT: Request for Master Plan of Arterial Highways (MPAH) Amendment (Revised)**

Dear Ms. Chhan:

The City of Yorba Linda, as lead agency with the support of the City of Anaheim is requesting the initiation of the MPAH amendment process for Yorba Linda Boulevard, Savi Ranch Parkway and Old Canal Road/Pullman Street. These streets form the eastern gateway into Yorba Linda and Anaheim and serve as the sole point of access to the Savi Ranch multi-use area.

The City appreciates OCTA's feedback of our initial request, dated 12/23/2020, for the MPAH amendment and agree with your recommended approach. This revised request is consistent with your recommendations. The following attachments have been included in support of this request:

Attachment 1: Location Map

Attachment 2: City Boundary Exhibit

Attachment 3: Letters of Support from the City of Anaheim and Caltrans

Attachment 4: City of Yorba Linda 2018 Traffic Volume Map

**Background**

Savi Ranch is a 235-acre mixed use development is the largest job center in Yorba Linda with over 4,500 jobs. Land uses include large box retail stores, commercial/industrial, research and development, medical, auto sales and dining. Savi Ranch generates over \$1B in sales tax annually. Research indicates that 78% of the employees commute more than 10 miles each way to work and only 3.1% of the employees live within Yorba Linda. These statistics are a solid indication of the regional nature of Savi Ranch.

Yorba Linda Boulevard is heavily traveled and experiences significant congestion during the afternoon peak hours due to the regional traffic that bypasses the congestion on the SR-91. This congestion affects the throughput along the corridor as well as SR-91 ramp

operations. Additionally, with Savi Ranch Parkway being the sole point of ingress/egress to Savi Ranch, significant congestion is experienced in the afternoon peak hours as well which is further exacerbated by the congestion on Yorba Linda Boulevard.

In 2015, Yorba Linda completed a Vision plan that was developed through a community engagement process that positions Savi Ranch as a regional destination and to ensure the long-term economic stability. The Vision Plan identified that mobility was one of the impediments to sustained growth.

In 2017, a Mobility Feasibility Study was prepared by the City to further evaluate potential mobility solutions to support the current and future land use. The Study identified two potential mobility solutions. The first was a new secondary point of access which included the construction of a new bridge over the Santa Ana River, connecting from the easterly portion of Savi Ranch to La Palma Avenue. The second solution identified was the widening improvements on Savi Ranch Parkway and Yorba Linda Boulevard/Weir Canyon Road that would increase capacity, improve operations, and enhance circulation. These widening improvements would achieve the desired improvement in operations and cost/benefit and were ultimately selected by the City to move forward into project development.

In 2018, the City initiated the preliminary engineering and environmental clearance for the widening of Savi Ranch Parkway and Yorba Linda Boulevard. The environmental document was approved by the Yorba Linda City Council in January 2021.

The City has been successful in obtaining funding for the preliminary engineering, environmental, and final design phases of work through the Arterial Capacity Enhancement as part of the OCTA Comprehensive Transportation Funding Program.

**Requested MPAH Amendment**

In support of the City's goals to improve mobility, Yorba Linda is requesting the following:

- **Reclassify Yorba Linda Boulevard/Weir Canyon Road, from La Palma Avenue to the Westbound SR-91 off-ramp, from a Primary to a Major Arterial with asymmetrical lane designation to include a fourth northbound lane.** The existing six lane facility has an annual daily traffic (ADT) of 55,500 (2019) on this segment, far exceeding the capacity of the current Primary classification. A Major classification is a six-lane facility that supports the following capacities:

	<b>LOS C</b>	<b>LOS D</b>
6 Lane Divided Capacity	45,000	50,600
Asymmetrical Lane Capacity	7,500	8,400
<b>Total Capacity</b>	<b>52,500</b>	<b>59,000</b>

- **Reclassify Yorba Linda Boulevard/Weir Canyon Road, from the Westbound SR-91 offramp to the Eastbound SR-91 loop on-ramp, within Caltrans Right-of-Way, from a Primary to a Major Arterial.** This reclassification to a Major (6-lane, divided) Arterial will provide consistency with the built condition.
- **Add Savi Ranch Parkway, from Pullman Street to Old Canal Road, as a Primary Arterial.** Savi Ranch Parkway is currently a four-lane divided facility that is the sole point of ingress/egress to Savi Ranch with an ADT ranging from 8,500 to 29,100 (2018). The Primary Arterial classification supports an ADT up to 30,000 at a LOS C.
- **Add Old Canal Road/Pullman Street as a Divided Collector.** Old Canal Road/Pullman Street is currently a two-lane divided facility that provides the loop connection from each end of Savi Ranch Parkway with ADTs up to 5,800 (2018). The Divided Collector classification supports an ADT up to 15,000 at a LOS C. As there are no through movements at the Savi Ranch Parkway/Yorba Linda Boulevard intersection, Old Canal Road/Pullman Street functions as a couplet to route travelers to either side of Yorba Linda Boulevard.

The requested MPAH amendments will allow both cities of Anaheim and Yorba Linda to maintain a satisfactory level of service, consistent with their respective General Plan Circulation Element designations, while providing the opportunity to fund improvements that will enhance multi-modal mobility in Yorba Linda, Anaheim and those traveling regionally to the Savi Ranch area.

Please contact me if you have any questions or need additional information for this MPAH amendment request.

Sincerely,

Jamie Lai, P.E.  
Director of Public Works/City Engineer

Cc: Kurt Brotcke, Director of Strategic Planning, OCTA  
Carlos Castellanos, City Engineer, City of Anaheim  
Rick Yee, Assistant City Engineer, City of Yorba Linda

Attachments

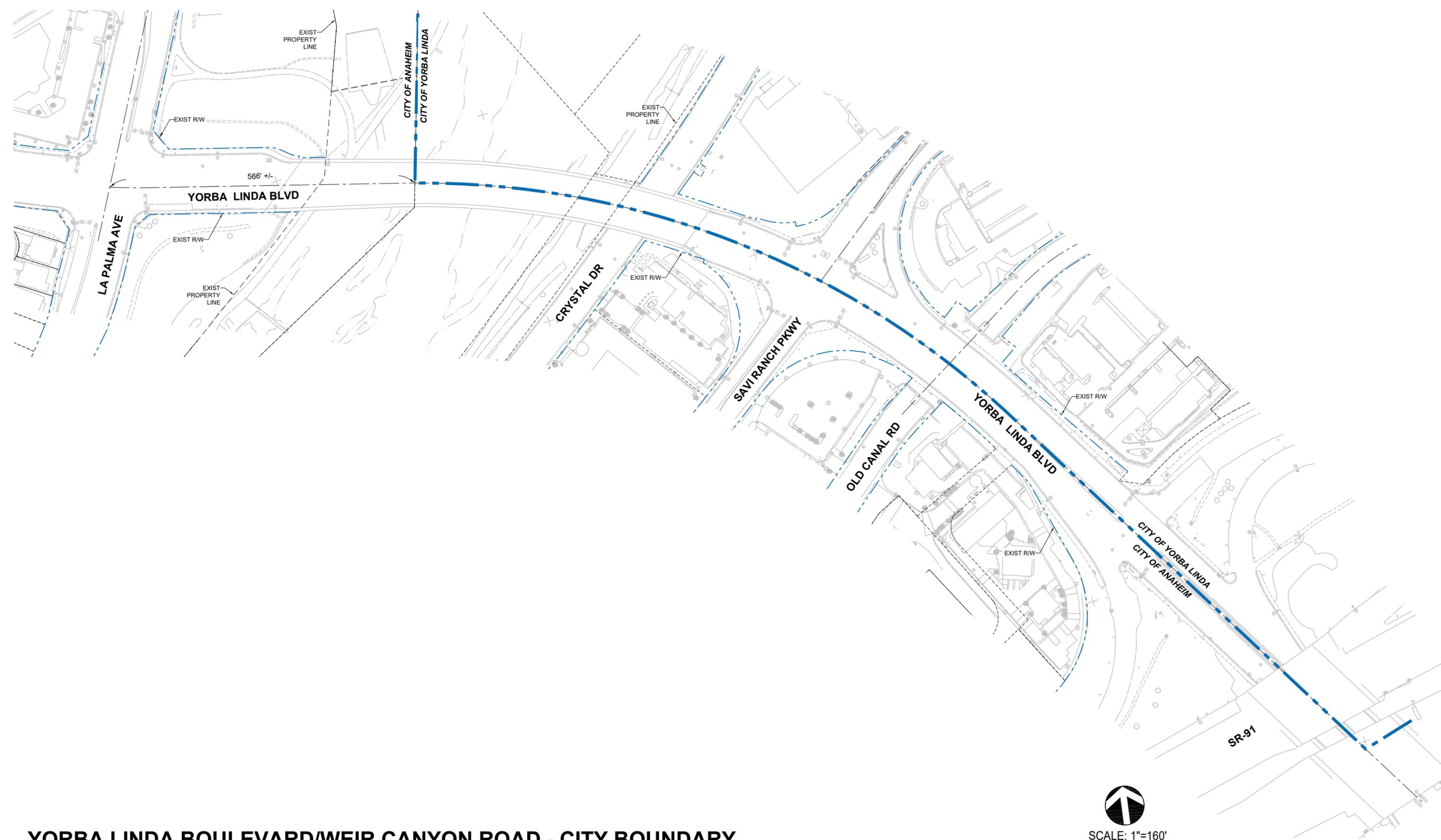
# Attachment 1

## Location Map



**Attachment 2**

City Boundary Exhibit



**YORBA LINDA BOULEVARD/WEIR CANYON ROAD - CITY BOUNDARY**



**Attachment 3**

Letters of Support

City of Anaheim

Caltrans



City of Anaheim  
**DEPARTMENT OF PUBLIC WORKS**

December 22, 2020

Ms. Stephanie Chhan  
Orange County Transportation Authority  
600 South Main Street  
Orange, CA 92863

**SUBJECT: Request for Master Plan of Arterial Highways (MPAH)  
Amendment Letter of Support**

Dear Ms. Chhan:

We are writing to express our support for the MPAH amendment being requested by the City of Yorba Linda for Yorba Linda Boulevard, Savi Ranch Parkway, and Old Canal Road/Pullman Street. Portions of these roadways are located within the City of Anaheim jurisdiction.

Yorba Linda Boulevard experiences large volumes of traffic and congestion as it serves as a bypass for commuters daily from SR-91. The arterial highway is exceeding capacity with over 55,000 daily vehicles and as traffic worsens on SR-91, volumes at intersections along the corridor exceed capacity.

In addition, Yorba Linda Boulevard is the eastern gateway and serves as the only entry and exit point to the Savi Ranch multi-use center. Savi Ranch is home to residents, businesses, retail, and restaurants and provides more than \$1B in revenue yearly. Savi Ranch Parkway and Old Canal Road/Pullman Street provide the connectivity to the destinations within Savi Ranch.

As this MPAH amendment request has regional significance, we look forward to your favorable consideration in support of the cities of Yorba Linda and Anaheim.

Sincerely,

Carlos Castellanos, P.E.  
City Engineer

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12

1750 EAST 4<sup>TH</sup> STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6000

FAX (657) 328-6522

TTY 711

[www.dot.ca.gov/caltrans-near-me/district12](http://www.dot.ca.gov/caltrans-near-me/district12)

Making Conservation  
a California Way of Life.

February 4, 2021

Mr. Tony Wang  
City of Yorba Linda  
4845 Casa Loma Avenue  
Yorba Linda, CA 92886

File: IGR/CEQA  
IGR# 2020-01478  
SCH#: 2020100085  
SR 91 PM 14.447R

Dear Mr. Wang,

Thank you for including the California Department of Transportation (Caltrans) in the review of the MPAH amendment being requested by the City of Yorba Linda for Yorba Linda Boulevard. The location on Yorba Linda Boulevard is approximately 0.40 miles in length between La Palma Avenue and the State Route 91 (SR 91) westbound off-ramp, which is owned and operated by Caltrans. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Upon our review, Caltrans is satisfied with our prior comments submitted in our letter, dated November 6, 2020, and the Cities responses to those comments provided on January 6, 2021. We have no further comment or concerns regarding the City's proposed MPAH amendment request.

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Julie Lugaro at [Julie.lugaro@dot.ca.gov](mailto:Julie.lugaro@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Shelley".

