



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

Lori Donchak, Chair
Shawn Nelson, Vice Chairman
Andrew Do
Barbara Delgleize
Mark A. Murphy
Todd Spitzer
Michelle Steel

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California
Monday, June 5, 2017 at 10:30 a.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

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.

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.

Call to Order

Pledge of Allegiance

Director Delgleize

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 7)

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.

2. Approval of Minutes

Approval of the Regional Planning and Highway meeting minutes of May 1, 2017.



3. Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Ross Lew/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to establish roles, responsibilities, and funding obligations for preparation of plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1753 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the use of an additional \$1.8 million in federal Surface Transportation Block Grant Program funds and the use of \$200,000 in Measure M2 funds, bringing the total funding committed for the plans, specifications, and estimates to \$17,500,000.
- C. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.

4. Amendment to Cooperative Agreement with the Orange County Flood Control District for the Railroad Grade Separation Projects

Ross Lew/James G. Beil

Overview

On May 25, 2010, the Orange County Transportation Authority entered into a cooperative agreement with the Orange County Flood Control District for project support services for the railroad grade separation projects located at Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue. Staff requests authorization to execute an amendment to this cooperative agreement for additional project support services during the construction closeout phase of the projects.



4. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-9-0570 between the Orange County Transportation Authority and the Orange County Flood Control District, in the amount of \$120,000, to provide additional project support services for the railroad grade separation projects located at Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue, and to extend the term of the agreement through August 31, 2018. This will increase the cooperative agreement value to \$580,000.

5. Orange County Taxi Administration Program Update

P. Sue Zuhlke/Beth McCormick

Overview

Since 1998, the Orange County Transportation Authority has administered the Orange County Taxi Administration Program on behalf of the County of Orange and its 34 cities. The program, as it is designed today, is no longer financially sustainable. Working through the Orange County City Manager Association for the past eighteen months, a plan to fund the program through June 30, 2018, has been developed. Staff will continue to work with the county and cities to identify solutions that will allow them to continue to meet their statutory obligations for the regulation of the taxi industry.

Recommendation

Receive and file as an information item.

6. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2017

Sam Kaur/Kia Mortazavi

Overview

The Orange County Transportation Authority recently completed the semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for review and approval.



6. (Continued)

Recommendation

Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.

7. Amendment to the Master Plan of Arterial Highways

Carolyn Mamaradlo/Kia Mortazavi

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The City of Placentia has requested an amendment to the Master Plan of Arterial Highways that is recommended for approval. A status update on active Master Plan of Arterial Highways amendments is also provided for Board of Directors' information.

Recommendations

- A. Approve an amendment to the Master Plan of Arterial Highways for the facility listed below. The proposed amendment will become final, contingent upon the Orange County Transportation Authority receiving documentation that the City of Placentia has amended its general plan, and has complied with the requirements of the California Environmental Quality Act.

City of Placentia

- Reclassify Crowther Avenue between Placentia Avenue and the eastern city limits from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, undivided) arterial.

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

- B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the amendment to the Master Plan of Arterial Highways.
- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.



8. Consultant Selection for the Systemic Safety Analysis Report

Paul Martin/Kia Mortazavi

Overview

Consultant services are required to develop the Systemic Safety Analysis Report. This plan will evaluate bicycle and pedestrian related collisions, and will identify potential solutions to improve safety. Proposals have been received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for architectural and engineering services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Fehr & Peers as the firm to develop the Systemic Safety Analysis Report.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1523, between the Orange County Transportation Authority and Fehr & Peers, to develop the Systemic Safety Analysis Report.

Regular Calendar

9. Amendment to Agreement for Additional Program Management Consultant Services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

Dennis Mak/James G. Beil

Overview

On March 3, 2014, the Orange County Transportation Authority entered into an agreement with Parsons Transportation Group, Inc., to provide program management consultant services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605. An amendment to the existing agreement is needed for support services associated with the additional scope of work for the Interstate 405 Improvement Project, as well as support services for the 91 Express Lanes toll-related contracts.



9. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$6,000,000, for additional program management consultant services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605. The amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$93,040,186.

10. 2017 State Route 91 Implementation Plan

Alison Army/Kia Mortazavi

Overview

The Orange County Transportation Authority annually prepares a long-range plan for improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of potential improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, including the Riverside County Transportation Commission and the California Department of Transportation. The 2017 State Route 91 Implementation Plan includes the latest project information and serves as reference for future project development efforts.

Recommendation

Approve the 2017 State Route 91 Implementation Plan.

11. 2018 Long-Range Transportation Plan Goals and Objectives

Greg Nord/Kia Mortazavi

Overview

The Long-Range Transportation Plan provides Orange County's program of projects for the multi-county Regional Transportation Plan, prepared by the Southern California Association of Governments. The plan also serves a policy framework for future transportation investments in Orange County. Over the planning period for the 2018 Long-Range Transportation Plan (2015-2040), a number of factors may also influence how transportation facilities, services, and needs evolve. Key issues and proposed goals and objectives for the 2018 Long-Range Transportation Plan are presented for review.



11. (Continued)

Recommendation

Receive and file as an information item.

Discussion Items

12. Fiscal Year 2017-18 Budget Workshop Follow-up

Victor Velasquez/Andrew Oftelie

Overview

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board on May 8, 2017.

13. Chief Executive Officer's Report

14. Committee Members' Reports

15. Closed Session

There are no Closed Session items scheduled.

16. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, July 6, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present

*Lori Donchak, Chair
Shawn Nelson, Vice Chairman
Andrew Do
Barbara Delgleize
Mark A. Murphy*

Staff Present

*Ken Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Olga Prado, Assistant Clerk of the Board
James Donich, General Counsel
OCTA Staff and Members of the General Public*

Committee Members Absent

*Todd Spitzer
Michelle Steel*

Call to Order

The May 1, 2017 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chair Donchak at 10:32 a.m.

Pledge of Allegiance

Director Do led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 4)

2. Approval of Minutes

A motion was made by Committee Vice Chairman Nelson, seconded by Director Do, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of April 3, 2017.



MINUTES

Regional Planning and Highways Committee Meeting

3. Amendment to the Master Plan of Arterial Highways

A motion was made by Committee Vice Chairman Nelson, seconded by Director Do, and declared passed by those present, to:

Recommendations

- A. Approve an amendment to the Master Plan of Arterial Highways for the facilities listed below. The proposed amendment will become final, contingent upon the Orange County Transportation Authority receiving documentation that the cities of Irvine, Lake Forest, Orange, and the County of Orange have amended their respective general plans, and have complied with the requirements of the California Environmental Quality Act.

County of Orange

- Reclassify Santiago Canyon Road from east of the State Route 241 northbound off-ramp, to Live Oak Canyon Road, from a primary (four-lane, divided) arterial to a collector (two-lane, undivided) arterial,
 - Delete the proposed Jeffrey Road extension between State Route 241 and Santiago Canyon Road, and
 - Delete the proposed Black Star Canyon Road between Santiago Canyon Road and the Orange/Riverside County line. If the originally proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendments processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority's Board of Directors for consideration.
- B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the amendment to the Master Plan of Arterial Highways.
- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.



MINUTES

Regional Planning and Highways Committee Meeting

4. Measure M2 Eligibility Review Recommendations for Fiscal Year 2015-16 Expenditure Reports and City of San Juan Capistrano's Maintenance of Effort Benchmark

A motion was made by Committee Vice Chairman Nelson, seconded by Director Do, and declared passed by those present, to:

Recommendations

- A. Approve fiscal year 2015-16 expenditure reports and find 35 local agencies eligible to receive Measure M2 revenues for fiscal year 2016-17.
- B. Approve the City of San Juan Capistrano's maintenance of effort benchmark adjustment for the fiscal year 2017-18 eligibility cycle.

