

Project Descriptions

State Route 57 (SR-57) Improvement Project from Orangewood Avenue to Katella Avenue

This is Project G in the Measure M2 (M2) Ordinance, which will improve SR-57 freeway northbound between Orangewood Avenue and Katella Avenue. The purpose of the project is to improve mainline continuity and throughput and facilitate regional circulation and flow of goods and services by reducing delay and improving merge/diverge operations. The project area currently experiences congestion and operational deficiencies due to increased traffic volumes and limited capacity.

Existing and recommended funding summaries are depicted below. Staff is proposing \$9 million in Surface Transportation Block Grant Funding (STBG) funds and another \$53.5 million in M2 funds to fully fund the right-of-way (ROW) and construction phases. The M2 funds may shift between ROW and construction phases contingent on final cost estimates. Also, design for this project is not anticipated to be complete until 2024. It is possible that additional programming may be needed as the project design is completed.

Existing Funding (in 000s)	STBG	M2	HIP	Total
PA/ED	\$2,500			\$2,500
PS&E		\$3,587	\$3,240	\$6,827
ROW				\$0
CON				\$0
TOTAL	\$2,500	\$3,587	\$3,240	\$9,327

Recommended Funding (in 000s)	STBG	M2	HIP	Total
PA/ED	\$2,500			\$2,500
PS&E		\$3,587	\$3,240	\$6,827
ROW		\$1,500		\$1,500
CON	\$9,000	\$52,000		\$61,000
TOTAL	\$11,500	\$57,087	\$3,240	\$71,827
CHANGE	\$9,000	\$53,500	\$0	\$62,500

HIP - Highway Infrastructure Program / PA/ED - Project Approval/Environmental Document /
PS&E – Plans, Specifications and Estimates / CON – Construction /

The use of additional STBG and M2 funds is consistent with the Orange County Transportation Authority (OCTA) Board of Directors (Board)-approved Capital Programming Policies (CPP) which authorizes using STBG funds for the M2 Freeway program consistent with the Next 10 Delivery Plan (Next 10 Plan).

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State Route 74 (SR-74) Ortega Highway Gap Closure and Multimodal Improvement Project

This multimodal project will widen SR-74/Ortega Highway from a two-lane facility to a four-lane facility by adding one lane in each direction in the City of San Juan Capistrano from Calle Entradero to Reata Road. 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 2.2-miles of class II bicycle lane. It will also construct approximately 850 feet of new sidewalk and reconstruct 1,200 feet of existing sidewalk. The project requires seven retaining walls.

The project will relieve existing and future traffic congestion and improve the flow of traffic on SR-74, accommodate approved growth and development in the surrounding area, and provide improvements consistent with local planning documents. Partial construction funding was approved as part of the Board and California Transportation Commission-approved 2022 State Transportation Improvement Program (STIP). There remains an unfunded need which will be fully programmed with this staff recommendation of \$35 million in STBG. These funds may also be used toward ROW, once design is complete and a need for additional funding emerges.

Existing and recommended funding summaries are depicted below:

Existing Funding (in 000s)	STIP	Local	SHOPP	ITIP	M2	STBG	Total
PA/ED		\$400	\$250	\$5,513	\$1,950		\$8,113
PS&E	\$800	\$1,750			\$5,250		\$7,800
ROW	\$13,000						\$13,000
CON	\$24,600						\$24,600
TOTAL	\$38,400	\$2,150	\$250	\$5,513	\$7,200	\$0	\$53,513

Recommended Funding (in 000s)	STIP	Local	SHOPP	ITIP	M2	STBG	Total
PA/ED		\$400	\$250	\$5,513	\$1,950		\$8,113
PS&E	\$800	\$1,750			\$5,250		\$7,800
ROW	\$13,000						\$13,000
CON	\$24,600					\$35,000	\$59,600
TOTAL	\$38,400	\$2,150	\$250	\$5,513	\$7,200	\$35,000	\$88,513
CHANGE	\$0	\$0	\$0	\$0	\$0	\$35,000	\$35,000

SHOPP – State Highway Operations and Protection Program / ITIP – Interregional Transportation Improvement Program

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The use of STBG funding is consistent with the CPP which directs STBG to non-M2 projects that are complementary to the M2 freeway program. This funding recommendation also supports one of three projects being advanced as part of a 2020 agreement between OCTA, the Transportation Corridor Agencies (TCA), and California Department of Transportation (Caltrans) to help address near-term south Orange County traffic relief.

