



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, October 2, 2023 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Andrew Do, Chairman
Doug Chaffee, Vice Chairman
Jon Dumitru
Jamey Federico
Katrina Foley
Patrick Harper
Farrah N. Khan

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item. Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. Comments shall be limited to three minutes.

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.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

Call to Order

Pledge of Allegiance

Director Foley

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 4)

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

1. **Approval of Minutes**

Clerk of the Board

Recommendation

Approve the minutes of the August 31, 2023 Regional Transportation Planning Committee meeting.

Attachments:

[Minutes](#)

2. **Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road**

Niall Barrett/James G. Beil

Overview

On April 13, 2020, the Orange County Transportation Authority Board of Directors approved a contract with Jacobs Project Management Co., to provide construction management support services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road as part of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. An amendment to the existing agreement is needed to provide additional funding for construction management support services.

Recommendations

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-9-1605 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$3,740,000, for additional construction management support services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$12,092,394.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

3. 2024 State Transportation Improvement Program

Ben Ku/Kia Mortazavi

Overview

Every two years, the Orange County Transportation Authority develops a program of projects for funding through the State Transportation Improvement Program based on Board of Directors' approved policies and state guidelines. Project recommendations for the 2024 program are presented for Board of Directors' consideration and approval.

Recommendations

- A. Approve the 2024 State Transportation Improvement Program submittal of nine projects for \$222.33 million, from fiscal year 2024-25 through fiscal year 2028-29.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the recommendations above.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

4. Regional Planning Update

Angel Garfio/Kia Mortazavi

Overview

Regular updates on regional planning matters are provided to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the development of the Southern California Association of Governments' 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy and the California Transportation Commission's Regional Transportation Plan Guidelines for Metropolitan Planning Organizations.

Recommendation

Receive and file as an information item.

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Regular Calendar

5. Interstate 405 Improvement Project Update

Jeff Mills/James G. Beil

Overview

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

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Presentation](#)

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, November 6, 2023

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Doug Chaffee, Vice Chairman
Jon Dumitru
Katrina Foley
Patrick Harper
Farrah N. Khan

Staff Present

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

Committee Members Absent

Andrew Do, Chairman
Jamey Federico

Call to Order

The August 31, 2023, Regional Transportation Planning Committee meeting was called to order by Committee Vice Chairman Chaffee at 10:33 a.m.

Consent Calendar (Items 1 through 7)

1. Approval of Minutes

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present to approve the minutes of the August 7, 2023, Regional Transportation Planning Committee meeting.

2. Amendment to the Cooperative Agreement with Los Angeles County Service Authority for Freeway Emergencies for Participation in the Southern California 511 System

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

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C 9 0434 between the Orange County Transportation Authority and the Los Angeles County Service Authority for Freeway Emergencies, in the amount of \$443,200, to include funding methodologies for participating in the Southern California 511 Motorist Assistance and Traveler Information System.
- B. Authorize the Chief Executive Officer to include future year funding for the Southern California 511 Motorist Assistance and Traveler Information System as part of the Orange County Transportation Authority's annual Information Systems Licensing and Maintenance Agreements Sole Source List.



3. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

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

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1960 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$11,450,000, for additional construction capital and construction support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$154,013,000.
- B. Authorize the use of up to \$11,450,000 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between State Route 73 and Oso Parkway.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

4. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Alicia Parkway and El Toro Road

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

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-9-1600 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$19,570,000, for additional construction capital and construction support services for the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$156,185,000.
- B. Authorize the use of up to \$12,043,000 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road.



- C. Authorize the use of up to \$7,527,000 in Local Partnership Program - Formula funds for the construction phase of the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

5. State Route 91 Improvement Project from State Route 55 to Lakeview Avenue SB 1 (Chapter 5, Statutes of 2017) Grant Acceptance

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

- A. Adopt Resolution No. 2023-037, to accept the Trade Corridor Enhancement Program Grant Award from the California Transportation Commission for \$42.566 million for the State Route 91 Improvement Project from State Route 55 to Lakeview Avenue, to commit the required match, and to negotiate and execute any grant required agreements.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of the State Route 91 Improvement Project from State Route 55 to Lakeview Avenue.

6. Grant Acceptance for the Next Safe Travels Education Program

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

- A. Adopt Resolution No. 2023-048 to accept the Active Transportation Program Grant Award from the California Transportation Commission for \$850,000 for the Next Safe Travels Education Program and to negotiate and execute any grant-required agreements.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of the project.

7. Draft 2023 Orange County Congestion Management Program Report Release for Public Review

A motion was made by Director Dumitru, seconded by Director Foley, and declared passed by those present, to Direct staff to release the draft 2023 Orange County Congestion Management Program Report for public review and set November 13, 2023, as a public hearing date for input and adoption of the final 2023 Orange County Congestion Management Program Report.



Regular Calendar

8. Consultant Selection for Construction Management Support Services for the Interstate 605/Katella Avenue Interchange Project

Josue Vaglienty, Project Manager, provided a report on this item.

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

- A. Approve the selection of EXP U.S. Services, Inc., as the firm to provide construction management support services for the Interstate 605/Katella Avenue Interchange Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2270 between the Orange County Transportation Authority and EXP U.S. Services, Inc., to provide construction management support services for the Interstate 605/Katella Avenue Interchange Project.

9. Interstate 405 Improvement Project Update

Jeff Mills, Senior Program Manager, and Chris Boucly, Outreach Project Manager, provided a presentation on this item.

Director Foley requested additional information on the plans for the bridge monuments along the project corridor.

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

10. South Orange County Transportation Projects Update

Kurt Brotcke, Director, Planning, provided a presentation on this item.

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

Discussion Items

11. Public Comments

No public comments were received.



12. Chief Executive Officer's Report

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

- Garden Grove-Santa Ana Rail to Trails Gap Closure Project funding
- Orange County Transportation Demand Management Plan webinar

13. Committee Members' Reports

Director Foley reported that Director Khan and Jennifer L. Bergener, Deputy Chief Executive Officer, participated in the Climate Action Hearing.

14. Adjournment

The meeting was adjourned at 11:30 a.m.

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

10:30 a.m. on Monday, October 2, 2023

OCTA Headquarters

550 South Main Street

Orange, California



October 2, 2023

To: Regional Transportation Planning Committee *For*

From: Darrell E. Johnson, Chief Executive Officer *[Signature]*

Subject: Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road

Overview

On April 13, 2020, the Orange County Transportation Authority Board of Directors approved a contract with Jacobs Project Management Co., to provide construction management support services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road as part of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. An amendment to the existing agreement is needed to provide additional funding for construction management support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-9-1605 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$3,740,000, for additional construction management support services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$12,092,394.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between State Route 73 (SR-73) and El Toro Road (Project). The Project is part of projects C and D in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2022.

Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road *Page 2*

The Project adds improvements in each direction on I-5 between Avery Parkway and Alicia Parkway, extends the second high-occupancy vehicle lane from El Toro Road to Alicia Parkway, re-establishes auxiliary lanes, and constructs new auxiliary lanes at various locations. In addition, the Project will reconstruct the Avery Parkway and La Paz Road interchanges, reconstruct the Los Alisos Boulevard overcrossing, improve several existing on- and off-ramps, and convert existing and proposed carpool lanes to continuous access.

Construction is underway in three segments with the following Project limits:

- Segment 1 extends from SR-73 to south of Oso Parkway
- Segment 2 extends from south of Oso Parkway to south of Alicia Parkway
- Segment 3 extends from south of Alicia Parkway to El Toro Road

On April 13, 2020, the Board authorized Agreement No. C-9-1605 with Jacobs Project Management Co., (Jacobs) to provide construction management support services for Segment 3, between Alicia Parkway and El Toro Road.

Additional construction management support services are required at this time due to a variety of issues that have been encountered within the limits of Segment 3 of the Project, including delays caused by third-party utility relocations, man-made buried objects, including buried asbestos conduits, incorrect as-builts of existing facilities, and installation and removal of shoring required to protect third-party utility facilities. These issues have impacted and delayed the construction contractor's progress and are being monitored and managed with the intent to minimize further delays to the construction completion date.

The level of construction management support services needed has also risen due to an increase in the construction scope of work. The additional work associated with coordinating with third-party utilities and the installation and removal of shoring required to protect third-party utility facilities have required additional construction management support and extended the duration of the construction contract by 99 working days. Another 92 working days were granted to the contractor due to incorrect as-built plans for an existing retaining wall in proximity to the proposed foundations for the Los Alisos Boulevard overcrossing and the existence of bats within the Aliso Creek bridge. Additional construction management support services include the associated collection, processing, and maintenance of Project communications and records, management of contractor progress payments, and processing of contract change orders and claims.

Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road *Page 3*

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both state and federal laws. The original firm-fixed price agreement was issued on October 19, 2020, in the amount of \$8,352,394. This agreement has been previously amended as shown in Attachment A.

OCTA staff negotiated the required level of effort with Jacobs to provide construction management support. Staff found Jacob's cost proposal, in the amount of \$3,740,000, to be fair and reasonable relative to the negotiated level of effort. Proposed Amendment No. 5 to Agreement No. C-9-1605, in the amount of \$3,740,000, will increase the total contract value to \$12,092,394.

Fiscal Impact

The additional funding for the Project is included in OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, Account No. 0017-9085-FC106-103. The source of additional funding is M2.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-9-1605 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$3,740,000, for additional construction management support services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road. This will increase the maximum obligation of the contract to \$12,092,394.

Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road *Page 4*

Attachment

- A. Jacobs Project Management Co., Agreement No. C-9-1605 Fact Sheet

Prepared by:



Niall Barrett, P.E.
Program Manager
(714) 560-5879

Approved by:



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



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

**Jacobs Project Management Co.
Agreement No. C-9-1605 Fact Sheet**

1. April 13, 2020, Agreement No. C-9-1605, in the amount of \$8,352,394, approved by the Board of Directors (Board).
 - Agreement was executed on October 19, 2020, to provide construction management support services for the Interstate 5 Improvement Project from Alicia Parkway to El Toro Road.
2. June 17, 2021, Amendment No. 1 to Agreement No. C-9-1605, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Modified agreement to update language regarding labor classification working on a temporary basis.
 - Modified contact information.
 - Modified the hourly rate schedule for Jacobs Project Management Co. (Jacobs), and subconsultants Coast Surveying, Inc., and S2 Engineering, Inc.
3. June 3, 2022, Amendment No. 2 to Agreement No. C-9-1605, \$0, approved by the CAMM Department.
 - Modified the hourly rate schedule for Jacobs.
4. June 30, 2022, Amendment No. 3 to Agreement No. C-9-1605, \$0, approved by the CAMM Department.
 - Modified the hourly rate schedule for Jacobs.
5. December 30, 2022, Amendment No. 4 to Agreement No. C-9-1605, \$0, approved by the CAMM Department.
 - Modified the hourly rate schedule for Jacobs.
6. October 9, 2023, Amendment No. 5 to Agreement No. C-9-1605, \$3,740,000, pending approval by the Board.
 - Additional construction management support services due to an increase in the construction scope of work, and correction of as-built plans for an existing retaining wall.

Total funds committed to Jacobs Project Management Co., after approval of Amendment No. 5 to Agreement No. C-9-1605: \$12,092,394.



October 2, 2023

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Subject: 2024 State Transportation Improvement Program

Overview

Every two years, the Orange County Transportation Authority develops a program of projects for funding through the State Transportation Improvement Program based on Board of Directors' approved policies and state guidelines. Project recommendations for the 2024 program are presented for Board of Directors' consideration and approval.

Recommendations

- A. Approve the 2024 State Transportation Improvement Program submittal of nine projects for \$222.33 million, from fiscal year 2024-25 through fiscal year 2028-29.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the recommendations above.

Background

The State Transportation Improvement Program (STIP) is a major source of funding for transportation improvements throughout California. The STIP spans a rolling five-year period. Every two years, state and federal transportation revenues are forecasted and programmed for the new five-year period. The 2024 STIP covers the five-year period from FY 2024-25 to FY 2028-29.