Regular Calendar

5. Interstate 5/EI Toro Road Interchange Improvement Project Environmental Phase Update

Rose Casey, Director of Highway Programs, provided opening remarks and introduced Constantino Stamation, California Department of Transportation (Caltrans) Project Manager, who provided a PowerPoint presentation as follows:

- Project Location;
- Project Status;
- Project Description;
- Alternative 3;
- Alternative 4;
- Alternative 8;
- Alternative 12;
- Project Schedule for Environmental Phase; and
- Project Information.

A short discussion ensued regarding:

- Alternative 8 flyover;
- Three communities affected by the Alternative 8 flyover and when the communities input would be obtained;
- Caltrans is still collecting data for this project;
- Operation and streamlining the operation of an interchange will come later;
- The four proposed alternatives best meet the need and purpose out of 14 alternatives; and
- An important factor is minimizing the right-of-way impacts.



MINUTES

Regional Planning and Highways Committee Meeting

5. (Continued)

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

Discussion Items

6. Interstate 405 Improvement Project Update

Jeff Mills, Program Manager, provided a PowerPoint presentation as follows:

- Project Location
- Project Description;
- Background;
- Design-Builder Update;
- Right-of-Way (ROW) Acquisition Update;
- Utility Relocations Update;
- Financing Update;
- Public Outreach Update; and
- Next Steps.

Director Delgleize inquired about the size of the 305 ROW acquisition properties. Mr. Mills responded that at this point, no full acquisitions have been obtained, only “slivers” of properties, and staff can provide her that information.

No action was taken on this discussion item.

7. Chief Executive Officer's Report

Ken Phipps, Deputy Chief Executive Officer, reported that:

- Darrell Johnson, Chief Executive Officer, and Board Chairman Hennessey are traveling to Washington, D.C., as part of the Orange County Business Council's Annual Advocacy Trip to ensure the Orange County Transportation Authority's voice is heard in Washington.
- Good news were received from Washington, D.C., the Congressional leaders reached the broad government funding agreement for the remaining of fiscal year 2017. As part the agreement, Congress allocated \$2.4 billion for the Federal Transit Administration's Capital Investment Grant Program, \$50 million of which is for the OC Streetcar. In addition, the President is expected to sign the funding package.



MINUTES

Regional Planning and Highways Committee Meeting

8. Committee Members' Reports

There were no Committee Members' reports.

9. Closed Session

A Closed Session was not conducted at this meeting.

10. Adjournment

The meeting adjourned at 10:57 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, June 5, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Olga Prado
Assistant Clerk of the Board

Lori Donchak
Committee Chair



June 5, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to establish roles, responsibilities, and funding obligations for preparation of plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1753 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the use of an additional \$1.8 million in federal Surface Transportation Block Grant Program funds and the use of \$200,000 in Measure M2 funds, bringing the total funding committed for the plans, specifications, and estimates to \$17,500,000.
- C. Authorize staff to amend the Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above recommendation.

Discussion

The State Route 55 Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5) (Project) is part of Project F in the Measure M2 (M2) freeway program. The Next 10 Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016, identified the Project as one of the M2 freeway projects to be completed. The Project will add lanes in each direction between I-405 and I-5 and add auxiliary lanes between interchanges. The supplemental draft environmental document was circulated for public comment on April 3, 2017, and Alternative 3-Modified, which includes general purpose, high-occupancy vehicle, and auxiliary lanes, has been identified as the preferred alternative by the Project development team. Therefore, the Project is ready to proceed into the final design phase.

OCTA proposes to enter into a cooperative agreement with the California Department of Transportation (Caltrans) to define the roles and responsibilities of both agencies. OCTA is the implementing agency for the plans, specifications, and estimates (PS&E), and Caltrans will provide oversight and independent quality assurance of the PS&E production to ensure the Project meets Federal Highway Administration and Caltrans standards. Caltrans' oversight of the PS&E will be at no cost to OCTA.