Scott Shelley  
Branch Chief, Regional-IGR-Transit Planning  
District 12

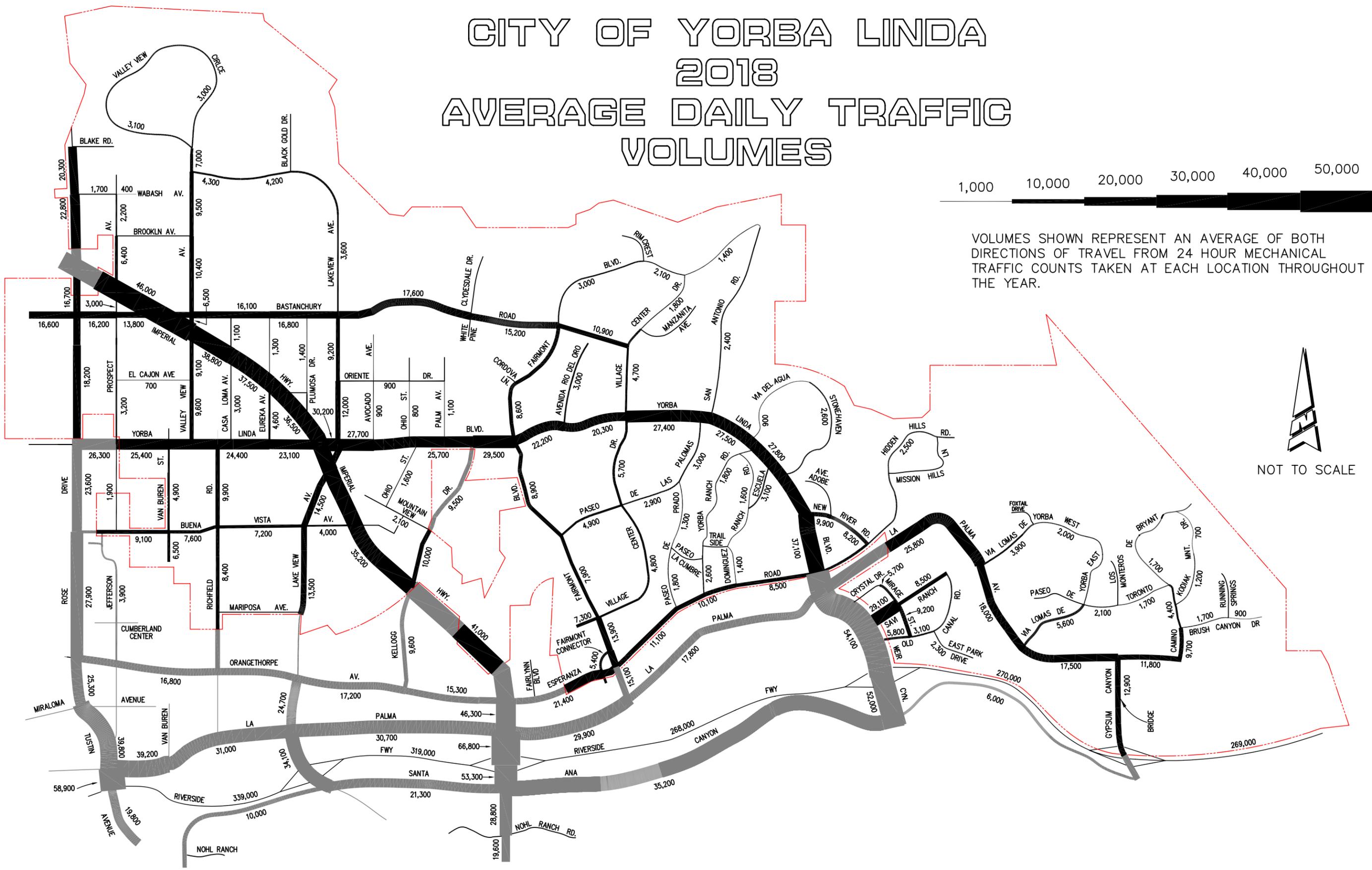
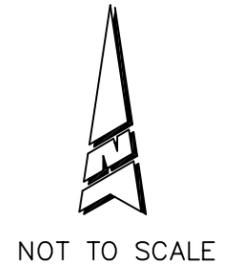
**Attachment 4**

City of Yorba Linda 2018 Traffic Volume Map

# CITY OF YORBA LINDA 2018 AVERAGE DAILY TRAFFIC VOLUMES



VOLUMES SHOWN REPRESENT AN AVERAGE OF BOTH DIRECTIONS OF TRAVEL FROM 24 HOUR MECHANICAL TRAFFIC COUNTS TAKEN AT EACH LOCATION THROUGHOUT THE YEAR.



PREPARED BY:  
**HARTZOG AND CRABILL INC.**  
Consulting Traffic Engineers  
17852 E. 17th Street, Suite 101, Tustin Ca. 92780  
(714) 731-9455

City of Anaheim  
**DEPARTMENT OF PUBLIC WORKS**



May 26, 2021

Ms. Stephanie Chhan  
Orange County Transportation Authority  
600 South Main Street  
Orange, CA 92863

RE: REQUEST FOR MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH)  
AMENDMENT – SANTA ANA CANYON ROAD BETWEEN ROOSEVELT  
ROAD AND WEIR CANYON ROAD

Dear Ms. Chhan:

The City of Anaheim is requesting the formal initiation of a Master Plan of Arterial Highways (MPAH) Amendment process for Santa Ana Canyon Road between Roosevelt Road and Weir Canyon Road.

**Existing Conditions**

Santa Ana Canyon Rd between Roosevelt Rd and Weir Canyon Rd is currently classified as a Major Arterial in the MPAH. Major Arterials are defined as 6 lane (3 lanes in each direction) divided roadways. Currently, that portion of Santa Ana Canyon Rd is consistent with the MPAH classification as it is a divided roadway which provides 6 lanes (3 in each direction).

**Proposed Classification**

The proposed modification to the MPAH is for an asymmetric re-classification of Santa Ana Canyon Rd between Roosevelt Rd and Weir Canyon Rd. The City is requesting Santa Ana Canyon Rd (eastbound) between Roosevelt Rd and Weir Canyon Rd to be re-classified from its current Major Arterial classification to an Asymmetric Primary Arterial classification. The roadway would then provide 3 through lanes in the westbound direction and 2 through lanes eastbound.

The asymmetric re-classification would facilitate implementation of the City's General Plan Circulation Element. As part of the City's Circulation Element Planned Roadway Network, this portion of Santa Ana Canyon Rd is classified as a Divided Scenic Expressway (4 to 6 lanes, divided – 2 to 3 lanes in each direction). The ultimate lane configuration for the eastbound approach at the intersection Santa Ana Canyon Rd and Weir Canyon Rd includes 3 left-turn lanes, 2 through lanes, and 1 right turn lane. Although 3 lanes are currently provided in the eastbound direction, one of those through lanes will be converted to a left-turn lane, ultimately reducing the through lanes to 2 lanes. Although the MPAH classifies Santa Ana Canyon Rd east of Weir Canyon Rd as Primary Arterial which only provides 2 lanes in each direction, the

MPAH Guidelines Section 3.10.3 states 3 through lanes should be provided through the intersection.

*“A transition in arterial classification of a roadway from one side of an intersection to the other should be made by transitioning the higher classification to the lower classification over a specified section beyond the intersection where feasible.”*

The City’s General Plan Circulation Element remains consistent with the MPAH classification of Santa Ana Canyon Rd as an Asymmetric Primary Arterial.

**Justification**

The lane configuration at the intersection of Santa Ana Canyon Rd east of Weir Canyon Rd was determined through an intersection Level of Service analysis, which demonstrated a high eastbound left-turn volume for vehicles going to SR-91, and a lower eastbound through volume. As such, the intersection analysis demonstrated a need for 3 left turn lanes and only 2 through lanes.

The latest OCTA Orange County Traffic Analysis Model (OCTAM) Year 2045 Daily Traffic Volume Forecasts support the re-classification. The forecasted daily volume for that portion of Santa Ana Canyon Rd is 36,000 vehicles, and Table A-4-1 from the MPAH Guidelines provide an asymmetrical Level of Service C (LOS C) total capacity of 37,500 for an Asymmetric Primary Arterial.

Table A-4-1: Arterial Highways MPAH Capacity Values

Type of Arterial		Level of Service						Assymetric Capacity / Added Lane			
		A	B	C	D	E	F	C	D	E	F
4	Lanes Divided	22,500	26,300	30,000	33,800	37,500	--	7,500	8,400	9,400	--

Ultimately, although the re-classification results in a reduction in through lanes at the intersection, the asymmetrical configurations still maintains the OCTA MPAH LOS C criteria on roadway segments.

Please feel free to contact Rafael Cobian, City Traffic Engineer, at 714-765-4991 or via email at [rcobian@anaheim.net](mailto:rcobian@anaheim.net) if you have any questions or need any additional information for this MPAH amendment request.

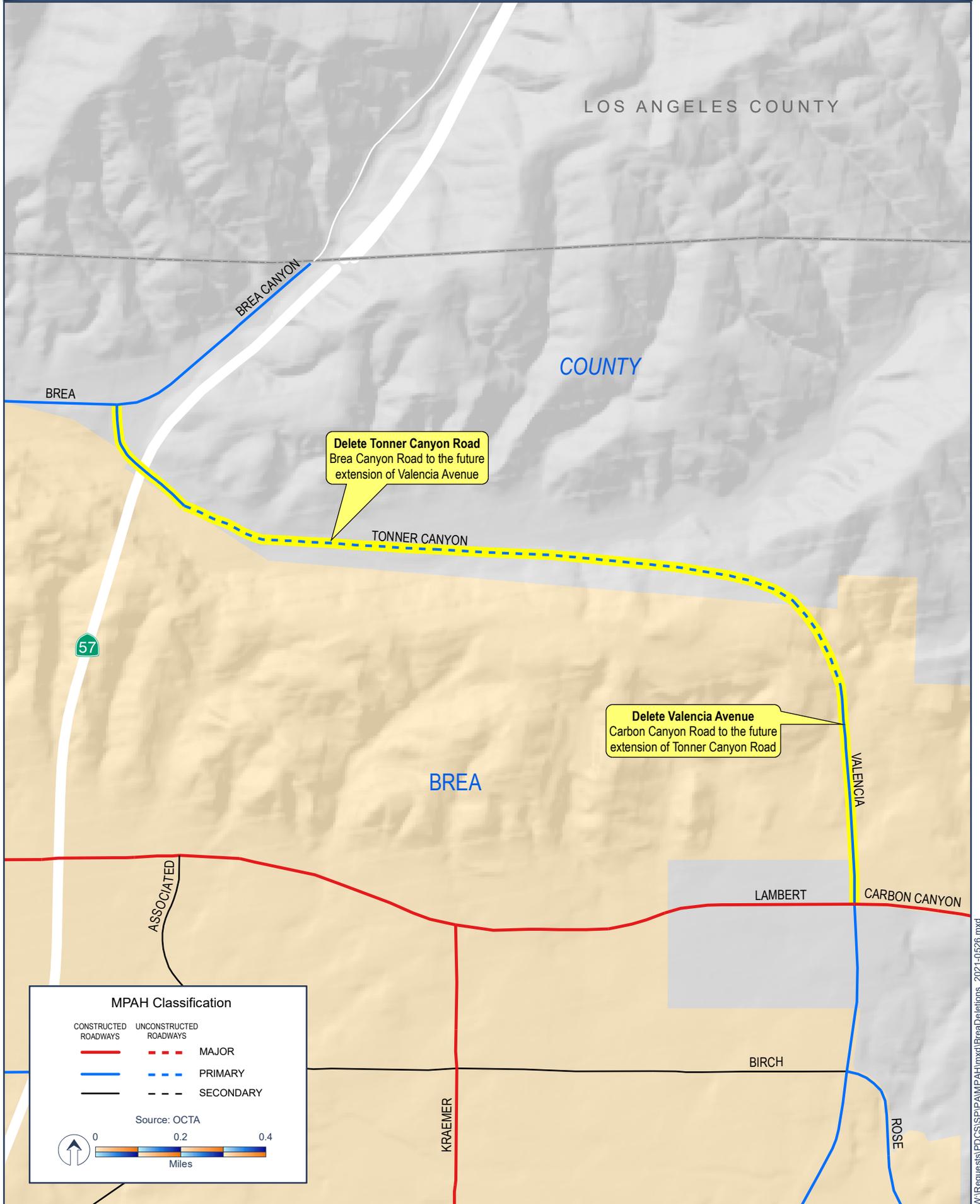
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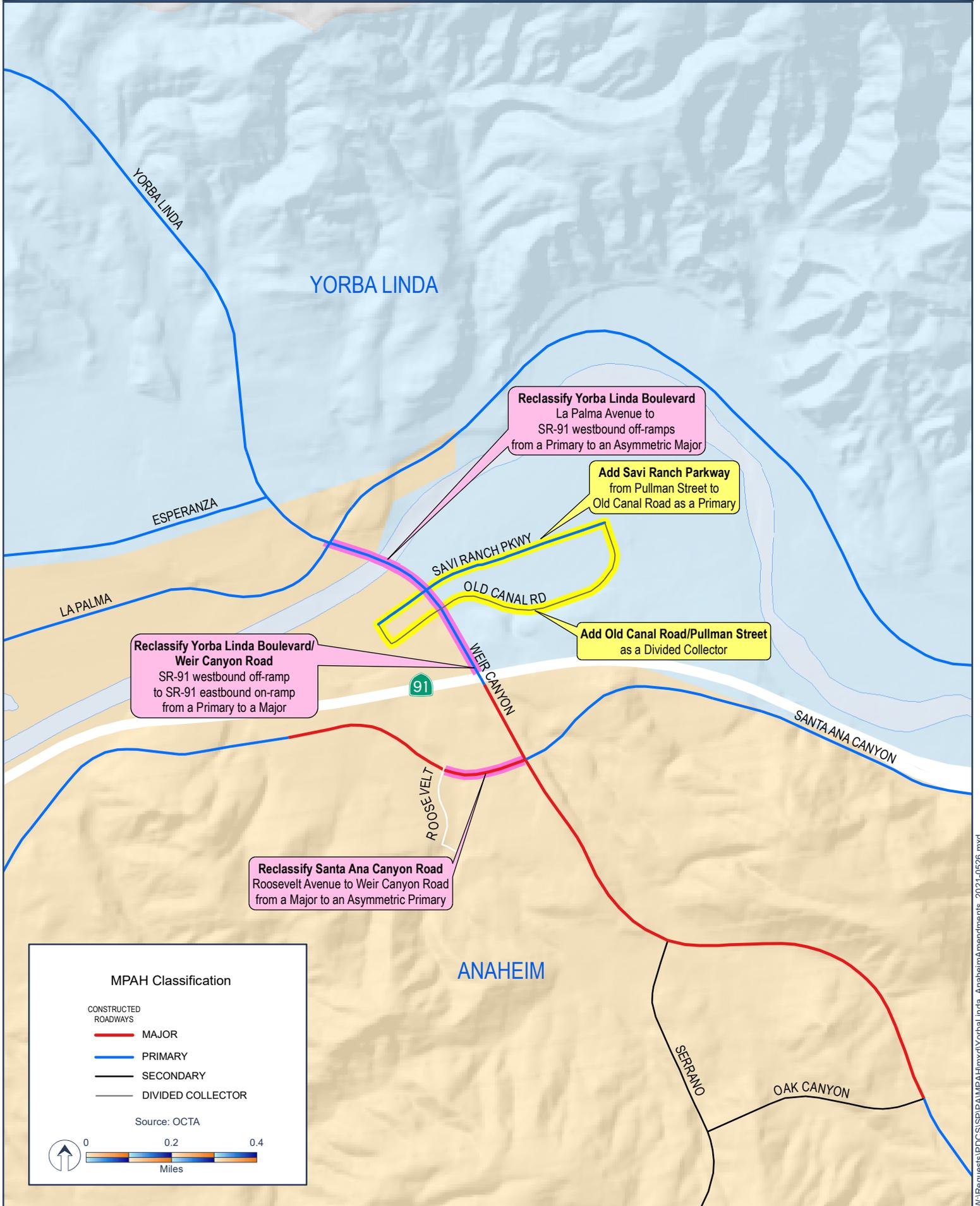
Rudy Emami, P.E.  
 Director of Public Works