Interstate 5 (I-5) Improvement Project from Avenida Pico to San Diego County Line

OCTA and Caltrans initiated the PA&ED Phase through the scoping process over the summer. Based on conceptual analysis, two alternatives are proposed for consideration. The preliminary alternatives under consideration include one No-Build and one Build Alternative.

The Build Alternative (Alternative 2) proposes to add a high-occupancy vehicle (HOV) lane on I-5 in the northbound and southbound directions within the project limits. The new HOV lane would connect to the existing HOV facility to the north of the project study area and extend south to the Orange County/San Diego County Line. To accommodate the freeway improvements, the widening or replacement of several bridges is likely to be required.

The Build Alternative would implement ramp improvements where feasible and auxiliary lanes throughout the corridor and would include Transportation Systems Management/Transportation Demand Management features.

Staff is recommending \$16.5 million in Congestion Mitigation and Air Quality (CMAQ) funds for the design phase of the project.

Existing Funding (in 000s)	STBG	CMAQ	Total
PA/ED	\$6,407		\$6,407
PS&E			\$0
ROW			\$0
CON			\$0
TOTAL	\$6,407	\$0	\$6,407

Recommended Funding (in 000s)	STBG	CMAQ	Total
PA/ED	\$6,407		\$6,407
PS&E		\$16,500	\$16,500
ROW			\$0
CON			\$0
TOTAL	\$6,407	\$16,500	\$22,907
CHANGE	\$0	\$16,500	\$16,500

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The use of CMAQ funding to design an HOV lane is consistent with the CPP which directs the funding toward HOV projects among other eligible uses. The funding recommendation also supports one of three projects being advanced as part of a 2020 agreement between OCTA, the TCA, and Caltrans to help address near-term south Orange County traffic relief.

I-5 Improvement Project from Interstate 405 (I-405) to Yale Avenue (Segment 1)

For the I-5 Improvement Project from I-405 to Yale Avenue (Segment 1), the Board had most recently approved the use of future SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program – Formula (LPP-F) funds in Cycle 4 for construction. The August 2022 Capital Action Plan indicated that the award of the construction contract would be completed in March 2025. This date has now been updated to February 2026. Due to the updated delivery date, the construction phase is no longer eligible for Cycle 4 LPP-F funding as it falls outside of the funding years (fiscal year {FY} 2023-24 and FY 2024-25).

Staff is recommending that \$10.770 million in LPP-F be moved to the ROW phase. The remaining \$15.221 million in LPP-F funds that were planned to be used for construction are replaced with a combination of STBG (\$5.711 million), National Highway Performance Program (NHPP) (\$5.421 million), and M2 (\$4.089 million).

The totals by phase and overall total project funding remain the same. The existing and recommended funding plans are provided below:

Existing Funding (in 000s)	STBG	NHPP	STIP	LPP-F	M2	Total
PA/ED	\$4,473					\$4,473
PS&E				\$7,395	\$7,396	\$14,791
ROW	\$10,595				\$23,593	\$34,188
CON	\$37,289		\$95,338	\$26,000	\$18,403	\$177,030
TOTAL	\$52,357	\$0	\$95,338	\$33,395	\$49,392	\$230,482

Recommended Funding (in 000s)	STBG	NHPP	STIP	LPP-F	M2	Total
PA/ED	\$4,473					\$4,473
PS&E				\$7,395	\$7,396	\$14,791
ROW	\$10,595	\$5,421		\$10,779	\$7,393	\$34,188
CON	\$43,000		\$95,338		\$38,692	\$177,030
TOTAL	\$58,068	\$5,421	\$95,338	\$18,174	\$53,481	\$230,482
CHANGE	\$5,711	\$5,421	\$0	(\$15,221)	\$4,089	\$0

The I-5 project is part of Project B in the Next 10 Plan. The use of additional STBG and M2 funds is consistent with the CPP, which recommends that STBG funds may be used for M2 Freeway program consistent with the Next 10 Plan.

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State Route 91 (SR-91) Operational and Multimodal Improvements from State Route 55 (SR-55) to Lakeview Avenue (Segment 1)

The SR-91 project is currently funded through ROW and is one of OCTA's priorities for competitive state and federal funds. The Project will improve safety by reconfiguring the Lakeview Avenue/SR-91 interchange, constructing a ramp in the median of the freeway for dedicated access to southbound SR-55 from the Lakeview Avenue bridge, separating traffic continuing westbound on SR-91 from vehicles transitioning to southbound SR-55, and constructing the bicycle/pedestrian facility on Lakeview Avenue to provide alternative travel options. The operational and multimodal improvements will create safer, and more convenient access for all users, and provide connection to regional bike paths already in place.