To advance the overall Project schedule, Caltrans proposes to complete 35 percent PS&E upon execution of this agreement. Caltrans' design work will include the preparation and approval of reports to support exception to design standards decisions required to support alternative 3-modified, as proposed by Caltrans. This Caltrans work will be funded through the State Highway Operation and Preservation Program (SHOPP) at no cost to OCTA. OCTA's consultant designer will complete the PS&E using Caltrans' approved 35 percent complete design.

Caltrans will be responsible for the advertisement and award of the construction contract. As part of the PS&E phase, OCTA will reimburse Caltrans, in the amount of \$500,000, for the direct support costs associated with the final contract document packaging, advertisement, and award of the Project's construction contract. The construction phase roles, responsibilities, and funding will be the subject of a separate future cooperative agreement.

The existing OCTA funding for the PS&E phase of the Project was based on a different alternative, and includes \$12 million in federal Surface Transportation Block Grant Program (STBG) funds and \$3.5 million in SHOPP Funds.

The selected Project preferred alternative includes additional scope elements and design funding needs to be increased to perform additional work.

Consistent with Board-adopted Capital Programming Policies and the M2 ordinance which require that every effort be made to maximize state and federal funding for M2 projects, staff has developed a revised Project funding plan reflecting the updated cost estimates and incorporation of an additional federal funding source. Staff is recommending the use of an additional \$1.8 million in STBG funds to support the increase.

There is design work which will be performed by impacted utility companies that cannot be paid for with federal funds, so the use of \$200,000 in M2 funding is recommended to meet this need.

The approved state, federal, and M2 capital programming commitments for freeway projects are included in the Capital Funding Program for reference purposes (Attachment A).

Fiscal Impact

As a condition of this cooperative agreement, funding for Caltrans services for the final packaging, advertising, and award of the construction contract will be proposed in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0017-7519-FF101-0KU, and will be funded through federal STBG funds.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1753 with Caltrans, in the amount of \$500,000, to provide oversight of the PS&E, and to advertise and award the construction contract for the Project. Staff is also requesting the use of additional local (\$200,000) and federal (\$1.8 million) funds to meet the estimated PS&E cost for the Project.

Attachment

A. Capital Funding Program Report

Prepared by:



Ross Lew, P.E.
Program Manager
(714) 560-5775

Approved by:



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



Virginia Abadessa
Director, Contracts Administration
and Materials Management
(714) 560-5623



Capital Funding Program Report

Approved as of R } ^ Í , 201Ī

State Highway Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
I-5 from SR-55 to SR-57, Add 1 HOV lane each direction	A	\$37,058	\$28,949		\$2,800			\$5,309	
I-5 (I-405 to SR-55) capacity enhancement	B	\$8,000			\$8,000				
I-5 HOV lane each direction s/o PCH to San Juan Creek Rd.	C	\$70,658		\$20,789	\$11,796			\$38,073	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$90,388	\$43,735		\$31,688	\$1,600		\$13,365	
I-5 HOV, HOV lanes from s/o Av. Vista Hermosa to s/o PCH	C	\$68,711	\$46,779		\$13,472			\$8,460	
I-5 Widening (Alicia to El Toro) Seg 3	C	\$133,553			\$39,129			\$94,424	
I-5 Widening (Oso to Alicia) Segment 2	C	\$196,167			\$47,631			\$148,536	
I-5 Widening (SR-73 to Oso) Segment 1	C	\$136,421	\$78,030		\$28,167			\$30,224	
I-5 at Los Alisos / El Toro: add ramps	D	\$4,400			\$4,400				
I-5/Route 74 Interchange Landscaping/Replacement Planting	D	\$1,420	\$1,420						
SR-55 (I-5 to SR-91)	F	\$5,000			\$5,000				
SR-55 widening (I-5 to I-405) 1	F	\$24,023	\$3,700		\$13,800			\$6,523	
SR-57 Orangewood to Katella	G	\$2,500			\$2,500				
SR-91 WB connect existing auxiliary lanes, I-5 to SR-57	H	\$62,977		\$27,227				\$35,750	
SR-91 (SR-57 to SR-55) Operational Improvements	I	\$9,000			\$7,000			\$2,000	
SR-91 WB (SR-55 - Tustin Interchange) Improvements	I	\$46,270	\$18,270	\$14,000				\$14,000	
I-405 from SR-73 to I-605 Improvements	K	\$1,900,000		\$7,771	\$35,000	\$92,648		\$1,254,352	\$510,229
I-405 (I-5 to SR-55)	L	\$8,000			\$8,000				
I-405 s/b Aux. Lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328	\$2,328						
SR-74 widening, Calle Entradero-City/County line		\$42,694	\$5,513						\$37,181
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$10,000		\$5,285				\$25,620
State Highway Project Totals		\$2,890,473	\$238,724	\$69,787	\$263,668	\$94,248		\$1,651,016	\$573,030
State Funding Total		\$308,511							
Federal Funding Total		\$357,916							
Local Funding Total		\$2,224,046							
Total Funding (000's)		\$2,890,473							