C: Carlos Castellanos, City Engineer  
 Rafael Cobian, City Traffic Engineer

rc



# Cities of Yorba Linda and Anaheim MPAH Amendment Requests



**Status Report on Pending Master Plan of Arterial Highways Amendments**

	<b>City</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Type of Amendment</b>	<b>Status</b>
1	Anaheim	Santa Ana Canyon Road	Roosevelt Avenue	Weir Canyon Road	Reclassify from major to asymmetric primary.	Amendment is being presented to the Board for consideration.
2	Brea/County of Orange	Tonner Canyon Road	Brea Canyon Road	Planned Valencia Avenue	Delete.	Amendment is being presented to the Board for consideration.
3	Brea/County of Orange	Valencia Avenue	Carbon Canyon Road	Planned Tonner Canyon Road	Delete.	Amendment is being presented to the Board for consideration.
4	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete.	On hold pending final consensus on Banning Ranch Circulation Plan.
5	Costa Mesa	19th Street	Placentia Avenue	West City Limit	Reclassify from primary to divided collector.	On hold pending coordination with City of Newport Beach General Plan update.
6	County of Orange/ Lake Forest	Santiago Canyon Road	SR-241 NB Ramp	Live Oak Canyon	Reclassify from primary to collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
7	County of Orange/Irvine	Jeffrey Road	SR-241	Santiago Canyon Road	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
8	County of Orange	Black Star Canyon	Silverado Canyon Road	Orange County/ Riverside County Line	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
9	Santa Ana	Fourth Street	French Street	Grand Avenue	Reclassify from secondary to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
10	Santa Ana	Santa Ana Boulevard	Raitt Street	Flower Street	Reclassify from major to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
11	Santa Ana	Santa Ana Boulevard	Flower Street	Ross Street	Reclassify from major to primary.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
12	Santa Ana	Santa Ana Boulevard	French Street	Santiago Street	Reclassify from primary to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

**Status Report on Pending Master Plan of Arterial Highways Amendments**

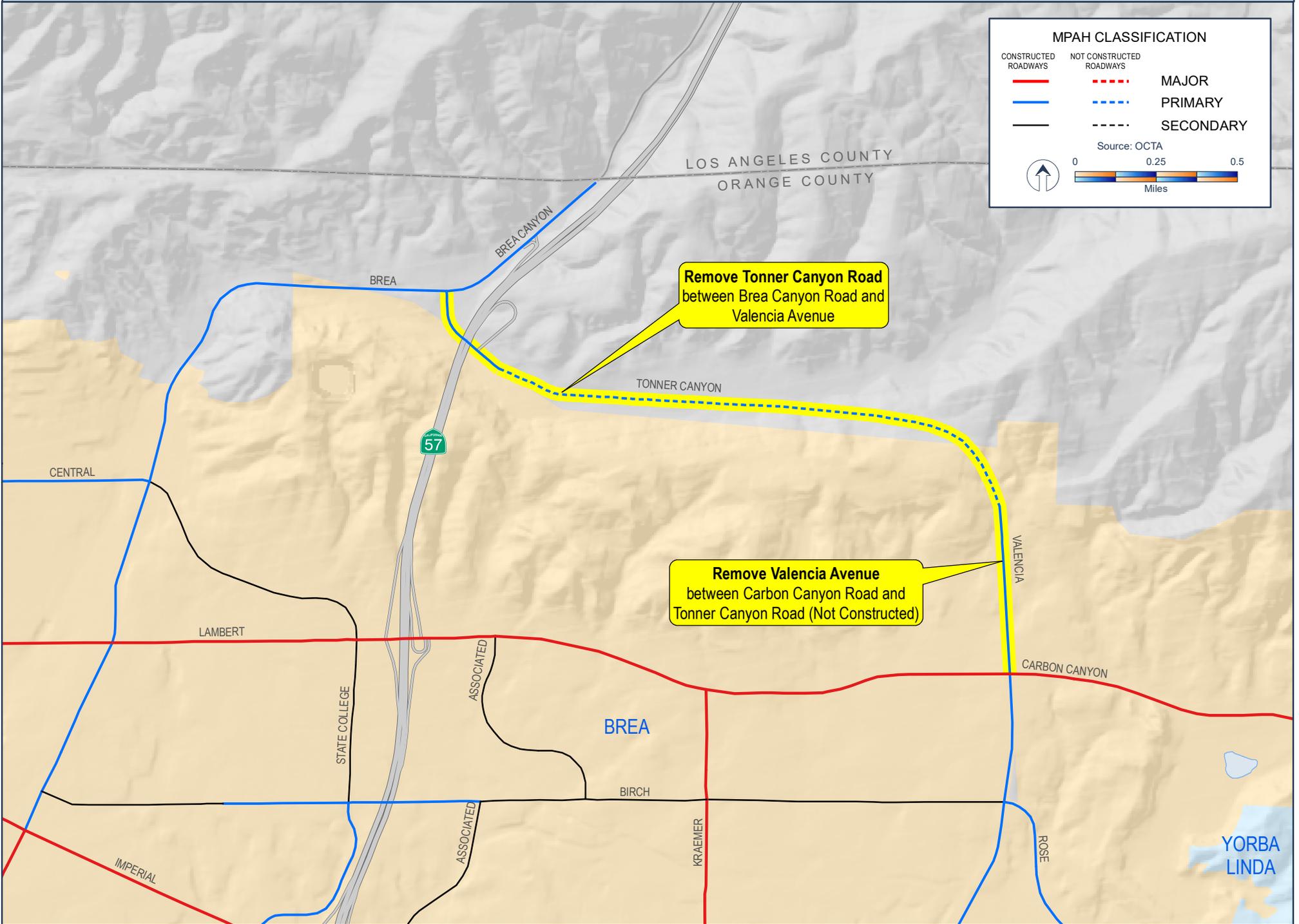
	City	Street	Status
13	Santa Ana	<p>The City of Santa Ana is proposing a citywide MPAH amendment.</p> <p>This amendment will reclassify:</p> <ul style="list-style-type: none"> <li>- Cambridge Street between, Fairhaven Avenue and SR-55, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Santa Clara Avenue, between Grand Avenue and Tustin Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Broadway Street, between 1st Street and 17th Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Penn Way, between I-5 SB on/off ramps and Washington Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Santiago Avenue, between Washington Avenue and 6th Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Standard Avenue, between 6th Street and Warner Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Civic Center Drive, between French Street and Santiago Street, from a secondary (four-lane, undivided) to a collector (two-lane, undivided) arterial.</li> <li>- Civic Center Drive between Fairview Street and Bristol Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Hazard Avenue, between Euclid Street and Harbor Boulevard, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Raitt Street, between Segerstrom Avenue and Santa Ana Boulevard, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- 1st Street between Bristol Street and Tustin Avenue, from a major (six-lane, divided) to a primary (four-lane divided) arterial.</li> <li>- Chestnut Avenue, between Standard Avenue and Grand Avenue from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Chestnut Avenue, between Grand Avenue the eastern city limit, from a primary (four-lane, divided) to a divided collector (two-lane, divided) arterial.</li> <li>- McFadden Avenue, between Harbor Boulevard and Grand Avenue, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Flower Street, between Warner Avenue and First Street, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> <li>- Halladay Avenue, between Warner Avenue and Dyer Road, from a secondary (four-lane, undivided) to a divided collector (two-lane, divided) arterial.</li> </ul>	<p>The amendment was conditionally approved by the Board. Waiting for the execution of an MOU, and documentation confirming completion of CEQA and general plan change.</p>

**Status Report on Pending Master Plan of Arterial Highways Amendments**

	<b>City</b>	<b>Street</b>				<b>Status</b>
13 con't	Santa Ana	This amendment will remove the following segments from the MPAHs: - Flower Street, between 17th Street and its northern terminus. - Logan Street, between Stafford Street and Santa Ana Boulevard. - Stafford Street, between proposed Logan Street and Santiago Street.				The amendment was conditionally approved by the Board. Waiting for the execution of an MOU, and documentation confirming completion of CEQA and general plan change.
14	Santa Ana/ Orange	Fairhaven Avenue	Grand Avenue	Tustin Avenue	Reclassify from secondary to divided collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
15	Yorba Linda/ Anaheim	Yorba Linda Boulevard	SR-91 WB Off-Ramp	La Palma Avenue	Reclassify from primary to asymmetric major.	Amendment is being presented to the Board for consideration.
16	Yorba Linda/ Anaheim	Weir Canyon Road	SR-91 WB Off-Ramp	SR-91 EB On-Ramp	Reclassify from primary to major	Amendment is being presented to the Board for consideration.
17	Yorba Linda/ Anaheim	Savi Ranch Parkway	Pullman Street	Old Canal Road	Add to MPAH.	Amendment is being presented to the Board for consideration.
18	Yorba Linda/ Anaheim	Old Canal Road/ Pullman Street	Savi Ranch Parkway		Add to MPAH.	Amendment is being presented to the Board for consideration.
MOU	Costa Mesa/ Fountain Valley/ Huntington Beach	Garfield Avenue/ Gisler Avenue Crossing over the Santa Ana River	Santa Ana River Westbank	Santa Ana River Eastbank	Reclassify from secondary to right-of-way reserve status.	The cities of Costa Mesa, Fountain Valley, Huntington Beach, and OCTA entered into an MOU (C-6-0834). Reasonable progress has been made on the implementation of 19 of the 25 mitigation measures that were specified. All improvements are required to be completed by 2025, at which time OCTA will revisit the designation of the Garfield Avenue/ Gisler Avenue Bridge.

Board – Board of Directors  
 CEQA – California Environmental Quality Act  
 EB – Eastbound  
 I-5 – Interstate 5  
 MOU – Memorandum of understanding  
 MPAH – Master Plan of Arterial Highways  
 NB – Northbound

OCTA - Orange County Transportation Authority  
 SB – Southbound  
 SR-55 – State Route 55  
 SR-91 – State Route 91  
 SR-241 – State Route 241  
 WB – Westbound



**Status Report on Active Master Plan of Arterial Highways Amendments**

#	City	Street	From	To	Type of Amendment	Status	Board Approval Date
1	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete	A study is currently in progress and is anticipated to be completed in Spring 2026.	
2	Costa Mesa	19th Street	Placentia Avenue	West City Limit	Reclassify	A study is currently in progress and is anticipated to be completed in Spring 2026.	
3	County of Orange / Irvine	Jeffrey Road	SR-241	Santiago Canyon Road	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	5/8/2017
4	Santa Ana / Orange	Fairhaven Avenue	Grand Avenue	Tustin Avenue	Reclassify	The amendment was conditionally approved by the Board. Waiting for the City of Orange to provide documentation confirming completion of CEQA and general plan change.	11/9/2020
5	Irvine	Red Hill Avenue	MacArthur Boulevard	Main Street	Reclassify	The MOU was executed in December 2025. City of Irvine is requesting an extension for adequate time to update the general plan.	4/10/2023
6	County of Orange	Villa Park Road	Hewes Street	Cannon Street	Reclassify	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	9/9/2024
7	County of Orange	Bucker Way	Ranch Canyon Road	Coyotes Road	Reclassify	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	9/9/2024
8	County of Orange	Ranch Canyon Road	Bucker Way	Cow Camp Road	Reclassify	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	9/9/2024
9	Laguna Hills	Paseo De Valencia	Alicia Parkway	Cabot Road	Reclassify	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	9/9/2024
10	Laguna Hills	Cabot Road	Paseo De Valencia	El Paseo	Reclassify	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	9/9/2024
11	Irvine	Yale Avenue	University Drive	Michelson Drive	Reclassify	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	4/14/2025
12	Costa Mesa	Merrimac Way	Fairview Road	Harbor Boulevard	Reclassify	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	4/14/2025
13	Stanton	Orangewood Avenue	Santa Rosalia Street	Eastern City Boundary	Reclassify	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.	4/14/2025
14	Brea	Tonner Canyon Road	Brea Canyon Road	Valencia Avenue	Delete	Amendment will be presented to the Board for consideration 2/2/2026.	
15	Brea	Valencia Avenue	Carbon Canyon Road	Tonner Canyon Road	Delete	Amendment will be presented to the Board for consideration 2/2/2026.	
16	Fullerton	Associated Road	Bastanchury Road	Imperial Highway	Reclassify	The amendment was canceled by the City of Fullerton.	4/10/2023
17	Garden Grove	Harbor Boulevard	Westminster Avenue	Chapman Avenue	Reclassify	The amendment was canceled by the City of Garden Grove.	5/11/2009

Board – Board of Directors  
 CEQA – California Environmental Quality Act  
 MOU – Memorandum of Understanding  
 SR-241 – State Route 241



**March 2, 2026**

**To:** Regional Transportation Planning Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Long-Range Transportation Plan Update

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

**Overview**

The 2026 Long-Range Transportation Plan defines the long-term vision and investment priorities for Orange County’s transportation system through the year 2050. The plan is updated every four years and provides Orange County’s required input to the Southern California Association of Governments’ Regional Transportation Plan and Sustainable Communities Strategy. The plan will include a 2050 Preferred Plan scenario, which represents a recommended set of projects, programs, and strategies intended to advance the Long-Range Transportation Plan goals. This report presents an overview of the draft 2050 Preferred Plan framework and a summary of community engagements to date.

**Recommendation**

Direct staff to use the draft 2050 Preferred Plan framework for the preparation of the draft 2026 Long-Range Transportation Plan.