A fund estimate (FE) is developed for each STIP cycle to determine funding shares for each county in California. For the 2024 STIP, Orange County's new capacity is \$71.97 million. On August 7, 2023, the Board of Directors (Board) received the 2024 STIP overview as an information item that provided more detail regarding the updates to the STIP program as well as the funding share for Orange County.

The Orange County Transportation Authority (OCTA) is responsible for developing the priorities for the STIP funding for Orange County, which is submitted to the California Transportation Commission (CTC) for approval and adoption in early 2024. Consistent with the Board adoption of the Capital Programming Policies (CPP) on December 13, 2021, OCTA dedicates STIP funds for eligible transit capital, freeway, traffic system management, complete streets, commuter rail, fixed-guideway projects, as well as planning/programming and complementary activities, which seek an equitable balance among all modes and are consistent with state goals.

Discussion

The overall strategy for programming the 2024 STIP is to maintain funding for existing projects and develop a multimodal package of projects. For the 2024 STIP, several projects were considered, including freeway, managed lane, and active transportation projects, as well as transit capital improvements. The recommended projects are a high priority for OCTA, fit within the guidelines of the STIP, and serve as a balanced and multimodal approach to meet the transportation needs of Orange County. The 2024 package retains commitments to advance freeway improvements, eliminate highway chokepoints, ease the use of public transit, improve goods movement, expand the network of bicycling and walking trails, and provide for efficient rail transit operations. A map of the 2024 STIP projects is provided as Attachment A.

The OCTA 2024 STIP proposal totals \$222.33 million. This amount slightly exceeds the 2024 STIP funding target of \$210.02 million over the five-year STIP period. Per the STIP FE and guidelines, the CTC may approve and program STIP funding above the targets. OCTA is proposing to request \$12.31 million over the STIP target. If approved, the \$12.31 million will be advanced from the 2026 STIP cycle, reducing new capacity funding that might otherwise be available in the 2026 FE, but allowing Orange County to put the STIP funds toward projects earlier. A significant portion of this funding is already committed through the 2022 STIP to existing projects. The difference between what is committed and what is available is considered the “new capacity”. The 2024 STIP provides OCTA with approximately \$71.97 million in new funding capacity that can be applied to new projects.

OCTA staff is recommending the 2024 STIP as presented in the table and discussed in further detail below:

STIP Projects (\$000)	2022 STIP	2024 STIP
Carry Over and Augmented Projects		
I-5 Improvements from I-405 to Yale Avenue (Segment 1) (CON)	\$95,338	\$95,338
I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping)	\$6,000	\$6,000
SR-74 Gap Closure and Multimodal Improvements (CON)	\$24,600	\$24,600
Digital Bus Stop Signs	\$2,500	\$2,500
Planning, Programming, and Monitoring	\$3,116	\$7,255
SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line (ENV) (adding PS&E phase)	\$6,500	\$24,500
Proposed New Projects		
OC Loop - Segment A (La Habra) (CON)	\$0	\$38,233
Santa Ana - Garden Grove Rails to Trails (PS&E)	\$0	\$3,900
OC Maintenance Facility (Phase 1) (CON)	\$0	\$20,000
Total	\$138,054	\$222,326

CON – Construction
 ENV – Environmental
 I-5 – Interstate 5
 I-405 – Interstate 405
 OC – Orange County

PS&E – Plans, Specifications, and Engineering
 SR-57 – State Route 57
 SR-73 – State Route 73
 SR-74 – State Route 74

The I-5 improvements from I-405 to Yale Avenue (Segment 1), is consistent with the Measure M2 (M2) Project B commitment. The I-5 work from SR-73 to El Toro Road (Projects B and C in M2) provide for the replacement planting/landscaping associated with the mainline improvements along this stretch of I-5. These projects continue to be important to OCTA, and staff is proposing that they remain in the STIP. Additional information is included in Attachment B, which provides a brief description of each project and details of the proposed funding changes.

The SR-74 Ortega Highway Multimodal Improvement Project is another prior commitment. This project will alleviate a chokepoint in the arterial system along one of the more critical transportation links in southern Orange County and improve interregional connection. This project will improve SR-74/Ortega Highway by adding travel lanes and bicycle lanes in both directions, plus a new north-side sidewalk and reconstruction of the south-side sidewalk. This is a multimodal gap closure project and one of several key projects that have been identified that will relieve congestion in south Orange County.

Deployment of Digital Bus Stop Signs is another planned project. The project will acquire and deploy up to 143 digital bus stops to simplify use of public transit service. The project is expected to install real-time bus system information displays along major OC Bus routes 29, 43, 57, 60, 64, 66, 529, 543, and 560. The digital bus stop signs provide real-time bus arrival information, advisory information, as well as other related travel information. The goal is to overcome one of the barriers to riding the bus, by providing better and easily accessible information thus making the bus service more accessible.

The SR-57 Truck Climbing Lane Phase II is a carryover project which is proposed to receive additional STIP funds for the PS&E phase. The project is part of M2 Project G, which is included in the M2 Next 10 Delivery Plan and will complement the SR-57 Lambert Road Interchange Project currently under construction. This project will construct a truck climbing lane on the SR-57 from the Lambert Road interchange to just north of the Orange County/Los Angeles County Line. Staff is seeking approval for \$18 million in STIP for PS&E phase in FY 2028-29. Staff will return to the Board with funding recommendations for further project development phases at a later date.

OC Loop Segment A, the La Habra Rails to Trails OC Loop Gap Closure Project, is a proposed new project for 2024 STIP. The project will close a 3.1-mile gap in the OC Loop, a portion of Orange County's bicycle network, with a Class I bikeway/multi-use path along an underutilized rail line. This project completes Segment A of the OC Loop from the west La Habra city limit to Palm Street. Staff is seeking approval for \$38.23 million in STIP funds for the construction phase in FY 2027-28.

The Santa Ana – Garden Grove Rails to Trails project, otherwise known as OC Connect, is also a proposed new active transportation project for the 2024 STIP. When constructed, the project will close a 3.1-mile gap from Euclid Street in Garden Grove to Raitt Street in the City of Santa Ana and 0.85-miles along Wintersburg Channel. The objective of this funding is to prepare for the addition of a Class I non-motorized transportation facility and provide safety crossing features at approximately 13 intersections, improving safety for pedestrians and bicyclists. Staff is seeking approval for \$3.9 million in STIP funds for the PS&E phase in FY 2026-27.

The Orange County Maintenance Facility (OCMF) is a transit project being proposed for the 2024 STIP. The project is part of the Metrolink Southern California Optimized Rail Expansion program. The goal of this project is to provide for more efficient rail operation. The project allows for layover and light servicing of locomotives and rail cars in Orange County to reduce system operating costs. The OCMF will provide space and equipment to inspect, clean, and maintain locomotives and rail cars. Staff is seeking approval for \$20 million in STIP funds for the construction phase in FY 2027-28.

Attachment C provides a table that depicts the projects proposed for the 2024 STIP and is part of the submittal that will be provided to the CTC. Attachment D provides the updated Capital Funding Plan, which provides summarized funding information for all OCTA's capital projects.

Per STIP guidelines, CTC staff may request changes due to revised funding capacity or timing constraints related to the state and federal funding. As such, adjustments to the recommended program may be necessary, and staff will continue to work with the CTC, the California Department of Transportation (Caltrans), and other appropriate agencies to ensure the projects continue to move toward the 2024 STIP adoption by spring 2024. In alignment with the State's policies, the CTC may question funding for highway and roadway capacity increasing projects even though OCTA is proposing a multimodal program and no new roadway capacity projects are recommended for the new funding capacity. Staff will keep the Board apprised if material changes are necessary.

As part of the STIP process, Caltrans submits a request for funding for the Interregional Transportation Improvement Program (ITIP). Caltrans primarily submits projects that are significant for interregional transportation with a focus on interregional highways and intercity rail. Caltrans and OCTA staff have met to discuss their submittal for District 12, and their plan is to submit the I-5 Managed Lanes Project from Red Hill Avenue to the Los Angeles County Line Project. OCTA is required to identify the highest priority for our region for the ITIP from the Caltrans list of projects. The I-5 corridor continues to be a critical transportation link in Orange County and is the only project being put forth by Caltrans for ITIP funding at this time, and therefore the high priority ITIP project for Orange County.

Next Steps

With Board approval, staff will finalize and submit the 2024 STIP to the Southern California Association of Governments for quantification of regional benefits, and then to the CTC by December 15, 2023. The CTC will hold public hearings on the proposed 2024 STIP on January 25, 2024, in Northern California and on February 1, 2024, in Southern California. The CTC is expected to adopt the program on March 21-22, 2024. A 2024 STIP development schedule is included as Attachment E.

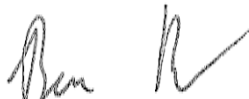
Summary

OCTA is responsible for the development and programming of the STIP for Orange County. Staff is recommending that OCTA submit nine projects for \$222.33 million in STIP funds for FY 2024-25 through FY 2028-29. The use of STIP funds for these projects supplements the local M2 Program and will provide a range of benefits to Orange County.

Attachments

- A. OCTA 2024 State Transportation Improvement Program, Proposed Projects
- B. 2024 State Transportation Improvement Program, Project Descriptions
- C. Funding Plan for 2024 STIP-Proposed Projects
- D. Capital Funding Program Report
- E. 2024 State Transportation Improvement Program Development Schedule

Prepared by:



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

Approved by:

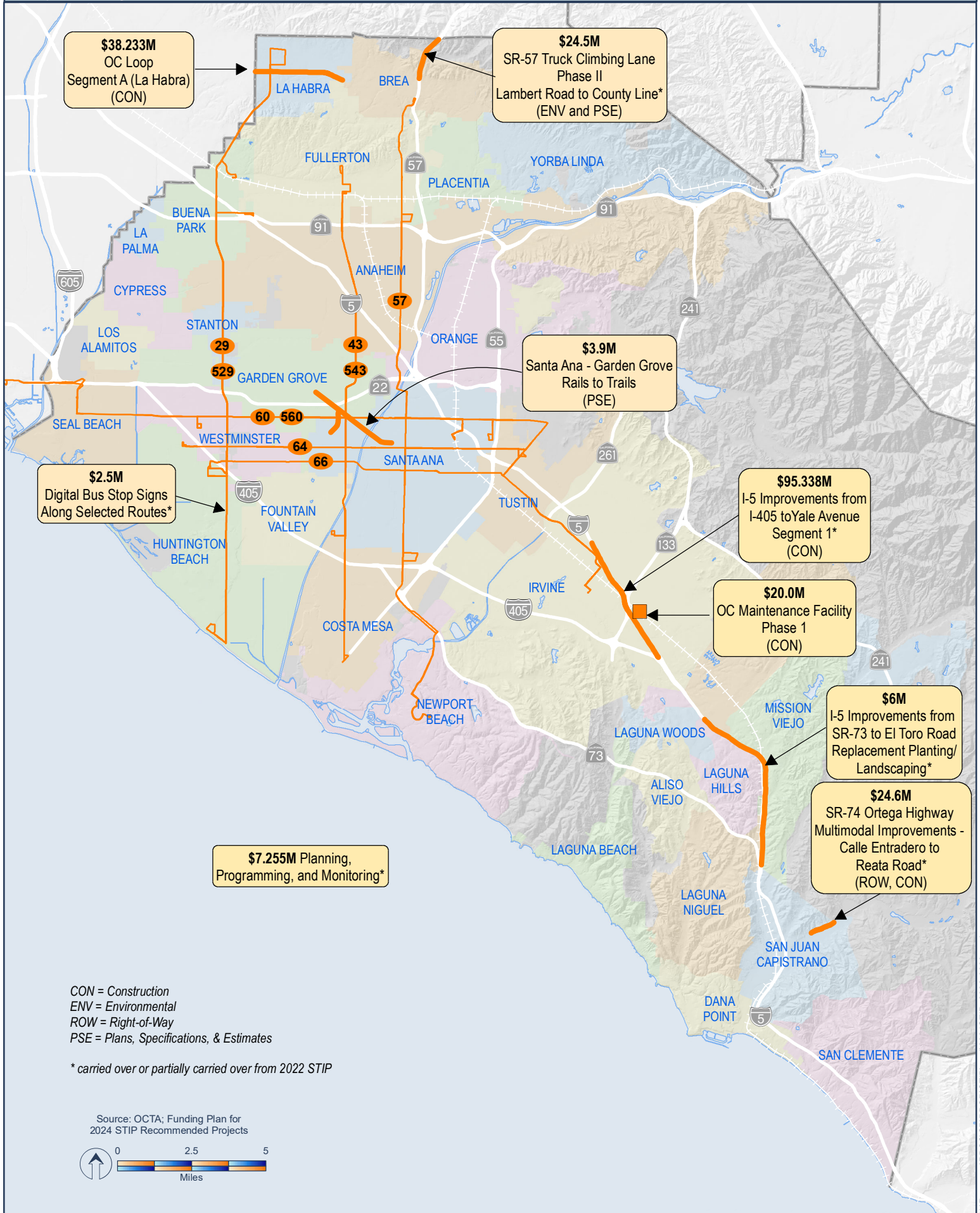


Kia Mortazavi
Executive Director, Planning
(714) 560-5741

OCTA 2024 State Transportation Improvement Program

Proposed Projects

ATTACHMENT A



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

* carried over or partially carried over from 2022 STIP

Source: OCTA; Funding Plan for 2024 STIP Recommended Projects



2024 State Transportation Improvement Program Project Descriptions

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

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

This segment of the I-5 corridor is experiencing congestion and long traffic delays due to demand exceeding capacity, primarily resulting from local, regional, and interregional traffic demand. In addition, local and regional traffic demand is expected to increase by over 10,000 vehicles per day by the year 2040. This is Project B in the Next 10 Delivery Plan (Next 10 Plan). This project is included in the approved 2022 State Transportation Improvement Program (STIP). Staff is not recommending any changes to this project.

The existing funding plan is provided below.

Existing Funding (in 000s)	STBG	STIP	LPP-F	NH	M2	Total
PA/ED	\$ 4,473	\$ -	\$ -	\$ -	\$ -	\$ 4,473
PS&E	\$ -	\$ -	\$ 7,395	\$ -	\$ 7,396	\$ 14,791
ROW	\$ -	\$ -	\$ 3,979	\$ 5,421	\$ 100	\$ 9,500
CON	\$ 43,000	\$ 95,338	\$ -	\$ -	\$ 38,692	\$ 177,030
TOTAL	\$ 47,473	\$ 95,338	\$ 11,374	\$ 5,421	\$ 46,188	\$ 205,794

LPP-F - Local Partnership Program Formula
M2 - Measure M2
NH - National Highway Performance Program
PA/ED - Project Approval/Environmental Documents

PS&E - Plans, Specifications, and Estimates
ROW - Right-of-Way
STBG - Surface Transportation Block Grant

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

This is part of Project C in the Next 10 Plan and is the replacement planting/landscaping component of the three segments of the I-5 Improvement Project from SR-73 to El Toro Road. This project is included in the approved 2022 STIP. Staff is not recommending any changes to this project.

The existing funding plan is shown below.

Existing Funding (in 000s)	STBG	STIP	M2	Total
PA/ED	\$ -	\$ -	\$ -	\$ -
PS&E	\$ 790	\$ -	\$ -	\$ 790
ROW	\$ -	\$ -	\$ -	\$ -
CON	\$ -	\$ 6,000	\$ 5,545	\$ 11,545
TOTAL	\$ 790	\$ 6,000	\$ 5,545	\$ 12,335

2024 State Transportation Improvement Program Project Descriptions

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

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

The SR-74/Ortega Highway Widening Project is an important project for the region and one of the most heavily utilized local roads in the area. Currently, the existing traffic demand exceeds capacity, and the roadway operates at a level of service (LOS) E and is anticipated to operate at a LOS F in the year 2025. LOS is used to measure traffic flow with LOS A being free flow, and F being stop-and-go or heavily congested. The project has also received funding through the M2 Project O - Regional Capacity Program. This is a project of interregional significance, and in the past, the California Department of Transportation submitted this project for the Interregional Improvement Program portion of the STIP. This project is included in the approved 2022 STIP. Staff is not recommending any changes to this project.

Existing funding is shown in the table below.

Existing Funding (\$000s)	STIP	Mid-Cycle STIP	STBG/ Earmark	M2	Local	SHOPP	Total
PA/ED	\$ 5,513	\$ -		\$ 1,950	\$ 400	\$ 250	\$ 8,113
PS&E	\$ -	\$ 800		\$ 5,250	\$ 1,750	\$ -	\$ 7,800
ROW	\$ 13,000	\$ -		\$ -	\$ -	\$ -	\$ 13,000
CON	\$ 24,600	\$ -	\$ 34,000	\$ -	\$ -	\$ -	\$ 58,600
TOTAL	\$ 43,113	\$ 800	\$ 34,000	\$ 7,200	\$ 2,150	\$ 250	\$ 87,513

SHOPP - State Highway Operation and Protection Program

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

The project will result in the installation of real-time displays and signage at up to 143 bus stops along Orange County (OC) Bus routes 29, 43, 57, 60, 64, 66, 529, 543, and 560 in Orange County. It will provide real time information on the next bus arriving, identify Orange County's Rapid Bus Service, and provide information regarding connections to Metrolink Stations which provide service into Los Angeles, Riverside, San Bernardino, and Ventura counties, as well as service up to San Luis Obispo. This project is included in the approved 2022 STIP. Staff is not recommending any changes to this project.

2024 State Transportation Improvement Program Project Descriptions

Existing funding is shown in the table below.

Existing Funding (in 000s)	STIP	Total
CON	\$ 1,500	\$ 1,500
Five Years of Ongoing Performance Testing	\$ 1,000	\$ 1,000
TOTAL	\$ 2,500	\$ 2,500

Planning, Programming, and Monitoring (PPM)

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

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

This project will construct a truck climbing lane on the SR-57 from the Lambert Road undercrossing to just north of the Orange County/Los Angeles County Line. A climbing lane would improve truck traffic travel speeds and would increase the throughput of the northbound SR-57. This project is Project G in the Next 10 Plan. Staff is proposing \$18 million in STIP funds for the SR-57 Truck Climbing Lane project which is consistent with the Capital Programming Policies (CPP) regarding the use of STIP funds because it is a freeway project.

The existing and proposed funding plans are provided below:

Existing Funding (in 000s)	STIP	Total
PA/ED	\$ 6,500	\$ 6,500
TOTAL	\$ 6,500	\$ 6,500

Proposed Funding (in 000s)	STIP	Total
PA/ED	\$ 6,500	\$ 6,500
PS&E	\$ 18,000	\$ 18,000
TOTAL	\$ 24,500	\$ 24,500
CHANGE	\$ 18,000	\$ 18,000

2024 State Transportation Improvement Program Project Descriptions

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

OC LOOP Segment A, the La Habra Rails to Trails OC Loop Gap Closure project, will close a 3.1-mile gap in the OC Loop, Orange County’s bicycle network, with a Class I bikeway/multi-use path along a currently blighted rail-to-trail. This project completes Segment A of the OC Loop and lies entirely within the boundaries of the City of La Habra. In order to improve the safety and convenience of residents actively commuting and increase the numbers of residents who choose walking and bicycling, this project includes infrastructure improvements such as widening an existing paved pathway in Guadalupe Park, building a Class I bikeway/multi-use path, and enhanced safety features to protect bicyclists and pedestrians. Staff is seeking approval for \$38.233 million in STIP funds for the CON phase. The project is consistent with the CPP regarding the use of STIP funds for complete streets.

The proposed funding plan is provided below:

Proposed Funding (in 000s)	STIP	Total
CON*	\$ 38,233	\$ 38,233
TOTAL	\$ 38,233	\$ 38,233

*Prior phases not included because this is a City-led project and specific fund sources for preconstruction phases have not been provided.

Santa Ana - Garden Grove Rails-to-Trails (PS&E)

The project will close a 3.1-mile gap on the Class I trail connecting the cities of Garden Grove and Santa Ana along the Orange County Transportation Authority (OCTA)-owned former Pacific Electric ROW and 0.85-miles along the Wintersburg Channel. The project will add a Class I non-motorized transportation facility and provide safety crossing features at approximately 13 intersections, improving safety for pedestrians and bicyclists. The project would offer a convenient, safe alternative to walking and bicycling adjacent to high-speed multi-lane arterials. This protected corridor would improve non-motorized access and mobility for the adjacent disadvantaged communities away from the dangers of high-speed motorized traffic. Staff is seeking approval for \$3.9 million in STIP funds for the PS&E phase. The project is consistent with the CPP regarding the use of STIP funds for complete streets.

2024 State Transportation Improvement Program Project Descriptions

The existing and proposed funding plans are provided below:

Existing Funding (in 000s)	ATP	Federal Earmark	Total
PA/ED	\$ 3,000	\$ -	\$ 3,000
PS&E	\$ -	\$ 750	\$ 750
TOTAL	\$ 3,000	\$ 750	\$ 3,750

Proposed Funding (in 000s)	ATP	Federal Earmark	STIP	Total
PA/ED	\$ 3,000	\$ -	\$ -	\$ 3,000
PS&E	\$ -	\$ 750	\$ 3,900	\$ 4,650
TOTAL	\$ 3,000	\$ 750	\$ 3,900	\$ 7,650
Change	\$ -	\$ -	\$ 3,900	\$ 3,900

Orange County Maintenance Facility (Phase 1) (CON)

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

The existing and proposed funding plans are provided below:

Existing Funding (in 000s)	TIRCP/SCORE	Total
PA/ED	\$ 4,829	\$ 4,829
PS&E	\$ 6,401	\$ 6,401
TOTAL	\$ 11,230	\$ 11,230

Proposed Funding (in 000s)	TIRCP/SCORE	STIP	Unfunded Need	Total
PA/ED	\$ 4,829	\$ -	\$ -	\$ 4,829
PS&E	\$ 6,401	\$ -	\$ -	\$ 6,401
CON	\$ 60,000	\$ 20,000	TBD	\$ 80,000
TOTAL	\$ 71,230	\$ 20,000	TBD	\$ 91,230

Funding Plan for Proposed 2024 STIP														
2024 STIP (In Thousands)	2024 STIP						Other Funding					Unfunded Need	Phase Cost	Total Project Cost
	2024-25	2025-26	2026-27	2027-28	2028-29	Total STIP	Prior STIP	STBG/CMAQ	Local	LPP-F	Other ¹			
Carry Over Projects														
I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping)	6,000					6,000		790	5,545				11,545	12,335
I-5 Improvements from I-405 to Yale Avenue - Segment 1 (CON)	95,338					95,338		47,473	46,188	11,374	5,421		177,030	205,794
SR-74 Gap Closure and Multimodal Improvements (CON)			24,600			24,600	19,313	30,000	9,350		4,250		59,600	87,513
Digital Bus Stop Signs 13" Along High-Quality Transit Corridors (143 Sign)		2,500				2,500							2,500	2,500
Augmented Projects														
Planning, Programming, and Monitoring	1,056	1,030	1,030	2,769	1,370	7,255							7,255	7,255
SR-57 Truck Climbing Lane Phase II - Lambert Road to County Line (ENV & PS&E)		6,500			18,000	24,500							24,500	24,500
Proposed New Projects														
OC Loop - Segment A (La Habra) (CON)				38,233		38,233							38,233	38,233
Santa Ana - Garden Grove Rails to Trails (PS&E)			3,900			3,900					3,750		3,900	7,650
Orange County Maintenance Facility (Phase 1) (CON)				20,000		20,000					71,230	49,000	129,000	140,230
2024 STIP Subtotal	102,394	10,030	29,530	61,002	19,370	222,326	19,313	78,263	61,083	11,374	84,651	49,000	453,563	526,010