State Highway Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
I-5/SR-74 Interchange Improvements	D	\$77,211	\$45,594	\$24,109			\$2,500		\$5,008
SR-57 n/b widening landscaping, SR-91 to Lambert Road	G	\$2,688						\$2,688	
SR-91 eastbound widening, SR-241 to SR-71	J	\$57,611				\$47,888			\$9,723
SR-91 w/b Rte 91/55 - e/o Weir Replacement Planting	J	\$2,898	\$2,898						
SR-91 Widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$77,510	\$59,573	\$17,937					
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	M1/G	\$34,428		\$24,127				\$10,301	
SR-57 N/B widening, SR-91 to Yorba Linda Boulevard	M1/G	\$50,659		\$40,925				\$9,734	



Capital Funding Program Report

State Highway Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
SR-57 N/B widening, Yorba Linda to Lambert Road	M1/G	\$52,709		\$41,250				\$11,459	
I-5 at Jamboree off ramp and auxiliary lane		\$8,485	\$8,485						
I-5 S/B AT OSO PKWY EXIT LANE & INTRCHNGE IMPROV		\$22,872	\$22,773						\$99
I-5 San Clemente Avenida Vaquero Soundwall		\$2,754	\$2,754						
I-5 soundwall, at El Camino Real		\$4,995	\$4,995						
I-5, Camino Capistrano Interchange Improvements		\$19,151	\$19,151						
SR-55 Continuous Access HOV restriping environmental		\$1,500							\$1,500
SR-55 southbound aux. lanes, Dyer Rd to MacArthur (env)		\$2,397	\$2,397						
SR-90 Imperial Hwy Enhancement & Mitigation Planting		\$1,669	\$1,669						
HOV Connectors from I-405 and I-605	M1	\$173,091		\$135,430	\$14,787		\$16,200		\$6,674
HOV Connectors from SR-22 to I-405	M1	\$115,878			\$64,375	\$49,625	\$1,878		
I-5at Gene Autry Way (west) - HOV Drop ramps	M1	\$68,199			\$35,644	\$9,883	\$8,601		\$14,071
State Highway Project Totals		\$776,705	\$170,289	\$283,778	\$114,806	\$107,396	\$29,179	\$34,182	\$37,075

State Funding Total	\$454,067
Federal Funding Total	\$222,202
Local Funding Total	\$100,436
Total Funding (000's)	\$776,705

Board Notes:

1. Requesting Board approval for \$0.2 million in Measure M2 and \$1.8 million in Surface Transportation Block Grant funding for the SR-55 widening (I-5 to I-405). Includes commitment of \$3.7 million of \$46.8 million in State Highway Operations and Protection Program (SHOPP) funds.