**Background**

The Orange County Transportation Authority (OCTA) is preparing the 2026 Long-Range Transportation Plan (LRTP), which will guide long-term transportation planning and investment priorities through the year 2050. The LRTP is updated every four years and evaluates existing commitments, assesses future travel needs and financial conditions, incorporates public and stakeholder input, and identifies key challenges and strategies needed to support the county’s long-term mobility needs. The 2026 LRTP will serve as Orange County’s required input to the 2028 Regional Transportation Plan/Sustainable Communities Strategy developed by the Southern California Association of Governments.

Key challenges and draft LRTP goals were presented to the OCTA Board of Directors (Board) in September 2025. Each of the four draft goals respond to a set of challenges, which are summarized below:

- Expand Multimodal Capacity – post-pandemic travel pattern shifts and limitations on roadway expansion necessitate a more balanced transportation network that supports all travel modes.
- Improve Operations – a largely built-out roadway network requires a greater focus on enhancing efficiency, safety, and reliability.
- Enhance Accessibility – first- and last-mile gaps and limited transit coverage in some areas highlight the need for targeted investments that support mobility for all users, particularly for transit-dependent populations.
- Strengthen System Resiliency – increasing exposure to climate-related risks and long-term funding uncertainty necessitate proactive strategies to prepare the system to adapt to potential disruptions.

These goals reflect priorities that have been refined since adoption of the 2022 LRTP, Directions 2045, through Board actions addressing transit performance, management of congestion in a nearly built-out freeway system, and recent efforts to improve system resiliency. Continued discussion of post-pandemic travel patterns and the long-term sustainability of programs nearing the 2041 sunset of the Measure M2 (M2) sales tax for transportation improvements have further shaped how the 2026 LRTP approaches long-range investment priorities. The following section describes how these considerations are reflected in the draft 2050 Preferred Plan (Preferred Plan) framework and project list.

### ***Discussion***

The Preferred Plan framework organizes projects and programs into five modal categories. The proposed projects and programs directly address the LRTP goals and respond to state and federal policies and travel trends. A listing of the projects modeled in the 2050 Preferred Plan scenario is included in Attachment A.

#### **Preferred Plan Framework**

##### **1. Transit System Improvements**

The Preferred Plan builds on the near-term improvements identified in the Making Better Connections Plan to include additional transit service enhancements that improve bus travel time and advance corridor-based strategies identified in the 2024 OC Transit Vision (Transit Vision) and other transit safety and optimization studies. These efforts reflect a shift toward

improving the performance and competitiveness of transit within the existing network.

Consistent with the Transit Vision, the Preferred Plan assumes implementation of increased service levels and capital improvements in Transit Opportunity Corridors, which represent corridors with high ridership potential and that are well suited for transit service enhancements. The improvements may include dedicated lanes, queue-jump treatments, and transit signal priority to improve bus speed and travel-time reliability. The Preferred Plan also includes projects that strengthen intermodal connectivity and stop and station improvements to enhance customer experience.

The Preferred Plan retains several transit programs currently funded by M2 that will continue to advance long-term mobility goals, including Safe Transit Stops, and OC Streetcar.

## 2. Roadway System Optimization

Roadway projects included in the Preferred Plan focus on improving safety, reducing delay, and optimizing utility of the existing roadway network, with an emphasis on strategies that can be implemented within existing right-of-way. These projects are intended to address both freeway and arterial system needs and support all roadway users including personal vehicles, transit operations, goods movement, and active transportation.

The Preferred Plan fully implements the M2 freeway program and includes additional improvements informed by the 2024 Freeway Chokepoint Study. These additional improvements generally consist of operational enhancements, such as improved merge and weave areas, auxiliary lanes, and ramp modifications that improve safety and traffic flow without expanding general purpose lane capacity.

The Preferred Plan retains several effective roadway programs that are currently funded by M2 and are assumed to continue beyond the 2041 sunset date because of their contribution to system performance. These include locally developed projects through the Roadway Capacity Program and regional traffic signal synchronization, which play a critical role managing congestion on local streets.

In addition, the Preferred Plan assumes continued advancement of transportation systems management and operations strategies including intelligent transportation systems, managed lane operations, connected vehicle technologies, and real-time traffic management. The Preferred Plan assumes a gradual transition of the high-occupancy vehicle lane system to a tolled express

lane system to improve travel-time reliability, which is consistent with the California Department of Transportation's long-term plans.

### 3. Enhanced Active Transportation

To support and encourage active transportation in Orange County for everyday trips, the associated projects included in the Preferred Plan focus on enhancing safety, improving connectivity, and expanding the bikeway and pedestrian network. Projects in this category emphasize coordination and partnership with local jurisdictions to reflect community context and local priorities.

The Preferred Plan builds on initiatives carried forward from the prior LRTP, including gap closure in the countywide bikeway network, such as the OC Loop and OC Connect, and continued support for safety-focused programs including Safe Routes to School, Next Step, and electric bicycle safety education. The Preferred Plan also incorporates findings from the ongoing Bikeways Connectivity Study, which identifies opportunities to implement complete streets elements on Master Plan of Arterial Highways (MPAH) segments with spare capacity.

### 4. Mobility Integration

The mobility integration category includes projects and programs that improve connections between travel modes and reduce barriers to multimodal travel, with a focus on addressing first- and last-mile gaps. These strategies are intended to expand access to transit, reduce single-occupancy vehicle travel, and improve mobility options for transit reliant populations.

The Preferred Plan retains several effective programs currently funded by M2, including the community circulators and senior and disability mobility programs. Other travel demand management strategies including reduced fare programs (i.e. Youth Ride Free and College Pass), OC Vanpool, rideshare support, and remote work continue to play an important role in supporting mobility and managing travel demand.

The Preferred Plan also advances the concept of a countywide mobility hub network to improve intermodal connectivity. Mobility hubs provide multiple transportation options at a single location to support targeted travel needs within a localized area. Common features include transit service, micromobility options, park-and-ride, wayfinding information, and rideshare services. When implemented successfully, mobility hubs can improve access to transit, reduce first- and last-mile barriers, support transit-oriented development, and reduce reliance on single-occupancy vehicle travel. A mobility hub concept of operations is currently under development to guide future planning and implementation, with

an initial focus on locations near regional transit corridors, major activity centers, and employment areas.

#### 5. Resilience and System Readiness

The resilience and system readiness category focuses on maintaining and protecting transportation assets, preparing the system for climate-related risks, and positioning Orange County to adapt to evolving technologies and changing conditions. Projects in this category support long-term system reliability, sustainability, and continuity of service.

The Preferred Plan builds on several ongoing initiatives, including OCTA's transition to a zero-emission bus fleet and current M2-supported initiatives, including funding for local pavement maintenance, freeway environmental mitigation, and environmental cleanup programs. Based on reported Pavement Condition Index data, Orange County consistently ranks among the top-performing counties statewide in pavement conditions, reflecting both the supplemental funding provided directly to cities and the County through the half-cent sales tax M2 and the emphasis it has placed on preserving roadway investments. The Preferred Plan also incorporates strategies identified in OCTA's 2024 Climate Adaptation and Sustainability Plan to address risks such as extreme heat, flooding, and wildfire impacts on transportation infrastructure.

Additional projects include short-term and mid-term solutions from the Coastal Rail Resiliency Study to address vulnerabilities along the rail corridor and to help ensure uninterrupted rail operations. Goods movement strategies are also included as they span multiple parts of the transportation system and support supply-chain reliability, emissions reductions, and long-term economic resiliency.

#### Initial Model Results

This LRTP evaluates travel conditions for a 2050 horizon year that reflects the Orange County Projections 2022 socioeconomic forecast prepared by the Center for Demographic Research at California State University, Fullerton. These projections include approximately three percent population growth, a ten percent employment growth, and 13 percent housing growth between the 2024 base year and 2050.

Initial travel demand modeling was completed for the 2024 Existing, 2050 No Build, and Preferred Plan scenarios. The 2050 No Build scenario assumes no changes to the existing 2024 transportation network while accounting for forecasted population, housing, and employment growth and serves as a baseline to isolate the effects of socioeconomic growth on travel demand. The draft 2050 Preferred Plan scenario reflects the same demographic assumptions

but includes the set of proposed projects and programs that can be represented in the travel demand model.

Preliminary results for selected daily performance measures are summarized in the following table. Overall, the benefits of the proposed Preferred Plan are highlighted by higher transit trips, fewer vehicle person trips, reduced congestion, and improved peak period travel speed when compared to the 2050 No Build scenario.

<b>Performance Measure (Daily)</b>	<b>2024 Existing</b>	<b>2050 No Build</b>	<b>2050 Preferred Plan</b>
Vehicle Person Trips	14,858,000	15,390,000 <i>+4% vs 2024</i>	13,769,000 <i>-11% vs 2050 No Build</i>
Transit Person Trips	98,000	103,000 <i>+4% vs 2024</i>	116,000 <i>+16% vs 2050 No Build</i>
Delay as Percent of Travel Time	11%	13%	9%
Peak Period Freeway Speed (Miles per Hour)	48.7	47.3	47.7
Peak Period Arterial Speed (Miles per Hour)	28.4	28.0	28.8
Vehicle Miles Traveled (VMT) per Capita	23.6	24.1	24.2

The increase in transit trips under the Preferred Plan reflects the combined effects of the proposed implementation of transit opportunity corridors, transit signal priority, and first- and last-mile improvements. The results also demonstrate meaningful congestion relief, with daily vehicle hours of delay substantially lower than in the 2050 No Build scenario and delay as a percentage of travel time improving to better than existing conditions. Improvements in peak period freeway and arterial speeds reflect the benefits of signal synchronization, buildout of the MPAH network, and expanded multimodal capacity.

The VMT per capita remains essentially flat between the 2050 No Build and Preferred Plan scenarios, indicating that even with the planned capacity improvements on freeways and arterials, the Preferred Plan can still provide benefits without increasing per-person driving demand.

These results are preliminary and will be refined as needed throughout the development of the 2026 LRTP. The initial findings indicate that the Preferred Plan is moving the transportation system in the direction that supports the LRTP goals.

## Community Engagement

Phase 1 of public outreach was conducted between September and November 2025 to gather input on transportation priorities and challenges in Orange County. Outreach activities included a multilingual online survey, community events, a public webinar, a community leaders roundtable, and targeted stakeholder briefings. More than 1,800 surveys were collected, and more than 72,000 community members were reached via community events, public presentations, fliers, eblasts, and text notices.

Outreach was designed to engage a broad cross-section of Orange County residents. Survey responses were received from every city and unincorporated areas, and materials were provided in multiple languages to reduce barriers to participation. Engagement methods included multilingual print and digital media, print and radio advertising, social media, flier distribution, interior bus ads, text campaigns, project website and video, and a multilingual helpline.

Overall, public input highlighted concerns related to traffic congestion and expressed interest in expanding multimodal travel options and maintaining local transportation funding sources. Public input from this outreach effort informed the development of the Preferred Plan framework and the refinement of project categories. A summary of the Phase 1 public outreach survey results is provided in Attachment B.

## Next Steps

Over the next several months, staff will develop a financial forecast and continue refining the project list and performance analysis as needed. The draft 2026 LRTP will be presented to the Board to review findings and provide input prior to the release of the draft plan to the public in summer 2026 as part of the Phase 2 of public outreach. Final adoption of the 2026 LRTP is scheduled for late 2026.

## **Summary**

Orange County's transportation system continues to face new and evolving challenges. While OCTA's transit services, M2 investments, and other committed projects provide a strong foundation, additional strategies will be needed to address shifting travel patterns, climate risks, and long-term funding gaps. The draft 2050 Preferred Plan emphasizes multimodal investments, operational efficiency, accessibility, and system resiliency to position Orange County's transportation system for long-term success.

**Attachments**

- A. 2026 Long-Range Transportation Plan Draft 2050 Preferred Plan: Modeled Projects
- B. Community Survey Results and Outreach Fall 2025

**Prepared by:**



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Section Manager III  
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**Approved by:**



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

**2026 Long-Range Transportation Plan  
Draft 2050 Preferred Plan: Modeled Projects**

Route/Mode	From	To	Description
<b>System: Local Highway</b>			
Various			Project O: Master Plan of Arterial Highways buildout
Various			Project P: Regional Traffic Signal Synchronization Program
Various			Transit signal priority
Various			OC Bikeways buildout
Various			Enhanced active transportation network
<b>System: State Highway</b>			
I-5	Alicia Parkway	El Toro Road	Project C: Add one (1) high-occupancy vehicle (HOV) lane in each direction; add auxiliary lanes as needed
I-5	El Toro Road		Project D: Improve access and merging in the vicinity of El Toro Road
I-5	SR-73	Oso Parkway	Project C/D: Add one (1) general purpose lane in each direction; add auxiliary lanes as needed and improve interchange at Avery Parkway
I-5	I-405	Yale	Project B (Segment 1): Add one (1) general purpose lane each direction; improve merging
I-5	Yale Avenue	I-55	Project B (Segment 2): Add one (1) general purpose lane each direction; improve merging
I-5	I-405	Red Hill Avenue	Convert northbound HOV 2+ to HOV 3+ or HOT
I-5	Red Hill Avenue	Los Angeles County Line	Convert the existing HOV lane to an express lane, in each direction, between Red Hill Avenue and SR-55; convert two existing HOV lanes to express lanes, in each direction, between SR-55 and SR-57; convert the existing HOV lane to an express lane, in each direction, from SR-57 to the Orange/Los Angeles County Line; and construct an additional express lane, in each direction, between SR- 57 and SR-91.
I-5	Avenida Pico	San Diego County Line	Add 1 managed lane each direction
I-5	Barranca Parkway		Add southbound HOV on-ramp and northbound HOV off-ramp
SR-55	I-405	I-5	Project F: Add one (1) general purpose Lane and one (1) managed lane each direction and address chokepoints; add auxiliary lanes each direction between select on/off ramps and operations improvements
SR-55	I-5	SR-91	Project F: Add one (1) general purpose lane each direction and address chokepoints from I-5 to SR-22; and other operational improvements
SR-57	Orangewood Avenue	Katella Avenue	Project G: Add one (1) northbound general purpose lane
SR-57	Lambert Road	Los Angeles County Line	Project G: Add one (1) northbound truck climbing lane