1. Other funds include \$5.421 million in National Highway Performance Program, \$0.25 million in SHOPP, and \$4.0 million in Earmarks SR-74 Gap Closure Project. \$3 million in Active Transportation Program and \$750k in Community Project Funding Earmark. \$71.23 million in SCORE

Acronyms

CON - Construction	PS&E - Plans, Specifications, and Engineering	STBG - Surface Transportation Block Grant Program
CMAQ - Congestion Mitigation and Air Quality	SCORE - Southern California Optimized Rail Expansion	STIP - State Transportation Improvement Program
ENV - Environmental	SHOPP - State Highway Operations & Protection Program	
I-5 - Interstate 5	SR-57 - State Route 57	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

State Highway Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 widening, I-405 to Yale Avenue (Segment 1) ¹	B	\$205,794	\$47,473		\$5,421	\$95,338	\$11,374			\$46,188		
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527							\$8,824		
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$200,897	\$49,897		\$4,728		\$16,915			\$129,357		
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$230,355	\$48,676		\$7,921					\$173,758		
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$224,717	\$28,167		\$6,433	\$91,977		\$29,832		\$68,308		
I-5, SR-73 to El Toro Road landscaping/replacement planting ¹	C	\$12,335	\$790			\$6,000				\$5,545		
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500		
SR-55 (I-5 to SR-91)	F	\$22,045	\$8,359		\$2,641					\$11,045		
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845		
SR-57 Orangewood Avenue to Katella Avenue	G	\$73,621	\$11,500		\$3,240					\$58,881		
SR-57 truck climbing lane phase II: Lambert Road to LA County Line ¹	G	\$24,500				\$24,500						
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$18,171	\$1,770							\$30	\$16,371	
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814	
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$115,464	\$1,770		\$12,340		\$42,566			\$30	\$58,758	
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000	
SR-91, SR-241 to I-15	J	\$41,800									\$41,800	
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930	
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000									
I-605/ Katella Avenue interchange	M	\$34,464	\$17,800							\$16,664		
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248	
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478								\$750	
SR-74 - Gap closure for 0.9 mile and multimodal improvements ¹		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150	
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620	
State Highway Project Totals		\$4,312,204	\$523,715		\$99,997	\$351,728	\$210,855	\$119,603		\$2,004,865	\$1,001,441	
Federal Funding Total		\$623,712										
State Funding Total		\$682,186										
Local Funding Total		\$3,006,306										
Total Funding (000's)		\$4,312,204										

State Highway Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309		
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185		
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456		
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298		



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

Board Action:

2024 State Transportation Improvement Program

1. Approve the 2024 State Transportation Improvement Program submittal to program \$222.326 million to nine projects, from fiscal year 2024-25 through fiscal year 2028-29.

Acronyms:

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		\$60,000	\$21,498					\$25,414			\$13,088
Anaheim Transportation Network suballocation		\$5,741		\$5,741							
Associated Transportation Improvements		\$556		\$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		\$2,000						\$2,000			
Bravo! 553 (operating costs)		\$7,275	\$5,721					\$1,554			
Bus engine repowers (173)		\$12,526	\$12,526								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		\$274,623		\$177,171							\$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		\$1,250						\$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign) ¹		\$2,500				\$2,500					
Engine repower/rebuild contract		\$4,071					\$4,071				
Enhanced Mobility for Seniors and Disabled (EMSD) Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$2,579					\$2,579				
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,800						\$5,400		\$1,400	
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating-Ventilation Unit Replacement at Santa Ana bus base		\$1,500					\$1,500				
Hydrogen Fueling Station at Garden Grove		\$13,500						\$13,500			
Installation of Battery-Electric Chargers at Santa Ana Base		\$1,500					\$1,500				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$257,046		\$97,682							\$159,364
OC Mobility Hubs Strategy		\$300	\$266			\$34					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$270,201		\$270,201							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles		\$21,771		\$21,771							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Security Gates at Garden Grove, Santa Ana, Anaheim bases		\$3,798					\$3,798				
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security and Operations Center		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789
Transit service expansion planning		\$9,000	\$9,000								
Vanpool Program - capital lease		\$12,838	\$12,838								
Zero emission bus and bus facility		\$115,594	\$115,594								



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Zero-Emission Paratransit Vehicle Pilot		\$5,016		\$2,508				\$2,507			\$1
Bus Transit Project Totals		\$1,296,251	\$211,675	\$593,432	\$3,660	\$12,915	\$65,116	\$69,202	\$5,730	\$57,245	\$277,276
Federal Funding Total		\$808,767									
State Funding Total		\$147,233									
Local Funding Total		\$340,251									
Total Funding (000's)		\$1,296,251									

Bus Transit Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Engine rebuild		\$16,294		\$14,824				\$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
Heating ventilation unit replacements		\$405		\$313			\$92				
iShuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$374,304	\$55,397	\$185,680	\$341		\$11,816	\$34,583			\$86,487
Federal Funding Total		\$241,418									
State Funding Total		\$46,399									
Local Funding Total		\$86,487									
Total Funding (000's)		\$374,304									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

Board Action:

2024 State Transportation Improvement Program

1. Approve the 2024 State Transportation Improvement Program submittal to program \$222.326 million to nine projects, from fiscal year 2024-25 through fiscal year 2028-29.

Acronyms:

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$329,811						\$24,254		\$305,557	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$133,778	\$1,774					\$11,762	\$4,546	\$115,696	
Regional Traffic Signal Synch (Edinger, MacArthur/Talbert, and Warner)	P	\$15,000					\$10,200			\$4,200	\$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$58,258								\$58,258	
Active Transportation Program - regional call		\$82,704	\$6,359		\$62,653	\$92		\$107			\$13,493
Bicycle Corridor Improvement Program (BCIP)		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Countywide Signal Synchronization Baseline		\$15,000	\$15,000								
First Street Multimodal Boulevard Design		\$4,300						\$4,300			
Future Complete Streets Call for Projects		\$55,000	\$55,000								
Local Agency led SCCP projects		\$3,357						\$3,357			
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
McFadden Avenue Transit Signal Priority Pilot		\$3,690						\$3,690			
OC Loop - Segment A ¹		\$38,233				\$38,233					
Pavement Management Relief Funding Program		\$9,921			\$9,921						
Santa Ana - Garden Grove Rails to Trails ¹		\$7,650			\$3,750	\$3,900					
SCAG sustainability planning grants		\$720			\$671						\$49
Traffic signal improvements		\$15,000				\$12,000					\$3,000
Transportation enhancement activities		\$22,172			\$15,628						\$6,544
Local Road Project Totals		\$1,474,038	\$121,888		\$100,342	\$128,930	\$13,557	\$69,058	\$39,826	\$891,835	\$108,602
Federal Funding Total		\$222,230									
State Funding Total		\$211,545									
Local Funding Total		\$1,040,263									
Total Funding (000's)		\$1,474,038									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Raymond Avenue grade separation	O	\$125,419						\$95,482		\$22,373	\$7,564
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,951	\$19,655		\$604						\$30,692
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), countywide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals		\$840,715	\$223,243		\$76,218			\$268,544	\$6,492	\$156,141	\$110,077
Federal Funding Total		\$299,461									
State Funding Total		\$268,544									
Local Funding Total		\$272,710									
Total Funding (000's)		\$840,715									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

Board Action:

2024 State Transportation Improvement Program

1. Approve the 2024 State Transportation Improvement Program submittal to program \$222.326 million to nine projects, from fiscal year 2024-25 through fiscal year 2028-29.

Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009

Call - Call for Projects

CMAQ - Congestion Mitigation Air Quality Improvement Program

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act

FTA - Federal Transit Administration

FY - Fiscal Year

I-5 - Interstate 5

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

OCTA - Orange County Transportation Authority

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

SCAG - Southern California Association of Governments

SCCP - Solutions for Congested Corridors Program

SR-57 - State Route 57

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	\$579,157	\$108,132	\$171,961				\$175,427		\$123,637	
OC Streetcar (non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
OC Streetcar (operations and potential future capital needs)	M1/S	\$22,000	\$22,000								
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	\$8,000								\$7,000	\$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	\$13,710	\$6,000		\$1,010	\$6,000					\$700
Fullerton Transportation Center stair rehabilitation	R	\$1,065		\$1,030							\$35
Future VSS	R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano passing siding	R	\$35,956	\$24,652	\$1,015		\$3,000		\$6,734			\$555
Metrolink new capital	R	\$5,384	\$2,121	\$3,263							
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26	R	\$162,108		\$162,108							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
Orange Olive Wye connection	R	\$16,000				\$16,000					
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive maintenance (SCRRRA - Metrolink)	R	\$72,353		\$72,353							
San Juan Creek Bridge replacement	R	\$43,092	\$908	\$39,833	\$913			\$59		\$1,379	
SCRRRA operating subsidy assistance	R	\$2,510								\$2,510	
Slope and culvert improvements	R	\$300		\$300							
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
State College grade separation (LOSSAN)	R	\$79,284						\$46,000		\$33,284	
Tactile tile project	R	\$1,569		\$1,538						\$31	
VSS at commuter rail stations	R	\$4,409		\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
OC Streetcar operations	S	\$19,500	\$19,500								
Irvine Station Improvement Project		\$6,330						\$6,330			
OC Maintenance Facility ¹		\$91,428		\$198		\$20,000		\$71,230			
San Clemente Track Protection (MP 204.6)		\$5,500				\$3,000	\$2,500				
Rail Project Totals		\$1,264,563	\$213,795	\$465,160	\$1,923	\$50,500	\$2,500	\$306,236	\$6,904	\$188,221	\$29,324
Federal Funding Total		\$680,878									
State Funding Total		\$359,236									
Local Funding Total		\$224,449									
Total Funding (000's)		\$1,264,563									

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,581	\$3,204	\$732					\$1,645		
Metrolink Grade Crossing safety improvements (OCX)	M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
Metrolink rolling stock	M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		
Metrolink service track expansion	M1/R	\$119,957						\$51,399	\$68,558		
Orange Transportation Center parking structure	M1/R	\$31,003	\$2,555	\$2,644		\$13,762			\$1,850	\$420	\$9,772
Sand Canyon Avenue grade separation	M1/R	\$62,050	\$10,536					\$28,192	\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid connection	M1/S	\$9,924		\$1,516					\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$33,250	\$37,253	\$3,501	\$29,219			\$43,900	\$35,291	\$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0	\$0						\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333	\$1,180						\$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003	\$888						\$115		
17th Street grade separation environmental	R	\$2,476								\$2,476	
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium crossover	R	\$6,490		\$3,245				\$3,245			
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699								\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025								\$3,025	
North Beach crossings safety enhancements	R	\$348						\$166		\$182	
Positive Train Control (Metrolink)	R	\$39,916		\$4,492	\$1,234			\$34,190			
Rail Crossing signal lights and pedestrian gates	R	\$252						\$252			
Rail station platform safety improvements (Fullerton, Irvine, and Tustin)	R	\$553						\$553			
Safety repairs for San Clemente Pier Station	R	\$122						\$122			
San Clemente Beach Trail crossings safety enhancements	R	\$4,999						\$2,170		\$2,251	\$578
Ticket vending machines	R	\$6,857									\$6,857
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,903				\$10,479	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135						\$695	\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390				\$1,100		\$7,181	\$7,109		
Rail Project Completed Totals		\$850,001	\$93,843	\$99,160	\$4,735	\$55,331		\$204,392	\$215,693	\$83,692	\$93,155
Federal Funding Total		\$197,738									
State Funding Total		\$259,723									
Local Funding Total		\$392,540									
Total Funding (000's)		\$850,001									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 9, 2023

Board Action:

2024 State Transportation Improvement Program

1. Approve the 2024 State Transportation Improvement Program submittal to program \$222.326 million to nine projects, from fiscal year 2024-25 through fiscal year 2028-29.