Acronyms:

M Code - M1 = Measure M1, otherwise Project Codes in Measure M2 Program
 STIP - State Transportation Improvement Program
 RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality
 M1/M2 - Measure M1/Measure M2
 I-5 - Interstate 5
 I-55 - Interstate 55
 I-57 - Interstate 57
 HOV - High-Occupancy Vehicle
 I-405 - Interstate 405
 PCH - Pacific Coast Highway
 Rd. - Road
 Av. - Avenue
 S/O - South of
 SR-73 - State Route 73
 SR-74 - State Route 74
 SR-91/Rte. 91 - State Route 91
 Aux. - Auxiliary
 N/B - Northbound
 SR-241 - State Route 241
 SR-71 - State Route 71
 E/O - East of
 SR-90 - State Route 90
 I-605 - Interstate 605



June 5, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the Orange County Flood Control District for the Railroad Grade Separation Projects

Overview

On May 25, 2010, the Orange County Transportation Authority entered into a cooperative agreement with the Orange County Flood Control District for project support services for the railroad grade separation projects located at Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/ Rose Drive, and Lakeview Avenue. Staff requests authorization to execute an amendment to this cooperative agreement for additional project support services during the construction closeout phase of the projects.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-9-0570 between the Orange County Transportation Authority and the Orange County Flood Control District, in the amount of \$120,000, to provide additional project support services for the railroad grade separation projects located at Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue, and to extend the term of the agreement through August 31, 2018. This will increase the cooperative agreement value to \$580,000.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with BNSF Railway, the cities of Anaheim, Fullerton, and Placentia, and the Orange County Flood Control District (OCFCD), is constructing five railroad grade separation projects to separate vehicular traffic from rail traffic to alleviate traffic congestion and enhance safety at the existing grade crossings along the Orangethorpe railroad corridor located at Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue.

The original cooperative agreement with OCFCD was executed on May 25, 2010, to define specific roles and responsibilities and reimburse OCFCD for providing project support services during design and construction of the five railroad grade separation projects.

With the construction completion of the Orangethorpe Avenue and Tustin Avenue/Rose Drive railroad grade separation projects in October 2016, and the Lakeview Avenue railroad grade separation project nearing completion in summer 2017, staff has initiated the right-of-way closeout for these projects. The closeout effort includes coordination with the OCFCD for eight utility easements that cross the Atwood Channel, which is owned by OCFCD. Since the eight utility easements were not included in the original cooperative agreement, OCFCD is requesting additional funding for project support services to review plats, legal descriptions, and appraisals. Additional administrative services to closeout the three projects and appraisal values for the utility easements are also included in the additional funding request.

OCTA staff will continue to oversee the OCFCD's project support service efforts and monitor the OCFCD's adherence to the agreed upon scope of services and costs.

The original agreement was entered into on May 25, 2010, in the amount of \$200,000, to provide support during design and construction of the five railroad grade separation projects. This support also includes plan reviews.

Proposed Amendment No. 5 to Cooperative Agreement No. C-9-0570, in the amount of \$120,000, is for additional project support services for the railroad grade separation projects located at Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue, for a total agreement value of \$580,000 (Attachment A).

Fiscal Impact

Funding for the project is included in OCTA's Fiscal Year 2016-17 Budget, Capital Programs Division, accounts 0017-7831-SO204-QKC, 0017-7831-SO205-QKC, and 0017-7831-SO206-QKC, and is funded with Measure M2 funds. This additional fund request has been anticipated and can be accommodated in the OC Bridges Railroad Grade Separation Program funding plan update approved by the Board of Directors on November 7, 2016.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-9-0570 with the Orange County Flood Control District, in the amount of \$120,000, for additional project support services for the railroad corridor grade separation projects and to extend the term of the cooperative agreement through August 31, 2018.