The project reduces congestion, promotes energy efficiency through efficient lighting, designed changes within the existing ROW, increases the availability of alternative travel modes through construction of a bicycle and pedestrian path, and supports climate resilience by utilizing recycled construction materials and upgrading stormwater treatment facilities.

Staff is recommending \$5 million in STBG funds for construction and will return following the notifications of state SB 1 grant awards to fully fund the construction phase of the project.

Existing Funding (in 000s)	STBG	M2	91 EL	Total
PA/ED	\$1,770	\$30		\$1,800
PS&E			\$8,053	\$8,053
ROW			\$5,926	\$5,926
CON				\$0
TOTAL	\$1,770	\$30	\$13,979	\$15,779

Recommended Funding (in 000s)	STBG	M2	91 EL	Total
PA/ED	\$1,770	\$30		\$1,800
PS&E			\$8,053	\$8,053
ROW			\$5,926	\$5,926
CON	\$5,000			\$5,000
TOTAL	\$6,770	\$30	\$13,979	\$20,779
CHANGE	\$5,000	\$0	\$0	\$5,000

91 EL – 91 Express Lanes

The funding recommendation is consistent with the CPP which recommends the use of STBG for M2 Freeway program consistent with the Next 10 Plan.

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Zero-Emission Bus and Bus Facility

The California Air Resources Board adopted the Innovative Clean Transit Rule which requires public transit agencies in the state of California to shift their bus fleets to zero-emission buses by 2040. Staff is recommending \$80.250 million in CMAQ and \$35.344 million in Carbon Reduction Program funds to help fund the transition to zero-emission bus. This funding will help support replacing the current fleet through 2030 with primarily zero-emission buses. Additionally, the funding will help support the construction of a hydrogen fueling station and zero-emission bus charging facilities at the Garden Grove Bus Base.

The recommendation to use CMAQ for bus capital projects is consistent with the CPP. CRP has not yet been added to the CPP, but eligible uses are very similar to CMAQ with a similar goal to reduce transportation emissions.

OC Streetcar Operations and Potential Future Capital Needs

OC Streetcar is the first modern streetcar project to be built in Orange County and will serve the City of Santa Ana's historic and thriving Downtown, which includes federal, state, and local courthouses, government offices, colleges, an artists' village, and a thriving restaurant scene. Expected to begin carrying passengers in 2024, it will operate along a 4.15-mile route that connects the Santa Ana Regional Transportation Center and a new transit hub at Harbor Boulevard and Westminster Avenue in the City of Garden Grove. Staff is recommending \$22 million in CMAQ funds to support future operating costs. As part of the Bi-partisan Infrastructure Law, time limitations on the use of CMAQ for new start-up services and operations were removed. These funds would be added to the existing operations funding plan which uses CMAQ, Low Carbon Transit Operations Program (LCTOP), city contribution, and fares to support the first five years of service. Also, capital funding may be needed into the future to help support changes in technology that would need to be implemented or other future capital needs.

The recommendation to use CMAQ for the OC Streetcar is consistent with the CPP, which allows the funds to be used for fixed-guideway, rail, and bus capital projects, and new or expanded transit service.

Bus Operations and Rideshare/Vanpool

Staff is recommending \$5.721 million in federal CMAQ funding for the first five years of operating costs for the Bravo! 553 Rapid Bus route. In March 2022, the Board approved \$1.554 million in LCTOP for operations and these CMAQ funds will complement those funds for the first five years of operating costs along with fares and planned future year LCTOP.

The 553 service will operate weekdays from 6:00 a.m. to 7:30 p.m. along Main Street serving 13 stops over 8.4 miles from Anaheim Regional Transportation Intermodal Center to MacArthur Boulevard, and will provide service to the cities of Anaheim, Orange, and Santa Ana. The service will be limited-stop, which will speed up travel times, and will be

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operated with a combination of near-zero and zero-emission vehicles. The use of CMAQ for Bravo! 553 bus operations are consistent with the CPP regarding funding new or expanded transit operations.