**2026 Long-Range Transportation Plan  
Draft 2050 Preferred Plan: Modeled Projects**

Route/Mode	From	To	Description
<b>System: State Highway (continued)</b>			
SR-73	SR+133	Newport Coast Drive	Add one (1) toll lane in each direction (Catalina View)
SR-73	MacArthur Boulevard	I-405	Add one (1) managed lane each direction
SR-91	SR-55	Lakeview Avenue	Project I: Improve interchanges and merging; add and re-establish auxiliary lanes to several segments; install overhead signs at PM R11.13 to PM R11.38 (Segment 1)
SR-91	La Palma Avenue	SR-55	Project I: Add one (1) eastbound general purpose lane from SR-55 to SR-57; Improve interchanges and merging from SR-55 to La Palma; add auxiliary lanes in some segments (Segment 2).
SR-91	Acacia Avenue	La Palma Avenue	Project I: Add one (1) westbound general purpose lane from the SR-91/SR-57 Connector to State College Blvd; improve interchanges and merging from La Palma Ave to Raymond Avenue; add auxiliary lanes in some segments (Segment 3).
SR-91	SR-241	SR-71	Project J: Add 6th eastbound general purpose lane
SR-91	Fairmont Boulevard		Construct overcrossing and SR-91 Interchange at Fairmont Boulevard
SR-91			Express Lanes operations
SR-241	SR-261	SR-91	Add Express direct connectors
I-405	I-5	SR-55	Project L: Add one (1) general purpose lane each direction and add southbound auxiliary lanes from SR-133 to Irvine Center Drive
I-405	I-605	SR-55	Express Lanes operations
I-605	Katella Avenue		Improve interchange
Various			Freeway chokepoint improvement projects – assumed locations: <ul style="list-style-type: none"> <li>• I-5 northbound at SR-22/SR-57 off-ramps</li> <li>• SR-57 northbound at Ball Road</li> <li>• SR-57 northbound at SR-91</li> <li>• SR-57 southbound at SR-90</li> <li>• SR-57 southbound from Nutwood Avenue to Orangethorpe Avenue</li> <li>• SR-91 eastbound from Brookhurst Street to Raymond Avenue</li> </ul>
Various			Caltrans conversion to Express; HOT 3+ network

**2026 Long-Range Transportation Plan  
Draft 2050 Preferred Plan: Modeled Projects**

Route/Mode	From	To	Description
<b>System: Transit</b>			
OC Bus			Comprehensive Business Plan Restored Services
OC Bus			Making Better Connections Plan
OC Bus			OC Transit Vision Transit Opportunity Corridors <ul style="list-style-type: none"> <li>• Beach Boulevard</li> <li>• Garden Grove Boulevard – Chapman Avenue</li> <li>• Edinger Avenue</li> <li>• Main Street</li> <li>• Katella Avenue</li> <li>• La Palma Ave – Lincoln Avenue</li> <li>• Warner Avenue</li> <li>• Harbor Boulevard</li> <li>• State College Boulevard – Bristol Street</li> <li>• Westminster Avenue – 17<sup>th</sup> Street</li> </ul>
OC Bus			Transit Signal Priority
OC Streetcar	SARTC	Harbor Boulevard	OC Streetcar
Metrolink			October 2024 Service: 58 weekday trains
Metrolink			Project R: Placentia Metrolink Station
LOSSAN			Grade separation at Ball Road, Grand Avenue, Main Street, and Orangethorpe Avenue
LOSSAN	Grand Avenue	Santiago Street	17th Street grade separation
LOSSAN	Santiago	I-5	Santa Ana Boulevard grade separation
LOSSAN	Howell Avenue	Katella Avenue	State College Boulevard grade separation
<b>System: Others</b>			
Countywide			OC Mobility Hubs Network
Countywide			TDM strategies (remote work, reduced transit fares, etc.)
Countywide			TSMO strategies (enhanced signal synchronization, connected vehicles integration, integrated corridor management, etc.)

**Acronyms**

BRT – Bus Rapid Transit  
Caltrans – California Department of Transportation  
HOV – High-Occupancy Vehicle  
HOT – High-Occupancy Toll  
I-5 – Interstate 5  
I-405 – Interstate 405  
I-605 – Interstate 605  
LOSSAN – The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency  
PM – Post Mile  
SARTC – Santa Ana Regional Transportation Center

SR-22 – State Route 22  
SR-55 – State Route 55  
SR-57 – State Route 57  
SR-71 – State Route 71  
SR-73 – State Route 73  
SR-90 – State Route 90  
SR-91 – State Route 91  
SR-133 – State Route 133  
SR-241 – State Route 241  
SR-261 – State Route 261  
TDM – Transportation Demand Management  
TSMO – Transportation Systems Management and Operations

# DIRECTIONS 2050

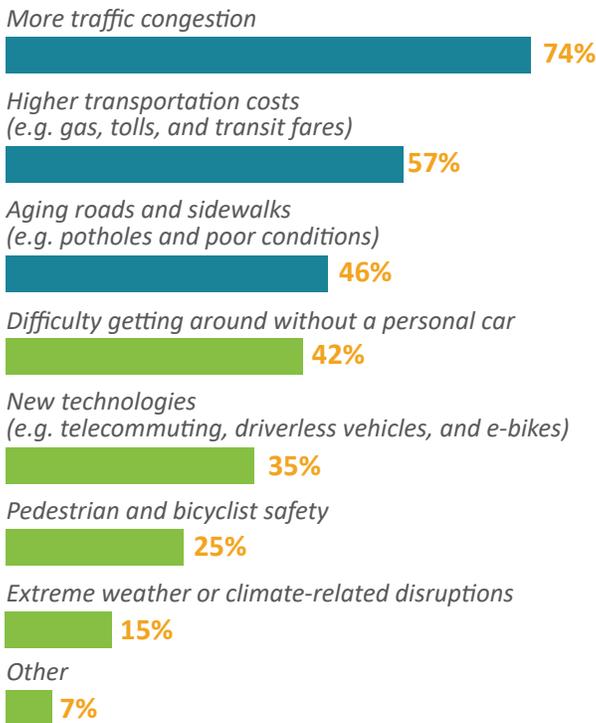
## LONG RANGE TRANSPORTATION PLAN



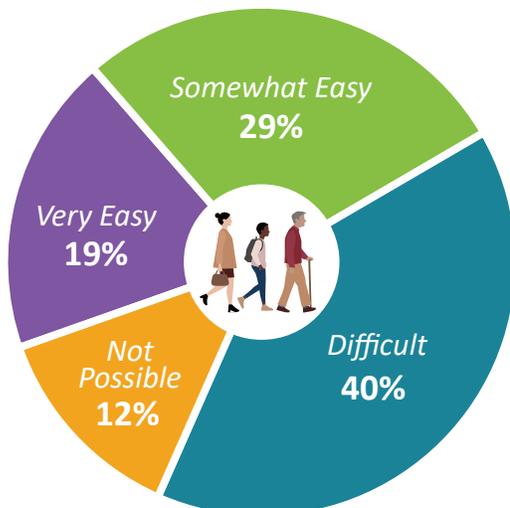
Connecting Communities: Better Mobility for All

### Community Survey Results and Outreach Fall 2025

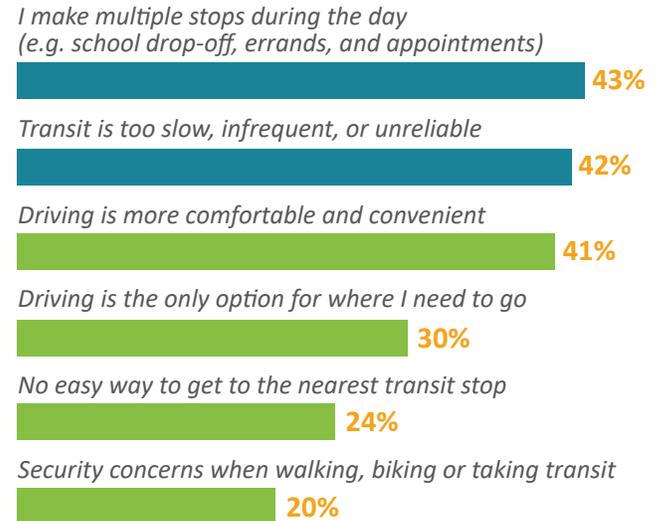
#### What will impact your daily travel the most in the next 20+ years? (Select 3)



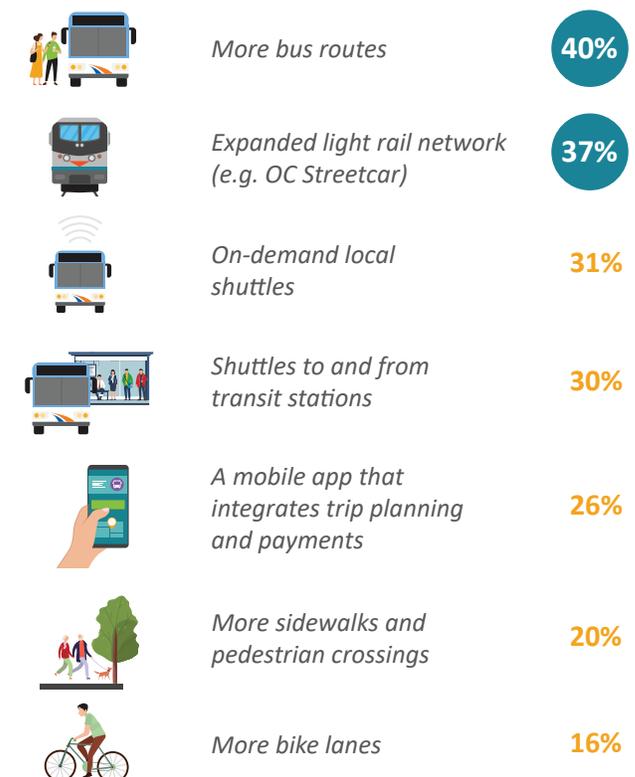
#### How easy is it for you to get to jobs, school, errands, or medical appointments without driving a personal car?



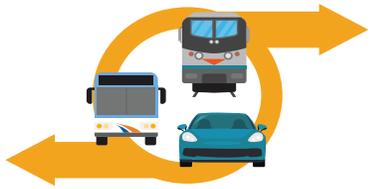
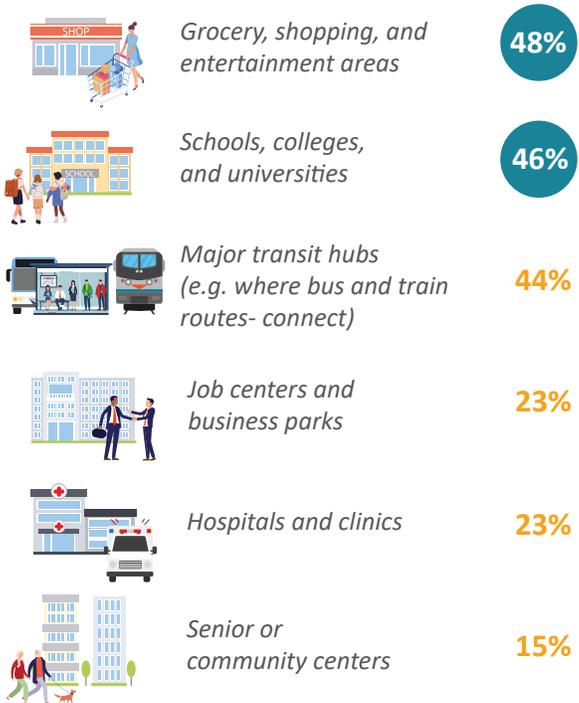
#### What are the main reasons you usually drive instead of using other travel options? (Select 2)



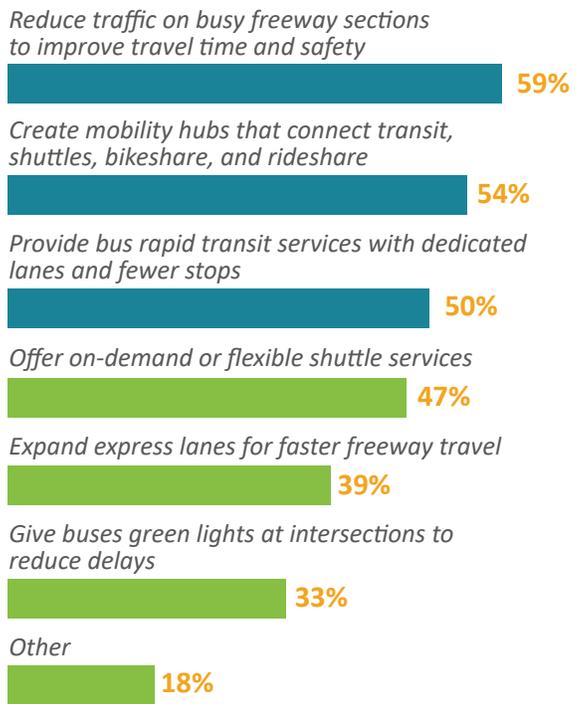
#### Which improvements would be most helpful in expanding your travel options? (Select 2)



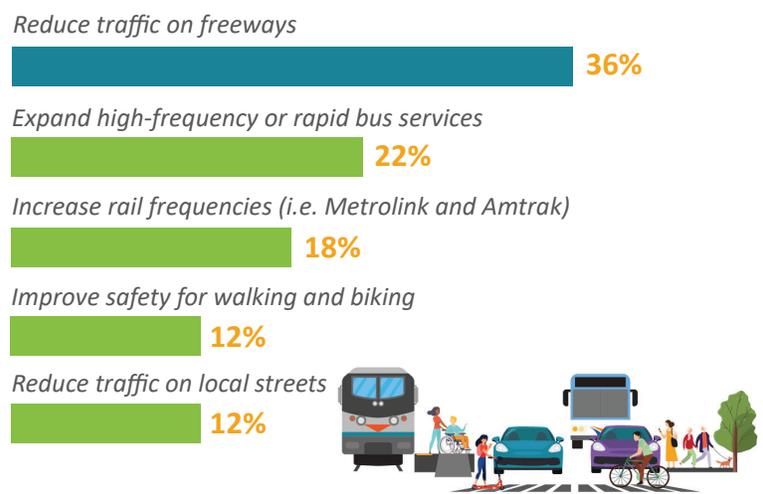
**Which destinations should be prioritized for better transit, walking, and biking access? (Select 2)**