Acronyms:

ADA - Americans with Disabilities Act

CMAQ - Congestion Mitigation Air Quality Improvement Program

FFY - Federal Fiscal Year

FTA - Federal Transit Administration

FY - Fiscal Year

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

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

MP - Mile Post

OC - Orange County

OCTA - Orange County Transportation Authority

OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

PSR - Project Study Report

ROW - Right-of-Way

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

SCRRA - Southern California Regional Rail Authority/Metrolink

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

VSS - Video Surveillance System

2024 State Transportation Improvement Program Development Schedule

- October 2, 2023 – Present to Orange County Transportation Authority (OCTA) Regional Transportation Planning Committee the State Transportation Improvement Program (STIP)/Regional Transportation Improvement Program (RTIP).
- October 9, 2023 – Present to the Orange County Transportation Authority (OCTA) Board of Directors item for approval the STIP/RTIP.
- October 9, 2023 – Finalize OCTA STIP/RTIP projects as submitted to the Southern California Association of Governments for regional modeling analysis.
- October 15, 2023 – The California Department of Transportation (Caltrans) submits the final draft Interregional Transportation Improvement Program (ITIP).
- November 2023 – California Transportation Commission (CTC) ITIP hearing – South.
- November 2023 – CTC ITIP hearing – North.
- By December 15, 2023 – STIP/RTIP and Caltrans ITIP submittal due to CTC.
- January 25, 2024 – CTC STIP hearing – North.
- February 1, 2024 – CTC STIP hearing – South.
- March 1, 2024 – CTC publishes staff recommendations.
- March 21-22, 2024 – CTC adopts STIP.



October 2, 2023

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Subject: Regional Planning Update

Overview

Regular updates on regional planning matters are provided to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the development of the Southern California Association of Governments' 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy and the California Transportation Commission's Regional Transportation Plan Guidelines for Metropolitan Planning Organizations.

Recommendation

Receive and file as an information item.

Background

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

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

Staff last provided a regional planning update to the Board in May 2023. Items previously presented and other ongoing regional planning activities are summarized in Attachment A showing lead agencies, a summary of each activity, key dates, OCTA's interests, and current involvement.

Since the May 2023 update, new activities have emerged, including:

- SCAG's has developed the draft 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The plan will be released for public review in November 2023,
- The California Transportation Commission (CTC) has released the draft Regional Transportation Plan (RTP) Guidelines for Metropolitan Planning Organizations (MPO),
- SCAG has updated their Regional Advanced Mitigation Planning (RAMP) Policy Framework and progress towards SoCal Greenprint;

A discussion of each of these new activities is provided below.

Discussion

2024-2050 RTP/SCS Development

SCAG, as the federally designated MPO for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, is required by federal and state law (23 U.S. Code § 134 and CA Govt Code § 65080) to adopt a RTP/SCS every four years. The last RTP/SCS for the SCAG region was adopted in 2020; therefore, an updated plan is scheduled to be adopted by April 2024. All regionally significant transportation projects must be included to advance through the project delivery process. The RTP/SCS must also demonstrate conformity with federal air quality standards, identifying funding that is reasonably available through 2050 (horizon year), and provide for stakeholder and public input.

Additionally, SB 375 (Chapter 728, Statutes of 2008) requires the RTP/SCS to identify strategies to reduce greenhouse gas (GHG) emissions from cars and light trucks from 2005 levels. The GHG reduction target assigned to the SCAG region by the California Air Resources Board is 19 percent per capita by 2035 (compared to 2005). This target must be met as an eligibility requirement for agencies in the SCAG region to compete for certain funding programs managed by the State. These programs include the Solutions for Congested Corridors Program (SCCP) and the Trade Corridor Enhancement Program (TCEP). According to SCAG, since the 2020 RTP/SCS was adopted, the SCCP and TCEP have funded about \$1.5 billion in projects throughout the SCAG region.

The 2024 RTP/SCS, also known as Connect SoCal 2024, includes input from OCTA that is consistent with the final 2022 Long-Range Transportation Plan. Similar data is also included from the other county transportation commissions in the SCAG region. The information is used to model and analyze regional emissions and travel conditions. SCAG also coordinated with all 197 local jurisdictions in the region to understand current land use, anticipated population, housing, employment growth, resource areas, sustainability practices, and local transit-supportive measures to document how the region is growing. This future growth includes increases of 11 percent in population, 26 percent in the households, and 14 percent in employment. The regional population in 2050 is forecasted to be 20.1 million, which is lower than prior RTP that estimated the 2045 regional population to be 22.5 million. The change in future population levels is consistent with the trend of lower birth rates and having more out-migration than in-migration. SCAG has used this data to help identify the following regional challenges that are existing and/or anticipated through the horizon year of 2050:

- **Mobility**
 - Roadway congestion, long commute times, and declining transit ridership
 - Conditions of local streets and roads
 - Decline of transportation revenue sources
- **Communities**
 - Lack of connectivity
 - Housing supply and affordability
- **Environment**
 - Poor air quality
 - Climate change hazards
 - Loss of natural and farmlands
- **Economy**
 - Inequitable access to opportunities
 - Supply chain and goods movement instability
 - Digital divide

The draft 2024 RTP/SCS centers around one main vision statement for Southern California in the year 2050: “A healthy, prosperous, accessible and connected region for a more resilient and equitable future.” The following four goals are identified to help achieve this vision:

- **Mobility:** Build and maintain a robust transportation network
- **Communities:** Develop, connect, and sustain communities that are livable and thriving
- **Environment:** Create a healthy region for the people of today and tomorrow
- **Economy:** Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents

These goals were then used in developing the following key elements of the 2024 RTP/SCS, intended to provide direction to SCAG staff and guidance to partner agencies within the region:

- **Regional Planning Policies:** Provide guidance for integrating land use and transportation planning. These policies can be utilized as a resource by county transportation commissions or local jurisdictions to demonstrate alignment with the RTP/SCS when seeking resources from state or federal programs.
- **Project List:** Planned investments created via input from county transportation commission’s on near-term and long-term projects.
- **Forecast Regional Development Patterns:** Estimate where future jobs and housing will be located.
- **Regional Strategic Investments:** Identify regional investments funded by new revenues (see below).
- **Implementation Strategies:** Identify areas where SCAG will lead, partner, or support other responsible parties.

The 2024 RTP/SCS Regional Strategic Investments depend on new funding (reasonable fund sources that are above and beyond those assumed by county transportation commissions) to help ensure that the regional GHG reduction targets and other performance metrics for the region are met. The new funding assumed by SCAG primarily comes from a replacement of the federal and state gas taxes with mileage-based user fees in 2035 (totaling 2.5 cents per mile), a local road charge program that assumes a regional mileage-based user fee in 2035 (an additional two-cents per mile), potential parking pricing at major employment centers, conversion of the high-occupancy vehicle lanes to high-occupancy toll (i.e., tolled express lanes), and congestion pricing only in Los Angeles County. Details of Regional Planning Initiatives are expected to be provided within the draft 2024 RTP/SCS that address the challenges noted above. SCAG has indicated that this will include the following investments in strategies:

- Mobility: \$105 billion
 - System Preservation and Resilience: State highway, local streets, and roads
 - Transportation System Management
 - Transit and Multimodal Integration: Regional enhancements and improvements
 - Complete Streets: Planning for all users
- Communities: \$3 billion
 - Housing the region: Promote housing supportive infrastructure
- Environment: \$2 billion
 - Clean transportation
 - Natural and agricultural lands preservation
- Economy: \$21 billion
 - Goods movement
 - Universal basic mobility (mobility equity fund)
 - Tourism: Access to recreational trails and scenic byways

Development of the Regional Strategic Investments are “key elements” of the 2024 RTP/SCS, as noted further below. The combination of county transportation commission submitted investments together with the Regional Planning Investments total approximately \$750 billion in capital projects and operations/maintenance through 2050. These investments, combined with local land use strategies, demonstrate that the 2024 RTP/SCS successfully addresses the regional GHG reduction target of 19 percent per capita by 2035. SCAG has indicated that the GHG emission reductions are provided through the following general categories:

- 55 percent Transit/Shared Mobility
- 18 percent User Fees/Pricing
- 15 percent Land Use
- 10 percent Active Transportation
- 2 percent Other (electric vehicles, coworking and parking deregulation strategies)

SCAG staff will seek the approval of their Regional Council to release the draft 2024 RTP/SCS for public review and comment, including the associated transportation conformity analysis in November 2023. At that time, OCTA staff will review and make necessary comments to communicate OCTA’s planning interests. Following the public comment period, SCAG staff will address and incorporate necessary edits before adopting the final 2024 RTP/SCS in spring 2024. Once adopted, the final 2024 RTP/SCS will be submitted to the appropriate state and federal agencies for approvals, which are typically expected by summer 2024.

Update of the RTP Guidelines for MPOs by the CTC

California Government Code Section 14522 requires the CTC to adopt guidelines for the development of RTPs. The RTP Guidelines are updated, as needed, with the most recent guidelines approved in 2017. In October 2022, the CTC initiated an update to the RTP Guidelines to better align with recent state and federal policies. These include the state Climate Action Plan for Transportation Infrastructure (CAPTI) and the federal Infrastructure Investment and Jobs Act (IIJA). It should be noted that the ongoing RTP Guidelines update will not apply to the SCAG 2024 RTP/SCS discussed above.

The 2024 RTP Guidelines set out to achieve the following:

- Promote an integrated, statewide, multimodal, regional transportation planning process and effective transportation investments.
- Develop a uniform transportation planning framework for California by identifying federal and state requirements impacting the development of RTPs.
- Promote a comprehensive transportation planning process that commits to public health and environmental quality.
- Promote a planning process that considers the views of all stakeholders.

Development of the 2024 RTP Guidelines is guided by eight specific work groups:

1. Equity, Engagement, and Health
2. Housing
3. Freight and Economic Development
4. Transportation Performance Management
5. Modeling
6. Climate Adaptation and Resilience
7. Environmental
8. Greenhouse Gas/Sustainable Communities Strategy

In general, updates pertaining to each of the above work group areas focus on aligning performance measurements and asset management goals, including language based on the IIJA, considering CAPTI priorities, incorporating Justice40 Initiative information, a federal government initiative to invest 40 percent of benefits from certain investments to disadvantaged communities, and adding best planning practice examples.

The timeline for the 2024 RTP Guidelines is as follows:

- October 2022 – RTP Guidelines Kick-off
- February 2023 – Working Groups Workshop #1
- May 2023 – 30-Day comment period for draft 1 of the RTP Guidelines
- July 2023 – Working Groups Workshop #2
- October 2023 – 30-Day comment period for draft 2 of the RTP Guidelines
- January 2024 – Anticipated adoption of the RTP Guidelines by the CTC

In June 2023, OCTA staff provided an initial comment letter for the first draft of the 2024 RTP Guidelines (Attachment B). These comments consisted of grammatical corrections, organizational recommendations, and requests to elaborate/clarify language. Staff is actively participating in stakeholder engagement opportunities and will continue to monitor the RTP Guidelines update process. Once the second draft is released for public review, it is anticipated that staff will coordinate with SCAG and other partner agencies, as appropriate, and submit additional comments.

Update on SCAG’s RAMP Policy Framework and SoCal Greenprint.

RAMP is a process that plans for required mitigation needs of multiple planned infrastructure and development projects at a program level. The Measure M2 Freeway Mitigation Program is a good example of an existing RAMP. A key goal of RAMP is to reduce the costs and schedule delays associated with environmental mitigation, and to avoid environmental harm more effectively.

A RAMP policy framework (framework) was adopted by SCAG’s Regional Council on February 2, 2023. This framework provides guidance to agencies within the SCAG region on how to develop and implement RAMP initiatives. Key principles of the framework suggest that RAMP initiatives should be:

- Regional in scope, to address the interconnected environmental challenges facing the SCAG region.
- Flexible and adaptable, to meet the needs of different projects and communities.
- Transparent and inclusive, to ensure that all stakeholders have a voice in the process.
- Cost-effective and efficient, minimizing the burden on taxpayers and project sponsors.