Attachment

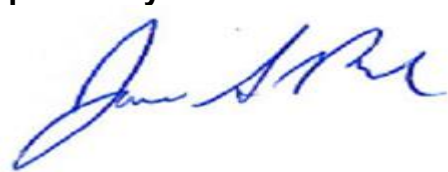
- A. Orange County Flood Control District, Cooperative Agreement No. C-9-0570 Fact Sheet

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Approved by:



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**Orange County Flood Control District
Cooperative Agreement No. C-9-0570 Fact Sheet**

1. May 25, 2010, Cooperative Agreement No. C-9-0570, \$200,000, approved by the Chief Executive Officer.
 - Orange County Flood Control District (OCFCD) to provide project support services for the five railroad grade separation projects located at Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue.
2. August 13, 2012, Amendment No. 1 to Cooperative Agreement No. C-9-0570, \$200,000, approved by the Board of Directors (Board).
 - OCFCD to provide additional project support services, including plan reviews for the five railroad grade separation projects.
3. December 16, 2013, Amendment No. 2 to Cooperative Agreement No. C-9-0570, \$20,000, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - OCFCD to provide additional project support services, including plan reviews for the five railroad grade separation projects.
4. July 30, 2014, Amendment No. 3 to Cooperative Agreement No. C-9-0570, \$20,000, approved by CAMM Department.
 - OCFCD to provide additional project support services, including plan reviews for the five railroad grade separation projects.
5. November 20, 2014, Amendment No. 4 to Cooperative Agreement No. C-9-0570, \$20,000, approved by CAMM Department.
 - OCFCD to provide additional project support services, including plan reviews for the five railroad grade separation projects.
6. June 12, 2017, Amendment No. 5 to Cooperative Agreement No. C-9-0570, \$120,000, pending Board approval.
 - OCFCD to provide additional project support services, including plats, legal descriptions, appraisal reviews, project closeout administrative services, and appraisal values for three railroad grade separation projects.
 - Extend the term by an additional 24 months through August 31, 2018.

Total committed to OCFCD after approval of Amendment No. 5 to Cooperative Agreement No. C-9-0570: \$580,000.



June 5, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Orange County Taxi Administration Program Update

Overview

Since 1998, the Orange County Transportation Authority has administered the Orange County Taxi Administration Program on behalf of the County of Orange and its 34 cities. The program, as it is designed today, is no longer financially sustainable. Working through the Orange County City Manager Association for the past eighteen months, a plan to fund the program through June 30, 2018, has been developed. Staff will continue to work with the county and cities to identify solutions that will allow them to continue to meet their statutory obligations for the regulation of the taxi industry.

Recommendation

Receive and file as an information item.

Background

The Orange County Taxi Administration Program (OCTAP) was created in 1998, at the request of members of the Orange County City Manager Association (OCCMA), to consolidate the licensing, application, and administrative functions of taxi regulation to assist the County of Orange and its 34 cities in meeting their statutory obligations. Government Code Section 53075.5 and Vehicle Code Section 21100, et seq., require counties and cities to protect the public health, safety, and welfare by adopting an ordinance or resolution to regulate taxicab transportation service operated within their jurisdiction. At a minimum, each city and county shall provide for a policy for entry into a taxicab business, issuance of driver permits, mandatory controlled substance and alcohol testing program, and establishment of rates for the provision of taxi services. Each city or county is authorized to levy service charges or fees in an amount sufficient to pay for the costs of carrying out the ordinance.

The Orange County Transportation Authority (OCTA) was requested to provide staff and administrative services to assist member agencies in the regulation of taxi services. OCTA has interagency agreements with Orange County and its 34 cities, which require the member agencies to adopt OCTAP regulations, appoint representatives to serve on the OCTAP Steering Committee and OCTAP Public Safety Committee, and enforce the OCTAP regulations. The OCTA Board of Directors (Board) sets the schedule of permit fees in the amount necessary to recover all costs incurred by OCTA in the administration of OCTAP.