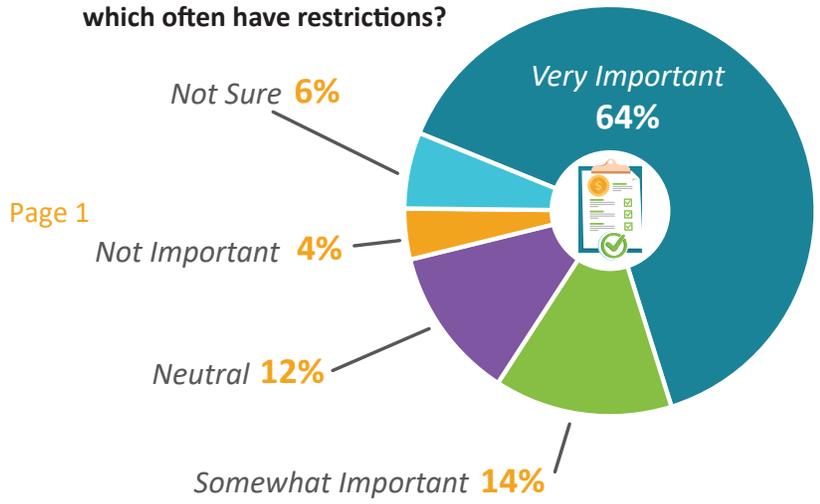
**Which strategies would improve your travel experience most in Orange County? (Select 3)**



**What should be the highest priority for future transportation investments in Orange County? (Select 1)**

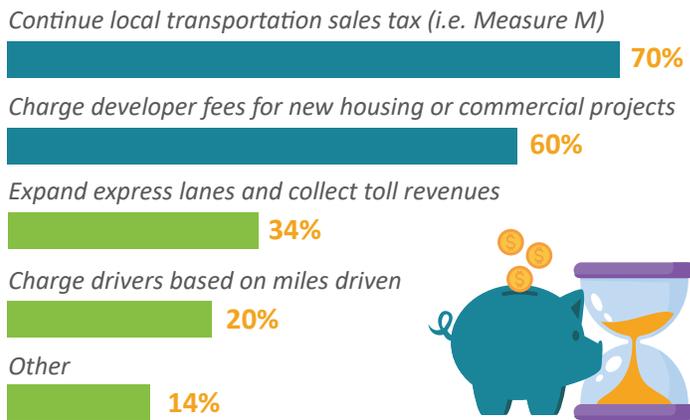


**How important is it for Orange County to maintain a local funding source rather than relying solely on state or federal funding which often have restrictions?**

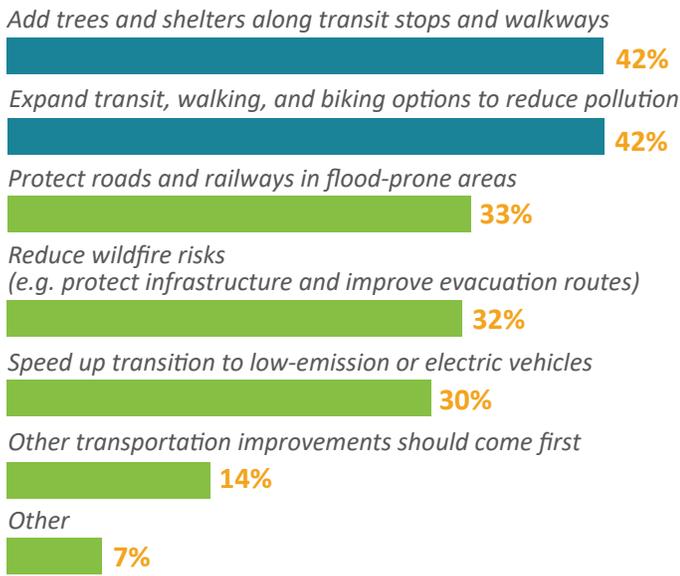


Page 1

**What are the best ways to collect local funding for future transportation improvements? (Select 2)**



**Which types of transportation projects are most important to prepare for extreme weather and future climate risks? (Select 2)**



**Community Engagement**

-  Collected over **1,800** surveys from September 11, 2025 - November 9, 2025
-  Hosted **1** public webinar, **1** community leaders roundtable, and **9** key stakeholder briefings
-  Engaged more than **2,700** community members at **20** Orange County events across **5** County Supervisorial Districts
-  Delivered over **3,500** multilingual printed meeting notices to organizations that serve diverse and disadvantaged communities
-  Placed ads inside buses traveling throughout Orange County
-  Distributed **7** email notices to more than **62,400** transit riders and residents
-  Expanded awareness through elected official outreach
-  Circulated **98,000** notices through English, Spanish, and Vietnamese newspapers as well as reached **69,000** unique online visitors
-  Created an educational project video that was shared through notifications and in meetings

-  Featured multi-lingual webpage viewed over **6000x** between August and December 2025
-  Promoted the survey and community meetings with **4** X posts, **2** Instagram Story and **2** Facebook posts, in addition to **2** Facebook ads and **1** geofencing ad with over **191,000** impressions
-  Conducted a text campaign sending more than **3,550** notices to project followers
-  Developed and distributed a toolkit, providing an easy-to-share communication resource to local cities, **13** community leaders, as well as OCTA committees and stakeholder organizations
-  Broadcasted **4** Spanish and **20** Vietnamese radio ads to listeners in Orange and Los Angeles Counties
-  Provided a **multi-language helpline** for interested parties to request print versions of the survey and comment on the plan
-  Shared materials in **6** languages **English, Spanish, Vietnamese, Mandarin, Korean, and Arabic**
-  Announced the project through **OCTA's On the Move** blog and via press release

### What is your age range?

- 14% 16-24
- 18% 25-34
- 17% 35-44
- 14% 45-54
- 13% 55-64
- 13% 65-74
- 6% 75 or older
- 5% Prefer not to answer



### What ethnic group do you consider yourself a part of or feel closest to?

- 29% Caucasian/White
- 30% Latino/Hispanic
- 3% African American/Black
- 1% American Indian or Alaskan Native
- 20% Asian – Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian
- 1% Pacific Islander
- 2% Middle Eastern
- 4% Mixed Heritage
- 10% Prefer not to answer

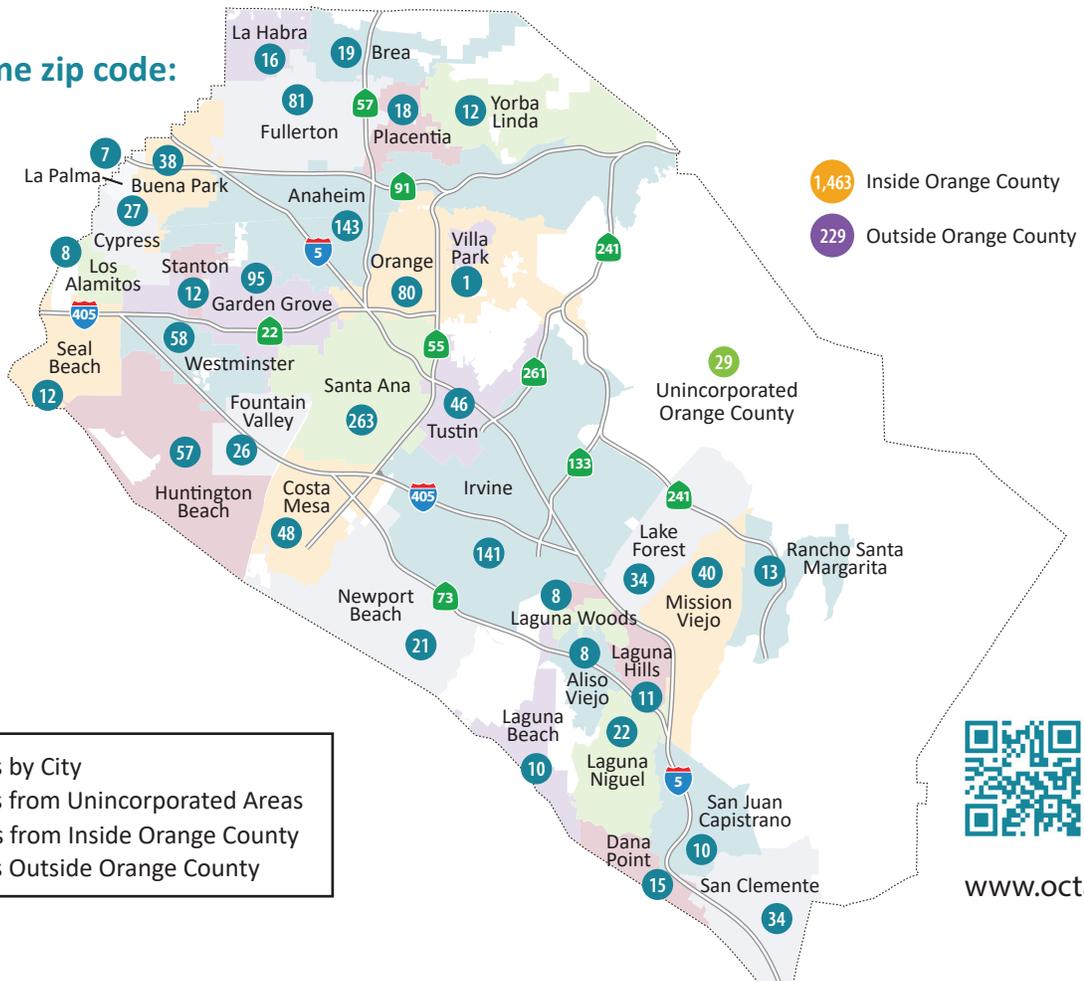


### What is your combined annual household income?

- 13% Less than \$30,000
- 11% \$30,000 - \$49,999
- 15% \$50,000 - \$79,999
- 13% \$80,000 - \$109,999
- 12% \$110,000 - \$169,999
- 11% \$170,000 or more
- 25% Prefer not to answer



### Participant home zip code:



- # of Responses by City
- # of Responses from Unincorporated Areas
- # of Responses from Inside Orange County
- # of Responses Outside Orange County



[www.octa.net/lrtp](http://www.octa.net/lrtp)



# DIRECTIONS 2050

LONG-RANGE TRANSPORTATION PLAN

*Connecting Communities: Better Mobility for All*

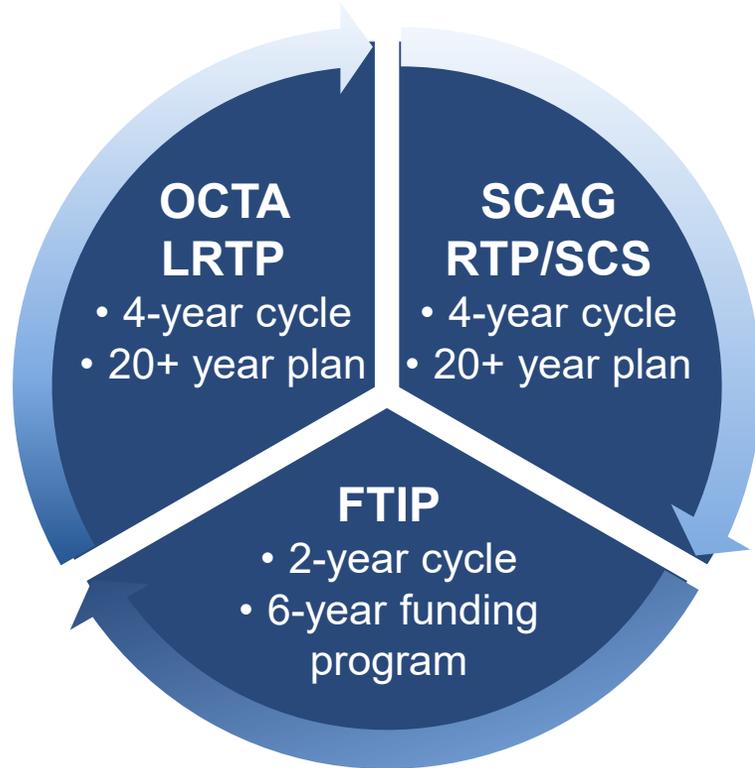


## 2026 Long-Range Transportation Plan Update





# Long-Range Transportation Plan (LRTP) - Purpose



## Develop a transportation blueprint for Orange County through 2050

- Assess OCTA's current plans and policies
- Evaluate future mobility needs
- Identify new initiatives and priorities
- Define projects in SCAG's RTP

FTIP – Federal Transportation Improvement Program  
OCTA – Orange County Transportation Authority  
RTP – Regional Transportation Plan  
SCAG – Southern California Association of Governments  
SCS – Sustainable Communities Strategies



# LRTP Goals and Survey Results Summary

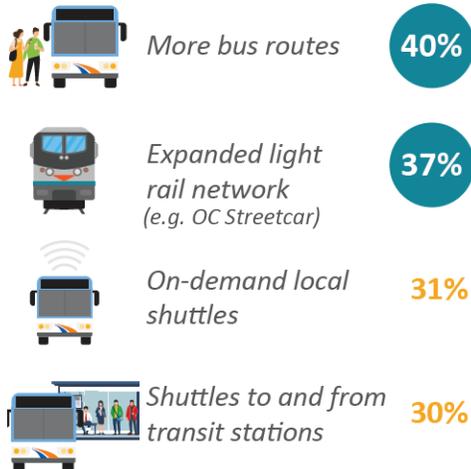
## Expand Multimodal Capacity

## Improve Operations

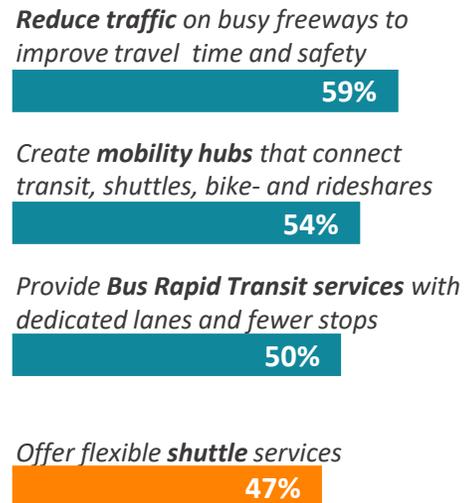
## Enhance Accessibility

## Strengthen System Resiliency

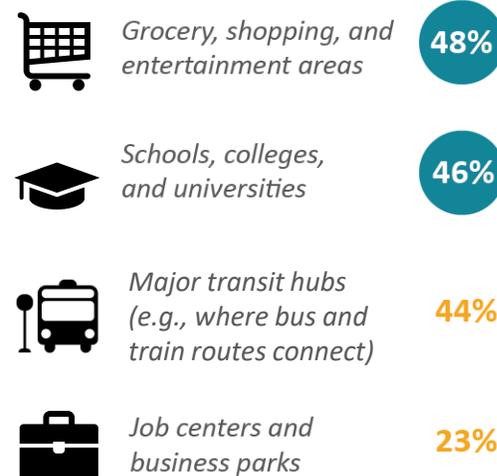
### Top improvements to expand options:



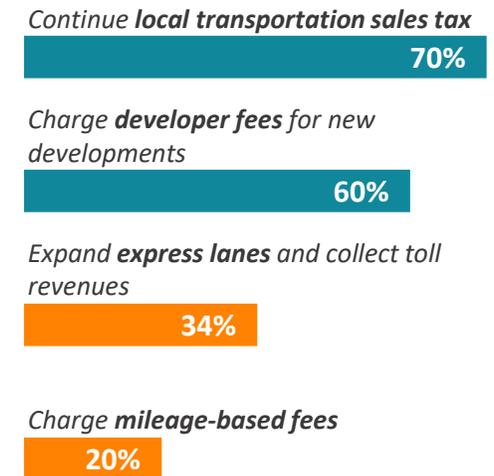
### Top strategies to improve travel experience:



### Priority destinations for improved access:



### Top local funding approach:



Source: Over 1,800 public surveys collected from September 10 – November 9, 2025



# Transit System Improvements



Provide service tailored to local needs

## 2050 Preferred Plan (2026 LRTP)

- OC Bus and OC ACCESS
  - Transit Opportunity Corridors
  - **Safe transit stops**
  - Transit optimization
- **OC Streetcar**
- Transit signal priority

## Since 2022 LRTP...

### **New/Modified:**

- Updated Transit Opportunity Corridors
- Transit optimization
- Transit signal priority

**Legend:**

Currently funded with Measure M2 half-cent sales tax



# Roadway System Optimization



Enhance safety and reduce delays with minimal right-of-way impact

## 2050 Preferred Plan (2026 LRTP)

- Address freeway chokepoints and safety hotspots
- **Master Plan of Arterial Highways buildout**
- **Signal synchronization**
- Transportation systems management and operation strategies
- Convert HOV to express lanes

## Since 2022 LRTP...

### Modified:

- Updated list of freeway chokepoints and safety hotspots

### Legend:

Currently funded with Measure M2 half-cent sales tax

HOV – High Occupancy Vehicle



# Enhanced Active Transportation



Provide safe and attractive active transportation environment through coordination with local jurisdictions

2050 Preferred Plan (2026 LRTP)	Since 2022 LRTP...
<ul style="list-style-type: none"><li>• Bicycle and pedestrian network<ul style="list-style-type: none"><li>○ Gap closure</li><li>○ Safety programs</li></ul></li><li>• Complete streets</li><li>• E-bikes/neighborhood electric vehicles</li></ul>	No major changes



# Mobility Integration



Improve access to mobility options and reduce first-/last-mile challenges

2050 Preferred Plan (2026 LRTP)	Since 2022 LRTP...
<ul style="list-style-type: none"> <li>• Community circulators and shuttles</li> <li>• Mobility programs for seniors and persons with disabilities</li> <li>• Travel demand management               <ul style="list-style-type: none"> <li>○ Vanpool and rideshare</li> <li>○ Remote work incentive</li> </ul> </li> <li>• Reduced or fare-free programs</li> <li>• Mobility hubs network</li> </ul>	<p>No major changes</p>

**Legend:**

Currently funded with Measure M2 half-cent sales tax



# Resilience and System Readiness



Preserve and protect transportation investments

2050 Preferred Plan (2026 LRTP)	Since 2022 LRTP...
<ul style="list-style-type: none"><li>• Environmental programs</li><li>• Local pavement maintenance</li><li>• Zero-emission fleet</li><li>• Climate adaptation and sustainability strategies</li><li>• Coastal rail stabilization</li><li>• Goods movement strategies</li></ul>	<p><b>New/Modified:</b></p> <ul style="list-style-type: none"><li>• Coastal rail stabilization</li><li>• Goods movement strategies</li></ul>

**Legend:**

Currently funded with Measure M2 half-cent sales tax

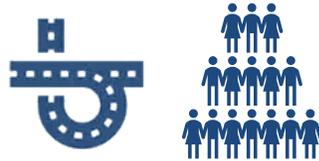


# Project Scenarios



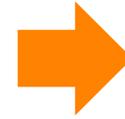
## Existing

2024 Transportation Network  
2024 Socioeconomic Data



## 2050 No Build

2024 Transportation Network  
2050 Socioeconomic Data



## 2050 Preferred Plan

2050 Socioeconomic Data  
2050 Preferred Plan  
Projects/Programs

Socioeconomic Data	2024	2050 (% Change)
Population	3,232,000	3,327,000 (▲ 3%)
Housing (Dwelling Units)	1,112,000	1,253,000 (▲ 13%)
Jobs	1,837,000	2,019,000 (▲ 10%)

Source: Orange County Projections 2022 by Center for Demographic Research Cal State Fullerton



# Preliminary Performance Results

Performance Measures	2024 Existing	2050 No Build (% Δ to 2024 Existing)	Draft 2050 Preferred (% Δ to 2050 No Build)
Daily Vehicle Person Trips	14,858,000	15,390,000 (▲4%)	13,769,000 (▼11%)
Daily Transit Person Trips	98,000	103,000 (▲5%)	116,000 (▲13%)
Delay as Percent of Travel Time	11%	13% (▲)	9% (▼)
Peak Period Freeway Speed (mph)	48.7	47.3 (▼3%)	47.7 (▲1%)
Peak Period Arterial Speed (mph)	28.4	28.0 (▼2%)	28.8 (▲3%)
Daily VMT per Capita	23.6	24.1 (▲2%)	24.2 (▲0%)

Source: OCTAM

VMT – Vehicle Miles Traveled



# Public Engagement



Hosted webinar, community leaders roundtable, and stakeholder presentations



Engaged public at community events



Distributed multilingual online and print surveys



Delivered multilingual fliers to community centers, city halls, and libraries



Promoted via multilingual print and radio ads, social media, texts, eblasts, and project video





## Key Takeaways

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- The public supports a **balanced multimodal system**.
- The Preferred Plan emphasizes **multimodal options, congestion relief, improved access, and system resiliency**.
- **Post-pandemic trends** informed the project list.
- Performance and financial analysis are ongoing and will refine the Preferred Plan.



# Schedule and Milestones



## Spring 2025:

- Challenges and Goals
- Baseline Modeling

## Summer - Fall 2025:

- Board Update
- Phase 1 Outreach
- Project List Development
- Financial Forecast

## Winter 2025/2026:

- Preferred Plan Modeling
- Performance Analysis
- Project List Refinement
- Financial Forecast (cont.)

## Spring 2026:

- Board Update
- Develop Draft Plan

## Summer 2026:

- Present Draft Plan to Board
- Public Review (with Board direction) & Phase 2 Outreach
- Develop Final Plan

## Fall - Winter 2026:

- Initial Project List to SCAG
- Board Approval of Final Plan
- Final Project List to SCAG

2025

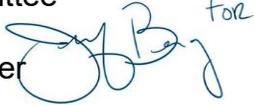
2026

Ongoing outreach, stakeholder engagement, and Board updates as appropriate

Note: Schedule is estimated and subject to change



**March 2, 2026**

**To:** Regional Transportation Planning Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  For  
**Subject:** Agreement for the Harbor Boulevard Transit Signal Priority Deployment

**Overview**

On October 13, 2025, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals to initiate a competitive procurement process to retain consultant services for the deployment of a transit signal priority solution that includes software, signal equipment, and system integration. The Harbor Boulevard Transit Signal Priority Deployment project will focus on the OC Bus Rapid Route 543 and will encompass 52 signalized intersections along Harbor Boulevard. Board of Directors' approval is requested to select a firm to perform the required work.

**Recommendations**

- A. Approve the selection of Arcadis U.S., Inc. as the firm to deliver the Harbor Boulevard Transit Signal Priority Deployment.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250014 between the Orange County Transportation Authority and Arcadis U.S., Inc., in the amount of \$2,032,849, for a five-and-one-half-year term, to deliver the Harbor Boulevard Transit Signal Priority Deployment.

**Discussion**

Orange County agencies have made significant investments in traffic signal infrastructure, enhancing communications between signalized intersections and their respective Traffic Management Centers (TMC) using local funds, including Orange County Transportation Authority's (OCTA) Measure M2. OCTA buses are equipped with on-board technologies that enable real-time data collection, remote communication, and location tracking, supporting continuous information exchange with OCTA's Traffic Operations Center. This operational environment

is compatible with cloud-based transit signal priority (TSP) platforms, which use real-time data to generate priority requests for transit vehicles.

In 2023, OCTA was awarded \$1.6 million through the U.S. Department of Transportation's Strengthening Mobility and Revolutionizing Transportation Stage 1 Grant Program to pilot an innovative, cloud-based TSP system on a segment of the OC Bus Rapid Route 543 on Harbor Boulevard in the City of Fullerton, between Houston Avenue and Commonwealth Avenue. This pilot project activated TSP in November 2024, which was evaluated for transit performance and general traffic impacts. The results confirmed benefits to transit performance and the technical viability of broader TSP deployment.

In 2023, the OCTA also received funding through the Regional Early Action Planning Grants of 2021 (REAP 2.0) funds, administered by the Southern California Association of Governments, to support Stage 2 of the Harbor Boulevard TSP Deployment (Project). This Project involves deployment of a cloud-based TSP system along the full OC Bus Rapid Route 543. All expenditures for this Project, approximately \$2.35 million, must be completed by December 31, 2026.

The Project will implement a cloud-based TSP system at 52 signalized intersections along the OC Bus Rapid Route 543, from the OCTA Santa Ana Bus Base at MacArthur Boulevard to the Fullerton Transportation Center at Commonwealth Avenue. The intersections within these limits are owned and operated by the cities of Anaheim, Fountain Valley, Fullerton, Garden Grove, and Santa Ana. In addition to deploying the TSP system, the Project will upgrade traffic signal controllers, field communication switches, and cybersecurity protections at the TMC's to support the new technology.

The selected consultant for the Project will be responsible for system planning, technical design, procurement, and coordinating installation of traffic signal devices, configuration, testing, and deployment of the TSP system. The consultant will also lead system integration, training, documentation, and post-deployment support. Approval of the consultant to deliver the Project is necessary to maintain the project schedule and ensure compliance with the REAP 2.0 funding deadline. The Project schedule includes a total term of five-and-one-half-years, consisting of a six-month implementation period followed by five years of software licensing, support, and maintenance. The full five-year licensing and support cost will be paid up front upon successful deployment of the system, ensuring long-term system sustainability and pricing stability over the life of the Project.



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The evaluation committee reviewed all proposals based on the Board-approved evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

Firm and Location

Arcadis U.S., Inc. (Arcadis)  
Headquarters: Highlands Ranch, Colorado  
Project Office: Irvine, California

Kimley-Horn and Associates, Inc. (Kimley-Horn)  
Headquarters: Raleigh, North Carolina  
Project Office: Orange, California

On January 13, 2026, the evaluation committee conducted interviews with the two short-listed firms. The interviews consisted of a presentation allowing each firm to demonstrate the firm's understanding of OCTA requirements. Each firm was also given an opportunity to provide a live demonstration of their proposed TSP solution and highlight how it addresses the project requirements specified in the scope of work. The firm's project managers and key team members had an opportunity to present their qualifications and respond to the evaluation committee's questions. Questions were related to the firms' approach to the requirements of the scope of work, management of the Project, coordination with the various agencies, and the proposed solutions for achieving the project goals, as well as specific clarification questions related to each firm's proposal.

At the conclusion of the interviews, a request for the best and final offer (BAFO) was issued to the short-listed firms to seek clarification regarding the proposed solution and all associated costs, as well as final pricing. Arcadis' proposed pricing decreased. The firm also provided a separate, optional software cost in response to the requested clarifications. Kimley-Horn's proposed pricing remained the same.

Based on the evaluation of the written proposals and the information obtained from the interviews and BAFOs, as well as cost and price, the evaluation committee recommends Arcadis for consideration of the award to deliver the Project. The following is a summary of the proposal evaluation results.

Qualifications of the Firm

Arcadis, founded in 1957, is headquartered in Highlands Ranch, Colorado with 11 offices in California including an office in the City of Irvine, proposed as the

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project office. The firm has over 700 employees across 11 offices in California. Arcadis demonstrated relevant experience implementing TSP solutions and intelligent transportation systems (ITS) for multiple public agencies. The firm's projects include the OCTA Harbor Boulevard Pilot Innovative TSP Study, McFadden Avenue TSP Pilot, North County Transit District 303 TSP Study, Mid-City Bus Rapid Transit Signal Controller Update and TSP Project, and North Carolina Department of Transportation Multimodal Connected Vehicle Travel. The firm proposed two subcontractors for the cloud-based TSP solution and for TSP timing, controller installation, and hardware and software procurement support. Arcadis received positive feedback from its references.