The framework also directs SCAG to form a Technical Advisory Committee (TAC). The purpose of the TAC is to help SCAG develop a web-based tool, called the SoCal Greenprint, that can provide agencies in the SCAG region with data to support RAMP development and implementation. The TAC will advise SCAG on data policies, governance standards, user guidelines, data selection criteria, and data parameters to ensure that the SoCal Greenprint tool aligns with local priorities.

The TAC is composed of representatives from the County Transportation Commissions, Caltrans, each county government, City of Los Angeles, two local jurisdictions from each county (cities of Irvine and Anaheim were selected for Orange County), a member of the environmental community, and a member of the business/development community. TAC meetings are also open to the public to allow input from additional stakeholders.

The Greenprint TAC was scheduled to meet three times with the first meeting held on July 26, 2023. This meeting focused on project background, an overview of the RAMP policy framework, the purpose of the SoCal Greenprint, and potential use cases and data. It was emphasized that the data should be publicly available, developed by or in partnership with a government agency, regionally comprehensive, and not impose constraints on development. It was also noted that the data should not be endorsed or adopted by the SCAG Regional Council as official policy. Caltrans also presented the data they are using in their Statewide Advanced Mitigation Needs Assessment for reference in developing data criteria for the SoCal Greenprint tool.

The second meeting was held on August 28, 2023. This meeting focused on user guidelines, governance standards, data policies and parameters, and data selection criteria. Some of the more in-depth discussions included data selection criteria, potential processes used to resolve discrepancies in the data, and the integrity of the data.

The third meeting was originally scheduled for September 25, 2023, but has been rescheduled to a future date yet to be determined. This third and potentially final meeting of the Greenprint TAC is intended to focus on tool functionality, finalizing input for staff consideration, and identifying a group to test the SoCal Greenprint tool. TAC input will be considered in development of SCAG staff recommendations that will be presented to the SCAG Energy and Environment Committee and Regional Council for approval.

Summary

OCTA is engaged in ongoing regional and statewide planning activities. Drafts of the SCAG 2024 RTP/SCS and of the statewide RTP Guidelines for MPOs are expected to be released this fall. Once released, staff will review and provide comments as needed to support and protect the interests of OCTA. Staff is also advising SCAG on the development of the SoCal Greenprint tool through participation on the Greenprint Technical Advisory Committee. The SoCal Greenprint tool is intended as a web-based data resource for agencies who want to develop a Regional Advance Mitigation Program. Staff will continue to keep the Board informed of these and other ongoing regional planning activities going forward.

Attachments

- A. Regional Planning Activities – October 2023
- B. Letter from Charlie Larwood, Manager, Transportation Planning, to Brigitte Driller, Associate Deputy Director, Planning, California Transportation Commission, dated June 5, 2023, re: Regional Transportation Plan Guidelines Update – Orange County Transportation Authority Comments

Prepared by:



Angel Garfio
Planning and Analysis
Transportation Analyst, Associate
(714) 560-5822

Approved by:



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

**Regional Planning Activities
October 2023**

California Department of Transportation (Caltrans)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p>Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes</p>	<p>Caltrans District 12 (D12) is studying implementation of HOT lanes on I-5 between the Los Angeles County Line and State Route 55.</p> <p>Caltrans D12 finalized a project study report (PSR) and an initial concept of operations (ConOps) in November 2019 and presented a summary to the Orange County Transportation Authority (OCTA) in December 2019. The OCTA Board of Directors (Board) requested that Caltrans D12 include a high-occupancy vehicle (3+ occupancy) alternative as part of the subsequent environmental studies that are currently underway.</p> <p>Caltrans D12 provided subsequent project updates to the OCTA Board in August 2022, and in April 2023.</p>	<p><u>November 2019</u> – Caltrans D12 finalized ConOps and PSR</p> <p><u>May 2022</u> – Caltrans D12 initiated environmental studies for I-5 managed lanes</p> <p><u>Summer 2023</u> – Draft project report and environmental document released for public review</p> <p><u>July 20, 2023</u> – Comments submitted by OCTA</p> <p><u>December 2023</u> – Final project report, environmental document, and ConOps report</p>	<p>Prioritize corridor-wide (general purpose and carpool lanes) operational benefits and reliability.</p> <p>Development of toll policies, integration with adjacent toll facilities, equity considerations, support for transit services, and any necessary mitigation for vehicle miles traveled.</p>	<p>Coordinate executive-level meetings.</p> <p>Assist with planning efforts and provide technical support to Caltrans D12 and other partner agencies throughout development of the ConOps, PSR, and subsequent studies.</p>

Regional Planning Activities October 2023

California Transportation Commission (CTC)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p>2023 California Freight Mobility Plan (CFMP)</p>	<p>Caltrans prepared the 2023 CFMP to provide a long-term vision for the future of freight in California. The CFMP is a comprehensive plan that governs immediate and long-term planning activities and capital investments by the State with respect to freight movement.</p>	<p><u>March 2023</u> – Release draft CFMP for three-week public review</p> <p><u>Early May 2023</u> – OCTA staff submitted comment letter on Draft CFMP</p> <p><u>May 2023</u> – Submitted to Federal Highway Administration (FHWA)</p> <p><u>September 2023</u> – FHWA approval of CFMP received</p>	<p>Ensure OCTA’s plans are consistent with the CFMP.</p>	<p>Review and comment on technical documents.</p>
<p>2023 California State Rail Plan (Rail Plan)</p>	<p>The Rail Plan is the strategic funding and programming document for rail in California. In compliance with federal and state laws, the Rail Plan proposes a unified statewide network that aligns needs for passenger and freight service and connects passenger rail to other modes.</p> <p>The plan lays out a strategy for investments and needed steps designed to increase California’s economic growth, improve quality of life, improve equity of the State’s most vulnerable and impacted communities, and advance the State’s ambitious climate action goals.</p>	<p><u>March 2023</u> – Release of draft Rail Plan for 60-day public comment period</p> <p><u>April 2023</u> – Caltrans to hold public workshops</p> <p><u>Early May 2023</u> – OCTA staff submitted comment letter on draft CFMP</p> <p><u>May 2023</u> – Public comment period ends</p> <p>Late October 2023 – Anticipated final approval</p>	<p>Ensure OCTA’s rail plans and projects are reflected and consistent with the Rail Plan.</p>	<p>Review and comment on technical documents.</p>

Regional Planning Activities October 2023

California Transportation Commission (CTC)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p>Regional Transportation Plan (RTP) Guidelines for Metropolitan Planning Organizations (MPO)</p>	<p>Pursuant to California Government Code Section 14522, the CTC must adopt RTP Guidelines for MPOs.</p> <p>The CTC initiated an update to the RTP Guidelines to better align with recent state and federal policies, such as the state Climate Action Plan for Transportation Infrastructure and the federal Infrastructure Investment and Jobs Act (IIJA).</p>	<p><u>October 2022</u> – Kick-off meeting with stakeholders</p> <p><u>February 2023</u> – Work groups workshop #1</p> <p><u>May 2023</u> – Release of first draft and 30-day comment period</p> <p><u>June 5, 2023</u> – OCTA comments submitted on first draft</p> <p><u>July 2023</u> – Work groups workshop #2</p> <p><u>October 2023</u> – Anticipated release of second draft and 30-day comment period</p> <p><u>January 2024</u> – Anticipated CTC adoption</p>	<p>Monitor significant changes to the RTP Guidelines that may impact OCTA's alignment of projects and plans with the Southern California Association of Governments (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).</p>	<p>Monitor work groups and meetings as needed.</p> <p>Review and comment on draft materials.</p>

Regional Planning Activities October 2023

SCAG

	Summary	Key Dates	OCTA Interest	OCTA Role
<p>2024 RTP/SCS</p>	<p>The 2024 RTP/SCS is a federally required transportation planning document. The 2024 RTP/SCS addresses needs over a 20-plus year planning horizon and is constrained by a reasonably foreseeable revenue forecast. It must also demonstrate air quality conformity and greenhouse gas emission reductions with budgeted levels set by the United States Environmental Protection Agency and California Air Resources Board.</p> <p>The 2024 RTP/SCS, or Connect SoCal 2024, is an update to the 2020 RTP/SCS, Connect SoCal 2020.</p>	<p><u>2021-2022</u> – Initiate plan development process and establish foundation and frameworks</p> <p><u>Spring 2022 – Fall 2022</u> – Data collection and policy development; OCTA submitted projects consistent with 2022 Long-Range Transportation Plan (LRTP)</p> <p><u>Winter 2023</u> – Outreach and analysis</p> <p><u>Spring 2023</u> – Draft plan policy discussions</p> <p><u>Fall 2023</u> – Draft plan, transportation conformity determination, and environmental document release</p> <p><u>Winter 2023</u> – OCTA to submit comments on the draft 2024 RTP/SCS by January 12, 2024</p> <p><u>April 2024</u> – Anticipated adoption of the final 2024 RTP/SCS by SCAG</p>	<p>Ensure inclusion of projects identified in OCTA’s LRTP.</p> <p>Support policies that are consistent with OCTA positions.</p>	<p>Coordinate with SCAG and other partner agencies.</p> <p>Participate in working groups.</p> <p>Monitor SCAG policy committees.</p> <p>Review and comment on related materials.</p>

Regional Planning Activities October 2023

SCAG (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
<p>SoCal Greenprint</p>	<p>SCAG is developing the SoCal Greenprint tool, a conservation mapping tool that highlights the benefits of natural lands, waters, and agricultural lands, including access to parks and trails, habitat protection and connectivity, clean water, clean air, food production, and increased resilience to climate change.</p> <p>SCAG has established a Technical Advisory Committee (TAC) to develop data guidelines, parameters, and criteria for the SoCal Greenprint tool. The tool will align with SCAG’s Regional Advance Mitigation Program Policy Framework and 2020 RTP/SCS Programmatic Environmental Impact Report mitigation measures.</p>	<p><u>June 2023</u> – Formation of TAC</p> <p><u>June 2023</u> – Consultant selection for development of SoCal Greenprint tool</p> <p><u>June-September 2023</u> – TAC will convene once per month – one OCTA staff member sits on TAC</p> <p><u>Fall/Winter 2023</u> – Begin development of Greenprint tool</p> <p><u>January 2024</u> – Draft Greenprint tool to Regional Council</p>	<p>Monitor and provide input to ensure OCTA’s environmental mitigation programs and policies are considered and not impacted.</p>	<p>Review and comment on related materials.</p>

Regional Planning Activities October 2023

Los Angeles County Metropolitan Transportation Authority (Metro)

Summary	Key Dates	OCTA Interest	OCTA Role	
<p>2028 Olympics</p>	<p>The Greater Los Angeles Area is preparing for the 2028 Olympics. This will include coordination between OCTA, Metro, and other planning agencies in the area.</p> <p>Metro’s refined project list (48 total projects) is comprised of the following:</p> <ul style="list-style-type: none"> • Congestion management (nine projects) • First-last mile and active transportation (seven projects) • Bus (11 projects) • Rail (ten projects) • Systemwide (eight projects) • Regional rail (five projects) 	<p><u>December 2020</u> – Metro Board of Directors approved Mobility Concept Plan</p> <p><u>April 2022</u> – Mobility Concept Plan presented to stakeholders</p> <p><u>January 2023</u> – Metro to begin work on priority projects</p> <p><u>To Be Determined (TBD)</u> – Submittal of project list for consideration by the Games Mobility Executives</p> <p><u>TBD</u> – Metro Board of Directors approval of project list</p>	<p>Coordinate with Metro and the City of Los Angeles as preparations begin for the 2028 Olympics.</p> <p>Monitor development of financing/ funding strategy and potential implementation of program of projects.</p>	<p>Coordinate with Metro and other partner agencies.</p>
<p>Metro L (Gold) Line Eastside Transit Corridor Phase 2</p>	<p>Environmental process and advanced conceptual engineering for extending the Metro L (Gold) further east from its current terminus at Pomona Boulevard and Atlantic Boulevard in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.</p>	<p><u>February 2020</u> – Metro Board of Directors approved proceeding with the project’s environmental process and withdrawing the State Route 60 and combined alternatives from further consideration in the environmental study</p> <p><u>2023</u> – Anticipated certification of final Environmental Impact Report by Metro’s Board of Directors</p> <p><u>2023- 2028</u> – Final design phase</p> <p><u>2029</u> – Start of construction</p> <p><u>2035</u> – Phase 2 in service</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>