Staff is recommending CMAQ funding of \$9 million to support six to eight years of vanpool, rideshare, micro transit, or mobility hub type programs. Regional rideshare services in Orange County, including ride guide database, customer information, marketing activities, and potential Transportation Demand Management activities, such as remote work incentives for employers. The Orange County Vanpool program is a super carpool that saves users money, time, and stress for riders who have similar work destinations and schedules. Vanpool funding would support capital lease subsidies. Microtransit is a type of on-demand mobility service that can be dispatched directly by riders using a smartphone application. Mobility hubs bring together various mobility services, amenities, and technologies in one place to connect travelers more conveniently to their destinations. They help improve connectivity and convenience by allowing people to easily switch between transportation services including bus, bike, ridesharing, and rail. They can also offer supporting amenities, such as electric charging stations, secured bike storage, or seating. These hubs are generally located at activity centers near employment, housing, shopping, recreation, and other essential destinations and integrated into neighborhoods.

The recommendation to use CMAQ for the bus operations and the Rideshare/Vanpool program is consistent with the CPP.

Transit Security and Operations Center (TSOC)

In September 2021, the OCTA Board approved a funding plan for the TSOC as part of the 2022 STIP. As the project has progressed through the design phase and the project nears 100 percent design, the project will need an additional \$11.825 million. This increase is due to inflation and increased costs of construction-related materials, identification of additional hazardous soil, and an increase in contingency to meet the risks identified for the project.

This is consistent with what was highlighted in the August 2022 CAP regarding FY 2022-23 cost and performance metric risks, which mentioned transportation infrastructure bids that continue to escalate with material, labor, and fuel prices driving construction costs up.

Staff is recommending additional LPP-F (\$7.825 million) and SB 1 State of Good Repair (SGR) (\$4 million) funds to address the identified funding need for TSOC.

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The existing and recommended funding plans are provided below:

Existing Funding (in 000s)	TSSSDRA	Local Transit	SGR	LPP-F	CRRSAA	STIP CRRSAA	Total
PA/ED	\$884	\$201					\$1,085
PS&E		\$4,588					\$4,588
ROW	\$4,719						\$4,719
CON			\$12,353	\$19,650	\$3,660	\$10,381	\$46,044
TOTAL	\$5,603	\$4,789	\$12,353	\$19,650	\$3,660	\$10,381	\$56,436

Recommended Funding (in 000s)	TSSSDRA	Local Transit	SGR	LPP-F	CRRSAA	STIP CRRSAA	Total
PA/ED	\$884	\$201					\$1,085
PS&E		\$4,588					\$4,588
ROW	\$4,719						\$4,719
CON			\$16,353	\$27,475	\$3,660	\$10,381	\$57,869
TOTAL	\$5,603	\$4,789	\$16,353	\$27,475	\$3,660	\$10,381	\$68,261
CHANGE	\$0	\$0	\$4,000	\$7,825	\$0	\$0	\$11,825

TSSSDRA - Transit System Safety, Security and Disaster Response Account
 CRRSAA – Coronavirus Response and Relief Supplemental Appropriations Act of 2021

TSOC is an important project that will replace the existing Garden Grove Annex. The Garden Grove Annex serves as OCTA’s operations center for its transit and emergency security functions. This facility is at capacity and does not meet the continuous operation standard, which is required of essential facilities in California. The proposed TSOC facility will house critical OC Bus and related safety services, as well as communication and dispatch equipment. The use of additional LPP-F and SGR funds for this project is consistent with the Board-approved CPP.

Transit Service Expansion Planning

Staff is recommending \$9 million in STBG for transit service expansion planning studies. Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions will lay the groundwork for future projects. The STBG funds will be used in two to three years to support the development of the next long-range transportation plan and to develop project study reports, thus creating a shelf of projects for the future. Specific examples of studies that could be supported using STBG funds include Freeway Bus Rapid Transit Concepts Study, Bristol Street Transit Corridor Study, and OC Mobility Hub Study.

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Future Complete Streets – Call for Projects (Call)

Staff is recommending \$12 million in CMAQ and \$43 million in STBG for a future Complete Streets call. This call would be a multiyear program for Orange County jurisdictions and is planned to include funding for bicycle, pedestrian, street rehabilitation, and/or signal improvement projects. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. This call is planned to be presented to the Board for consideration of release in the summer of 2023. Staff would work with SCAG to secure the funding now so it's available based on when the project applicants need the funding.