Kimley-Horn was founded in 1967 and is headquartered in Raleigh, North Carolina with 16 offices in California including an office in the City of Orange proposed as the project office. The firm has over 850 employees. The firm demonstrated relevant TSP, signal synchronization, and ITS projects. Kimley-Horn developed the proposed cloud-based TSP solution, which is currently being implemented in the City of Los Angeles for the Los Angeles County Metropolitan Transportation Authority (LA Metro) buses. The firm has implemented its TSP solution for the San Diego Association of Governments, City of Austin, Texas, and Regional Transportation Commission of Southern Nevada. The firm has also worked with OCTA on the Santa Ana Transit Cooperative Study and Transit Signal Synchronization Master Plan. Kimley-Horn proposed one subcontractor to lead the procurement for controllers and switches. The firm received positive feedback from its references.

#### Staffing and Project Organization

Arcadis proposed a project team with extensive experience. The proposed project manager has over 24 years of experience in transportation and traffic engineering. The individual served as project manager on the McFadden TSP Pilot. One of the proposed technical leads for this Project served as the project manager on the Harbor Boulevard Pilot Innovative TSP Study. The project team demonstrated clear roles and responsibilities with the proposed project manager focused on managing the overall project scope and schedule and the proposed technical leads assigned to tasks related to their level of expertise. The allocation of staff resources demonstrated a clear understanding of the project timeline and requirements to meet the REAP 2.0 grant funding deadline. During the interview, the project team presented the proposed TSP solution, as well as provided thorough responses to the evaluation committee's questions, which confirmed the proposed staffing plan and team organization.

Kimley-Horn proposed an experienced and knowledgeable project team. The proposed project manager has over 30 years of TSP and ITS experience, including developing and implementing the proposed TSP solution. The individual is also proposed to lead technical aspects of the Project. The proposed project team have been involved in building and implementing the TSP solution and they are currently implementing it for LA Metro. The firm provided a demonstration of the TSP solution and responded to the evaluation committee's questions. Although the proposed project manager demonstrated in-depth knowledge of the TSP solution and a deputy project manager was proposed for additional support, there were concerns that managing both the technical aspects and overall project oversight could overextend the project manager, potentially impacting the Project's overall objectives and meeting the REAP 2.0 grant funding deadline. During the interview, the project team provided a demonstration of its proposed TSP solution, as well as responses to the evaluation committee's questions.

#### Work Plan

Arcadis presented a comprehensive work plan that clearly demonstrated an understanding of the project requirements, including the tight grant funding deadline by focusing efforts on project management and items that would impact the project schedule and taking on responsibilities that will assist the participating cities to move forward with the Project. The firm's approach and proposed TSP solution meet the project requirements. The firm's approach also includes providing support to the participating cities with the configuration and installation of the traffic signal controllers, switches, and firewall equipment, which demonstrates Arcadis' commitment to the project schedule, as well as an understanding that the cities may not have the resources and staff necessary to adhere to the schedule. While the firm has proposed a cloud-based solution, installation includes a physical device that acts as a firewall when connecting to the participating cities' traffic signal systems, adding a layer of defense against any cybersecurity threats. As an enhancement, Arcadis proposed to overlay traffic data available to OCTA with the transit information the proposed TSP solution will generate. During the interview, the firm provided a demonstration of the various features and capabilities of the proposed TSP solution and how it meets OCTA's requirements. Additionally, the responses to clarifications in the BAFO provided further assurances regarding Arcadis' ability to meet OCTA's requirements, as well as transparency related to associated project costs.

Kimley-Horn presented a work plan that addressed all elements of the scope of work. The firm demonstrated an understanding of the project scope and schedule with a focus as a one-stop-shop as the proposed TPS solution was

built in-house and would require less coordination for implementation. With an understanding of the funding deadline, the proposed TSP solution is a cloud-based system that can be installed without any devices and only needs internet connection to the participating cities' traffic signal systems. However, this type of direct connection does not provide a layer of defense for any potential cybersecurity threats. Kimley-Horn proposed an alternate solution, which was also indicated in their BAFO response, that would require the participating cities to procure a server if additional security was desired. This would be at the expense of the cities, which is inconsistent with their agreement with OCTA and expectations for this Project. Kimley-Horn provided a demonstration of the functionalities and capabilities of the proposed TSP solution during the interview, which includes a value-added dashboard that provides vehicle travel time information along the length of the project corridor.

#### Cost and Price

Pricing scores were based on a formula, which assigned the higher score to the firm with the lower total firm-fixed price and scored the other proposal's total firm-fixed price based on its relation to the lower total firm-fixed price. Although Arcadis did not propose the lower total firm-fixed price, it is less than the OCTA project manager's independent cost estimate; therefore, deemed fair and reasonable.

While Kimley-Horn proposed a lower total firm-fixed price, it is based on the proposed fully cloud-based TSP solution with the option for the participating cities to procure a server at their expense should another layer of security be desired. Additionally, the lower cost and hours allocated for project management, as well as support and coordination with the cities in the installation of the traffic signal devices do not seem sufficient as these are critical paths to meeting the funding deadline. Despite the firm's assurances to meet the project schedule and experience with information technology networks and cybersecurity, the evaluation committee remained uncertain about Kimley-Horn's overall understanding of the networking requirements and ability to provide an approach that would minimize resource needs and financial impacts to the participating cities.

#### Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, work plan approach, the information obtained from the interviews and BAFOs, as well as cost and price, the evaluation committee recommends the selection of Arcadis as the top-ranked firm to deliver the Project. Arcadis delivered a

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thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

The evaluation committee recommends Arcadis as the top-ranked firm for the following reasons:

- Demonstrated depth of experience in providing a solution that addresses participating city communication networking and cybersecurity requirements and concerns.
- Proposed an experienced project manager focused on managing the overall project schedule and scope with a web-based project dashboard that will be accessible to all stakeholders to track progress, allowing Arcadis' technical staff to focus on the task details and deployment of the TSP system.
- Presented a technical approach and project schedule that demonstrates a clear understanding of the project requirements, potential challenges, and adherence to the project timeline.
- Proposed value-added enhancements that incorporate traffic speed information along and crossing the corridor into the TSP performance metric dashboard to provide a holistic understanding of the corridor for all users.
- Proposed pricing directly aligns with the firm's experience, proposed project team, and technical approach to support this unique Project.

#### Fiscal Impact

The Project was approved in OCTA's Fiscal Year 2025-26 Budget, Planning Division, Account No. 0017-7669-SPT01-0Q7, and will be funded using the REAP 2.0 program funds.

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***Summary***

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C250014 between the Orange County Transportation Authority and Arcadis U.S., Inc., in the amount of \$2,032,849, for a five-and-one-half-year term, for the Harbor Boulevard Transit Signal Priority Deployment.

***Attachments***

- A. Review of Proposals, RFP 250014, Harbor Boulevard Transit Signal Priority Deployment
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 250014, Harbor Boulevard Transit Signal Priority Deployment
- C. Contract History for the Past Two Years, RFP 250014, Harbor Boulevard Transit Signal Priority Deployment

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**Review of Proposals**  
**RFP 250014 Harbor Boulevard Transit Signal Priority Deployment**

**ATTACHMENT A**

Presented to Regional Transportation Planning Committee - March 2, 2026

**Three firms proposed, two firms were interviewed, one firm is being recommended**

<b>Overall Ranking</b>	<b>Proposal Score</b>	<b>Firm &amp; Location</b>	<b>Sub-Contractors</b>	<b>Evaluation Committee Comments</b>	<b>Total Firm-Fixed Price</b>
1	86	<b>Arcadis U.S., Inc.</b> Irvine, California	SinWaves, Inc., doing business as LYT and Iteris, Inc.	Demonstrated relevant experience implementing transit signal priority (TSP) and intelligent transportation systems (ITS) solutions. Projects include the Harbor Boulevard Pilot Innovative TSP Study and McFadden Avenue TSP Pilot. Proposed project team has extensive experience. Proposed project manager has over 24 years of experience in transportation and traffic engineering. Project management approach focuses on the overall Project schedule and scope. Allocation of resources demonstrates clear understanding of Project requirements and schedule. Detailed discussion of approach and proposed TSP solution. Described Project management approach in order to adhere to the Project funding deadline. Proposed TSP solution includes a server, which addresses any potential cybersecurity threats. Proposed to provide support to the participating cities with the configuration and installation of the traffic signal controllers, switches, and firewall equipment. Presented approach and demonstrated TSP solution, as well as provided detailed responses to the interview questions. Responsive to BAFO clarifications and confirmed all associated costs related to the requirements. Proposed competitive firm-fixed price, which is less than the independent cost estimate.	\$2,032,849
2	81	<b>Kimley-Horn and Associates, Inc.</b> Orange, California	AET & Associates	Demonstrated relevant experience implementing TSP solutions. Proposed TSP solution was developed in-house. Currently implementing the TSP solution for the Los Angeles County Metropolitan Transportation Authority buses. Proposed a knowledgeable and experienced project team. Proposed project manager has over 30 years of experience and developed the proposed TSP solution. Project manager will be supported by a deputy project manager. Managing both the technical aspects and overall Project oversight may overextend the project manager. Discussed approach and proposed TSP solution. Demonstrated an understanding of the Project requirements and adherence to the deadline. Direct connection of the TSP solution to the participating cities' traffic signal systems poses cybersecurity concerns. Presented approach and demonstrated TSP solution, as well as responded to the evaluation committee's questions. Proposed lower firm-fixed price.	\$1,618,000

**Evaluation Panel:**

Internal:

- Transportation Modeling (1)
- Transit Planning Services (1)
- Information Systems (1)

External:

- City of Anaheim (1)
- City of Santa Ana (1)

**Proposal Criteria**

- Qualifications of the Firm
- Staffing and Project Organization
- Work Plan
- Cost and Price

**Weight Factors**

- 20 percent
- 25 percent
- 30 percent
- 25 percent

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)  
RFP 250014 Harbor Boulevard Transit Signal Priority Deployment**

<b>Arcadis U.S., Inc.</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.0	4.5	4.5	4.0	4.5	4	17.2
Staffing/Project Organization	4.5	4.0	4.5	4.0	4.5	5	21.5
Work Plan	4.5	4.5	4.5	4.5	4.5	6	27.0
Cost and Price	4.0	4.0	4.0	4.0	4.0	5	20.0
<b>Overall Score</b>	<b>85.5</b>	<b>85.0</b>	<b>87.5</b>	<b>83.0</b>	<b>87.5</b>		<b>86</b>

<b>Kimley-Horn and Associates, Inc.</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4	16.0
Staffing/Project Organization	3.0	4.0	4.0	4.0	3.5	5	18.5
Work Plan	3.5	3.5	3.5	3.5	3.5	6	21.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
<b>Overall Score</b>	<b>77.0</b>	<b>82.0</b>	<b>82.0</b>	<b>82.0</b>	<b>79.5</b>		<b>81</b>

Score for non-short-listed firm was 59.

**CONTRACT HISTORY FOR THE PAST TWO YEARS**  
**RFP 250014: Harbor Boulevard Transit Signal Priority Deployment**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Arcadis U.S., Inc.</b>						
Contract Type: Contract Task Order	A52881	Design and Construction Monitoring Services for Painting and Coating at Laguna Hills Transportation Center	December 29, 2022	November 3, 2025	N/A	\$ 198,339
<i>Subconsultants:</i>						
<i>O'Connor Construction Management, Inc.</i>						
<i>Psomas and Subsidiaries</i>						
Contract Type: Firm-Fixed Price	C-0-2112	On-Call Architectural and Engineering Design and Support Services for Transit Facility Projects	November 4, 2020	November 3, 2026	N/A	\$ -
<i>Subconsultants:</i>						
<i>ICF Jones And Stokes, Inc.</i>						
<i>Jensen Hughes Consulting Canada Ltd.</i>						
<i>Mark Thomas &amp; Company, Inc.</i>						
<i>Miyamoto International, Inc.</i>						
<i>Psomas and Subsidiaries</i>						
<i>RockSol Consulting Group, Inc.</i>						
<i>TK1SC</i>						
<i>Triunity Engineering and Management, Inc.</i>						
Contract Type: Firm-Fixed	C-2-2697	Regional Synchronization Performance Analysis Support	October 5, 2022	September 30, 2024	N/A	\$ 41,400
<i>Subconsultants:</i>						
<i>None</i>						
Contract Type: Time-and-Expense	C-3-2354	On-Call Regional Planning Support Services	July 17, 2023	May 31, 2026	N/A	\$ 250,000
<i>Subconsultants:</i>						
<i>Michael Baker International, Inc.</i>						
Contract Type: Time-and-Expense	C-3-2827	Construction Management Support Services for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue	August 1, 2024	July 31, 2029	N/A	\$ 11,907,423
<i>Subconsultants:</i>						
<i>Dynamic Engineering Services, Inc.</i>						
<i>Verdantas Inc.</i>						
Contract Type: Firm-Fixed Price	C-3-2944	Harbor Boulevard Pilot Innovative Transit Signal Priority Study	April 17, 2024	March 31, 2026		\$ 1,330,312
<i>Subconsultants:</i>						
<i>Iteris, Inc.</i>					\$ 75,000	
<i>SinWaves, Inc., doing business as LYT</i>					\$ 123,110	
<i>Yunex, LLC</i>					\$ 28,000	

**CONTRACT HISTORY FOR THE PAST TWO YEARS**  
**RFP 250014: Harbor Boulevard Transit Signal Priority Deployment**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Contract Type: Time-and Expense	C-8-1969	Construction Management Support Services for Interstate 5 Widening Project between State Route 73 and Oso Parkway	December 2, 2019	December 1, 2025	N/A	\$ 14,522,226
<i>Subconsultants:</i>						
<i>Balk Biological, Inc.</i>						
<i>Dynamic Engineering Services, Inc.</i>						
<i>Ninyo &amp; Moore</i>						
<i>Stantec Consulting Services, Inc.</i>						
<i>TRC Solutions</i>						
<b>Total</b>						<b>\$ 28,249,700</b>
<b>Kimley-Horn and Associates, Inc.</b>						
Contract Type: N/A	None					
<i>Subconsultants:</i>						
N/A						
<b>Total</b>						<b>\$ -</b>

**Acronyms:**

- Inc. - Incorporated
- LLC - Limited Liability Company
- Ltd. - Limited
- N/A - Not Applicable
- No. - Number
- RFP - Request for Proposals