Regional Planning Activities October 2023

Metro (continued)

	Summary	Key Dates	OCTA Interest	OCTA Role
West Santa Ana Branch Transit Corridor Project	<p>In January 2022, Metro Board of Directors approved Los Angeles Union Station as the northern terminus and the 14.8-mile route from Slauson/A (Blue) Line to Pioneer Boulevard in the City of Artesia as the locally preferred alternative for the initial segment between the City of Artesia and downtown Los Angeles. The new light rail transit line will connect downtown Los Angeles to southeastern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric right-of-way.</p>	<p><u>July 2021</u> – Draft environmental document for public comment</p> <p><u>January 2022</u> – Selection of a locally preferred alternative (LPA) and project terminus</p> <p><u>Late 2024</u> – Final environmental document for LPA</p> <p><u>2041</u> – Anticipate opening service of initial segment</p>	<p>Support alternatives that create potential for future connections into Orange County.</p>	<p>Monitoring.</p>



BOARD OF DIRECTORS

Gene Hernandez
Chairman

Tam Nguyen
Vice Chairman

Doug Chaffee
Director

Jose Diaz
Director

Andrew Do
Director

Jon Dumitru
Director

Jamey Federico
Director

Katrina Foley
Director

Brian Goodell
Director

Patrick Harper
Director

Michael Hennessey
Director

Steve Jones
Director

Fred Jung
Director

Farrah N. Khan
Director

Jessie Lopez
Director

Vicente Sarmiento
Director

Donald P. Wagner
Director

Ryan Chamberlain
Governor's Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

June 5, 2023

Ms. Brigitte Driller
Associate Deputy Director, Planning
California Transportation Commission
1120 North Street, MS 52
Sacramento, CA 95814

Subject: **Regional Transportation Plan Guidelines Update –
Orange County Transportation Authority Comments**

Dear Ms. Driller,

Thank you for providing the Orange County Transportation Authority (OCTA) with an opportunity to comment on the Regional Transportation Plan Guidelines Update. The following questions and comments are provided for your consideration.

- Section 2.7 - Page 37 – Smart Mobility Framework – Consider providing more details with the approach of connecting smart mobility with freight.
- Section 2.9 - Page 45 – Housing Planning – 2nd and 3rd bullet points – the content is very similar in both bullet points. Consider condensing into one bullet.
- Section 2.9 - Page 45 – Housing Planning – 5th bullet point – appears as though Vehicle Miles Traveled (VMT) growth is anticipated and expected to grow in the metropolitan area. With the housing plan, should we anticipate reducing VMT growth? If the State is planning new housing near high transit service areas, then is it anticipated that people to use more transit services?
- Section 2.9 “Housing Coordination Plan” - Consider moving this discussion into section 2.7 “Coordination with Other Planning Processes”.
- Section 4.1 – Page 81 – first paragraph – consider adding “disadvantaged communities” in the list of interested parties.
- Section 4.2 - Under "Incorporating Environmental Justice Principles into Decision Making Processes" consider revising language to read, “The public participation plan ensures that community concerns and engagement can inform the identification of programs, policies, and activities, and assist with avoiding disproportionately high and adverse human health or environmental effects on environmental justice populations.”

- Section 6.2 – Page 130 – Item # 5 – description seems repetitive. Are “candidate projects” and “additional projects” intended to be two separate lists? If not, consider combining into one sentence.
- Section 6.5 - Page 133 – Revenue Identification and Forecasting, last paragraph – the existing revenue source includes local, state, federal, and private. Provide discussion on where/how the private revenue source comes from.
- Section 6.9 - Page 137 – “local streets and roads” may be redundant. Consider renaming it to “local roadways.”
- Section 6.10 - Page 139 – Transit, bullet #6 – Is the last word “RT” a typo?
- Section 6.12 - Page 142/143 – Goods Movement – One of the statewide goals is to reduce greenhouse gas emissions. Consider incorporating discussion related to opportunities and constraints on providing heavy-duty vehicle (freight trucks) charging infrastructure.
- Section 6.18 - Page 152 – Transportation Electrification – consider expanding to include high-level discussion on the National Electric Vehicle Infrastructure state plan. This should also include a discussion on how to close the charging infrastructure gap.
- Section 6.19 - Page 153 – Strategic Highway Safety Plan (SHSP)– consider providing a discussion that the SHSP and the Highway Safety Improvement Program (HSIP) strategies and analytical techniques are driven from a systemic approach. Furthermore, this will highlight the benefits of safety improvements driven through a systemic approach.
- Section 6.23 – Modify language to read, “Metropolitan planning organizations shall prepare a sustainable community’s strategy that, if implemented, would achieve these regional targets, if feasible to do so.”
- "Adaptation of the Regional Transportation System to Climate Change" and it’s subsection 6.29 Climate Adaptation and Resilience Policy Landscape – Consider moving to section 2.2 and/or 2.6.
- Section 7.0 – Consider including specific examples of performance measures to help distinguish between measures and metrics. Also, consider discussing what distinguishes performance targets from measures and metrics.

Associate Deputy Director Driller
June 5, 2023
Page 3

- Section 7.1 - Page 181 – PM1: Safety – “the HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.” Consider providing a high-level overview of the safety performance assessment, focusing on data-driven performance measures.

If you have any questions, please contact Charlie Larwood, Department Manager, Planning and Analysis, at (714) 560-5683.

Sincerely,

Charles Larwood

Charlie Larwood
Manager, Transportation Planning

CL:ag



October 2, 2023

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

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

Overview

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

Recommendation

Receive and file as an information item.

Background

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

On November 14, 2016, the OCTA Board of Directors (Board) awarded the design-build (DB) contract to OC 405 Partners (OC405), a joint venture. OCTA executed the DB contract with OC405 and issued Notice to Proceed (NTP) No. 1 on January 31, 2017. NTP No. 1 was a limited NTP for mobilization, design, and administrative activities. On July 27, 2017, OCTA issued NTP No. 2 to OC405. NTP No. 2 was a full NTP for all activities, including construction. The overall project cost is approximately \$2.16 billion.

Discussion

Current Status

The Project is over 95 percent complete from a DB perspective. A number of activities are ongoing as construction work continues to advance towards completion. The following provides a more detailed status of project activities.

DB Contract

The status of OC405's construction activities that are complete or ongoing include:

- All bridges are complete and open to traffic. This includes the 18 bridge replacements and the new and improved bridges.
- All ramps are complete and open to traffic.
- All walls and paving are complete.
- All improvements to Orange County Flood Control District facilities are complete.
- The remaining physical work primarily consists of landscaping, additional bridge lighting, cultural resources restoration, and punch list activities.
- Remaining work also includes quality documentation and project close-out activities.

From a DB standpoint, the primary risks remaining include a force majeure event or OCTA-directed changes in the scope of work.

Tolling Elements

Kapsch TrafficCom USA, Inc., (Kapsch) serves as the provider of the electronic toll and traffic management (ETTM) system on the 405 Express Lanes and is responsible for staffing the Traffic Operations Center (TOC). WSP USA Services, Inc., (WSP) is responsible for the back-office system and customer service center operations.

The status of 405 Express Lanes activities that are complete or ongoing include:

- Toll policy approved by the Board and initial toll rate schedule developed.
- Freeway Service Patrol contracts executed.
- Tenant improvements completed at the customer service center in Costa Mesa.
- Tenant improvements completed at the TOC and furniture/equipment are being installed.
- Transponder contract executed and awaiting shipment of transponders.

- Kapsch continues installation of ETTM equipment and is currently performing on-site installation testing.
- System integration testing for the WSP systems has commenced.
- WSP has begun staffing the customer service center.
- An enforcement services agreement with the California Highway Patrol is being finalized and will be submitted to the Board for approval.
- A maintenance agreement with Caltrans is being finalized and will be submitted to the Board for approval.
- Development of the logo and branding as well as several awareness elements, including multi-lingual brochures, social media advertising, and website development are ongoing.

From a tolling standpoint, the primary risks include coordination between OC405 and Kapsch, and the timely installation and testing of the tolling equipment by Kapsch. Similarly, WSP's successful development and testing of the tolling back-office system, in addition to the interaction with the Kapsch data, is also key to remaining on schedule for the opening of the 405 Express Lanes in late 2023.

Next Steps

OCTA staff, OC405, Kapsch, and WSP continue to work closely together to accomplish the opening of all lanes, including the 405 Express Lanes, later this year. Activities will include completing the 405 Express Lanes striping and channelizers, final testing of the tolling systems, as well as the hiring and training of employees by Kapsch and WSP for the TOC and customer service center, respectively.

Next steps also include the following Project milestones:

- Late 2023 – Anticipated opening of all lanes. This includes the new general purpose lanes, the 405 Express Lanes, and all ramp and local street lanes.
- February 2024 – DB project completion. Between late 2023 and February 2024, miscellaneous construction activities will be ongoing, including landscaping, installation of remaining bridge lighting, cultural resources restoration, and punch list items.
- June 2024 – DB final acceptance. Between February and June 2024, final punch list items will be addressed, and OCTA will be working with stakeholders to accept the project improvements, including Caltrans, the cities, and the County.
- June 2027 – DB contract acceptance. Between June 2024 and June 2027, the design-builder is required to maintain the landscaping as part of a three-year plant establishment period.

Summary

Construction continues to advance in order to achieve the opening of all lanes in the next two months. Construction, final utility relocations, implementation of tolling elements, public outreach, and preliminary close-out activities are in process to complete the construction phase of the Project.

Attachment

None.

Prepared by:



Jeff Mills, P.E.
Senior Program Manager
(714) 560-5925

Approved by:



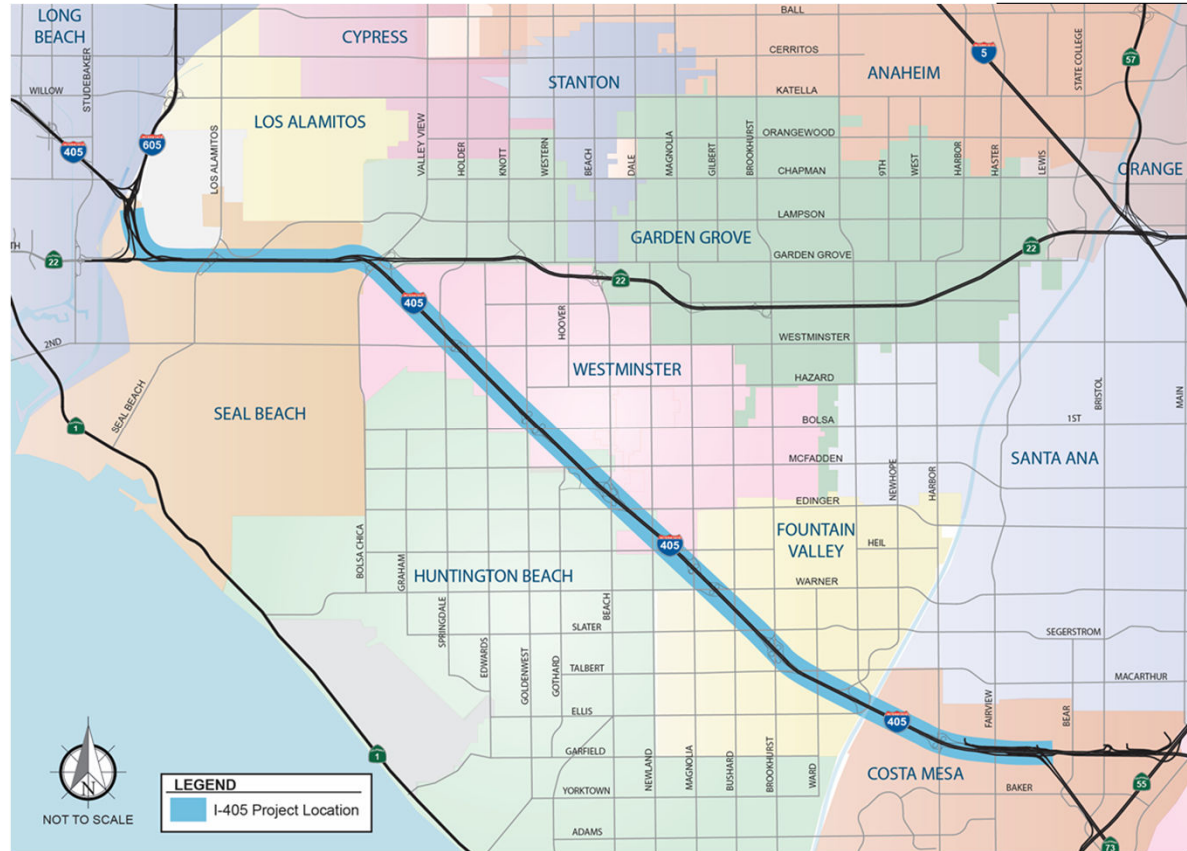
James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Interstate 405 Improvement Project Update



Project Location and Key Features



Background



Milestone	Completion Date
Environmental clearance	May 2015
Orange County Transportation Authority (OCTA) Board of Directors awards design-build (DB) contract to OC 405 Partners (OC405)	November 2016
Notice to Proceed (NTP) No. 1 issued	January 2017
TIFIA* loan executed	July 2017
NTP No. 2 issued	July 2017
Construction began	March 2018
Anticipated opening of all lanes	Late 2023

* Transportation Infrastructure Finance and Innovation Act

DB Project Update



General

- Over 95 percent complete with Interstate 405 (I-405) Improvement Project
- Remaining work consists of landscaping, additional bridge lighting, cultural resources restoration, and punch list activities

Construction

- All bridges complete
- All ramps complete
- All walls and paving complete

Construction Update



I-405/State Route 73 median connector bridge complete

Construction Update (Cont.)



Ward Street bridge complete

Construction Update (Cont.)



Brookhurst Street bridge complete

Construction Update (Cont.)



Warner Avenue bridge complete

Construction Update (Cont.)



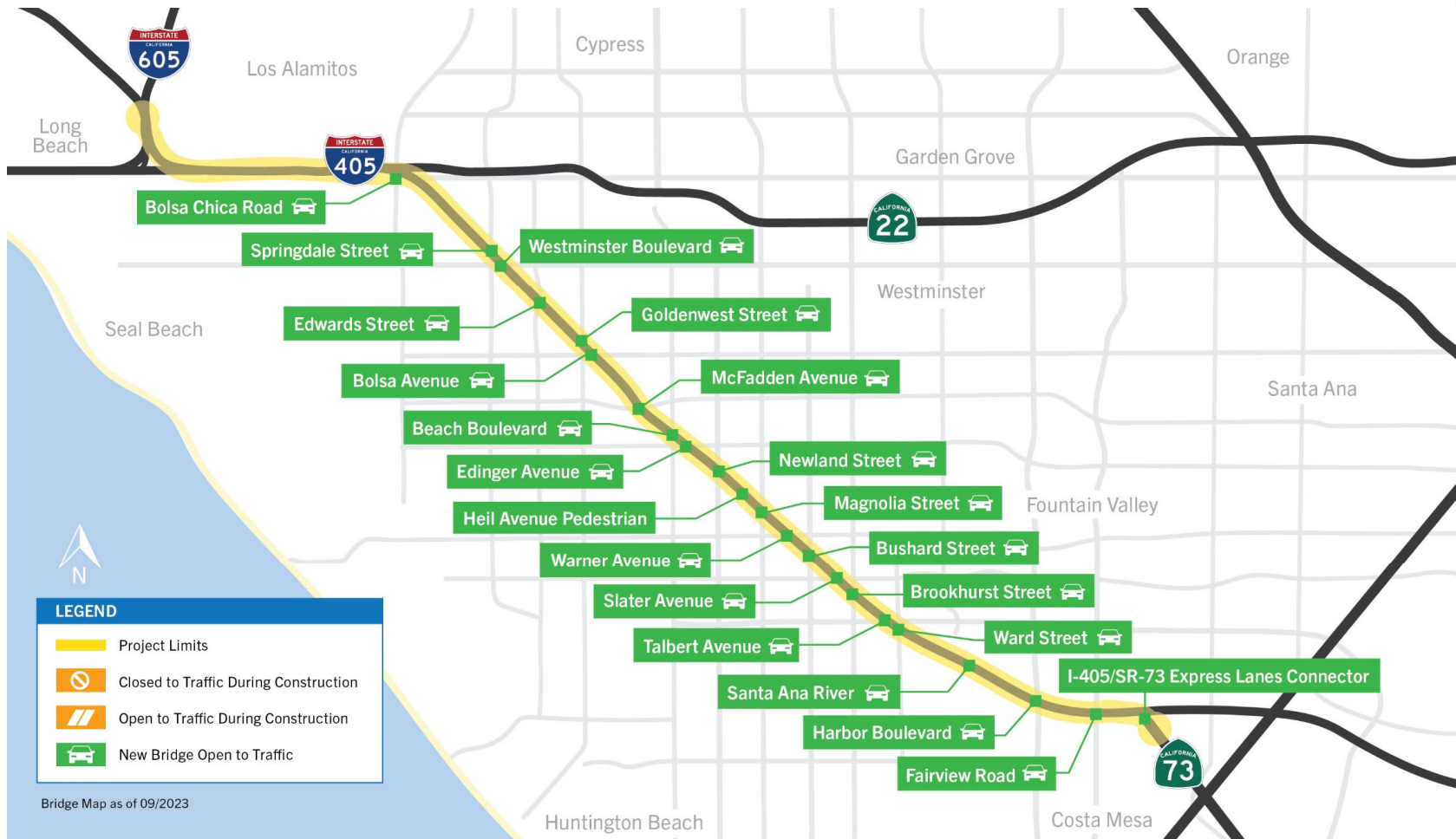
Newland Street bridge complete

Construction Update (Cont.)



Springdale Street bridge complete

Bridge Construction Map



Major Risks Remaining



DB risks:

- Force majeure event
- Changes in scope of work

Tolling risks:

- Toll lanes system integrator coordination, equipment installation, and testing
- Tolling vendor delivery of back-office system services

Express Lanes Update



General

- Toll Policy finalized
- Initial toll rate schedule established
- Procurement for Freeway Service Patrol services completed

Back-Office System/ Customer Service Center Services

- Selected WSP USA Services, Inc., (WSP) in 2021
- System development continues
- Staffing commenced

Toll Lane System

- Selected Kapsch TrafficCom USA, Inc., (Kapsch) in 2018
- Installation and testing continues

Express Lanes Update (Cont.)



Traffic Operations Center

- Tenant improvements completed
- Furniture and equipment installed
- Staffing being provided by Kapsch

Customer Service Center

- Tenant improvements completed
- Furniture and equipment installed
- Staffing being provided by WSP

Upcoming Agreements

- Enforcement services with the California Highway Patrol
- Maintenance agreement with the California Department of Transportation

Tolling Elements



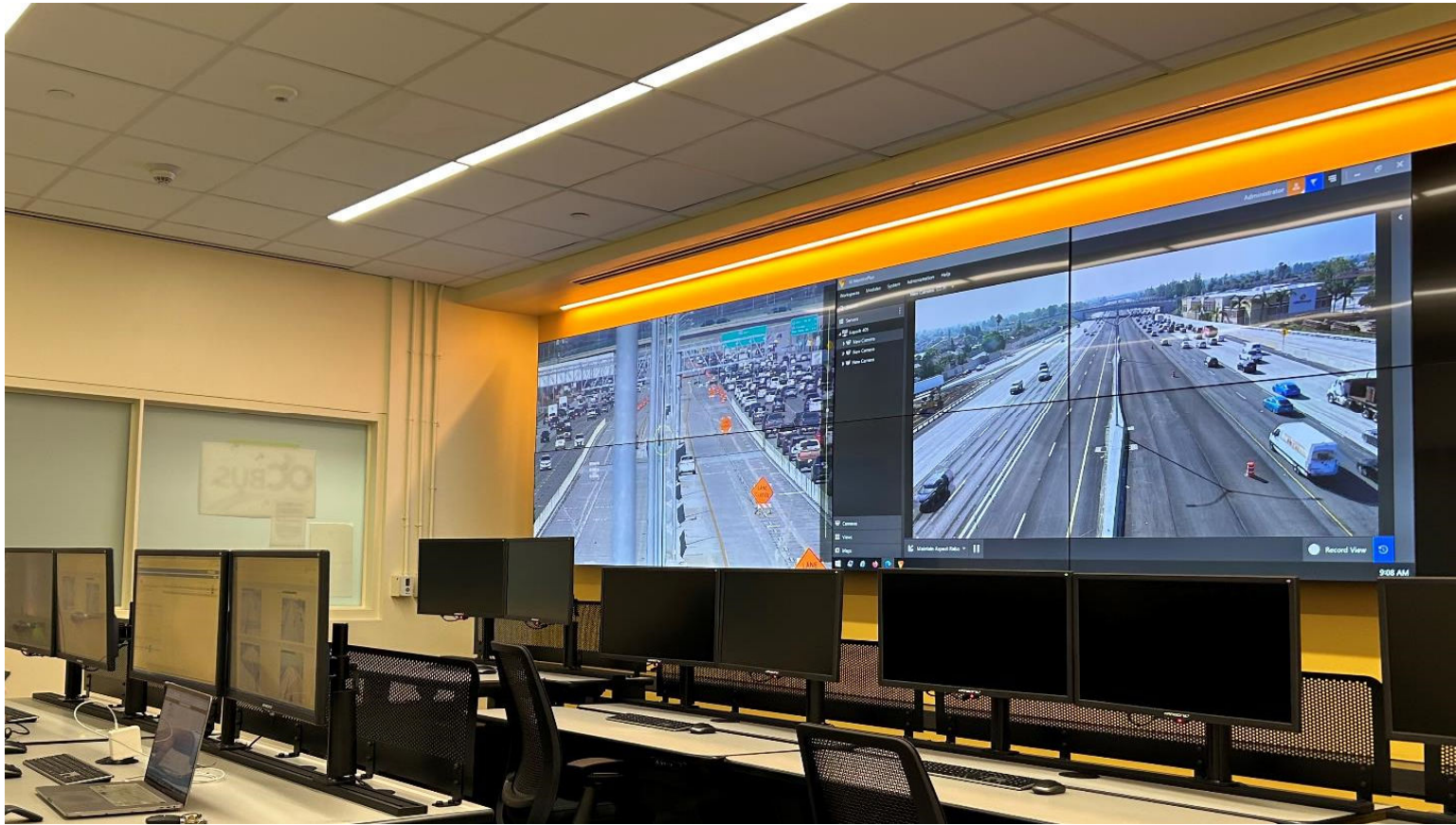
405 Express Lanes tolling elements

Tolling Elements (Cont.)



Express Lanes striping

Tolling Elements (Cont.)



Traffic Operations Center at Santa Ana Bus Base

Next Steps



Milestone	Completion Date
Anticipated opening of all lanes	Late 2023
DB project completion (landscaping, installation of remaining bridge lighting, cultural resources restoration, and punch list activities will be ongoing until project completion)	February 2024
DB final acceptance (final punch list activities will be addressed and acceptance of project improvements by stakeholders, including Caltrans and the cities)	June 2024
DB contract acceptance (end of a three-year plant establishment period)	2027

Project Contact Information



405project@octa.net



[/405improvement](https://www.facebook.com/405improvement)



888-400-8994 (English/Español)
888-662-6589 (Tiếng Việt)



[@405improvement](https://twitter.com/405improvement)



octa.net/405improvement



[@405_Improvement](https://www.instagram.com/405_Improvement)