OCTAP permit fee revenue has declined significantly, and there are insufficient funds to operate OCTAP through fiscal year 2017-18. This is not the only time that OCTAP was not financially sustainable. In November 2004, staff reported to the OCTA Board that the permit fees were not covering the full cost of administering OCTAP, and the Board increased the permit fees by 15 percent effective January 1, 2005, and on July 1 of the next two fiscal years, followed by an increase of four percent per fiscal year thereafter.

Discussion

As the recession hit, OCTAP permitted companies, vehicles, and drivers began to increase, peaking in fiscal year 2013-14. As a result, the permit fees being collected exceeded the cost to administer the program, and a reserve account was established which peaked at just over \$1 million. The OCTA Board waived the 4 percent permit fee increases during fiscal years 2011-12, 2012-13, and 2013-14. As transportation network companies, such as Uber and Lyft, gained in popularity, the number of permitted companies, vehicles, and drivers began to drop to fiscal year 2003-04 levels (Attachment A). Consequently, the reserve was used to balance the budget and is expected to be exhausted by the end of 2017.

In early 2016, OCTA staff began working with OCCMA when it became clear that the program was not financially sustainable. OCCMA created an ad-hoc committee to address this issue and has met with OCTA and taxi industry representatives several times over the last year. In June 2016, OCTA gave notice to the County of Orange and its 34 cities of its intent to withdraw as the administrator, effective July 1, 2017, absent a viable solution to financially sustain the program. On January 5, 2017, OCCMA requested OCTA to continue to administer OCTAP at the lowest “essential service” level possible through June 30, 2018.

As revenues declined, OCTA staff took steps to balance program costs. In 2015, staff was reduced from five to four full time employees. In the last 12 months, the following steps have been taken to balance costs of administering OCTAP:

- Eliminated Office Specialist position
- Reassigned 40 percent of OCTAP Administrator's time to Transit projects
- Reduced Transit Police Services contract costs based on a time-worked study
- Eliminated evening enforcement activities, thus reducing overtime
- A slight reduction of OCTA Administrative Fee due to staff reductions is anticipated

With these steps taken, OCTAP is staffed with 2.6 full time equivalent positions and is operating at an essential service level that meets statutory requirements and ensures OCTAP regulations are enforced. The essential services provided by OCTAP staff are summarized on Attachment B.

The estimated cost to administer OCTAP for fiscal year 2017-18 is \$628,692 (Attachment C, OCTAP Cash Flow). This amount is slightly lower than presented in the budget workshop which included salaries and benefits for three full time equivalent positions. The anticipated shortfall to operate through June 30, 2018 is estimated at \$166,800, which is slightly greater than presented in the budget workshop because more reserve funds are being spent in fiscal 2016-17 than originally anticipated. Moreover, this amount provides a buffer should revenue from permit fees be less than estimated.

During meetings with OCCMA, the shortfall amount was presented with a proposed funding formula based on population. Attachment D provides the amount each member agency would pay to meet the proposed shortfall. This funding plan was presented to OCCMA at their regular meeting on May 3, 2017, and there were no objections to the plan. To ensure funds are available to operate OCTAP, OCTA staff would bill OCTAP member agencies in October 2017 for their share, with a true up invoice issued in September 2018 should revenues decline greater than anticipated.

OCTAP is an effective model that delivers efficiencies benefitting all member agencies, as well as the taxi industry. However, due to the changing market place, the current model is not financially sustainable. OCTA staff will continue to work with OCTAP member agencies through OCCMA to develop a long-term solution for the regulation of taxicabs.

Summary

Due to a changing market place, the current OCTAP program is not financially sustainable. To operate OCTAP through June 30, 2018, additional funding, proposed to be provided by the member agencies, is required. OCTA staff will continue to work with OCCMA to develop a long-term solution to regulate taxicabs as required by California statute.

Attachments

- A. Orange County Taxi Administration Program Permitted Companies, Vehicles, and Drivers Fiscal Year 2003-04 through Fiscal Year 2016-17
- B. Orange County Taxi Administration Program Essential Services
- C. OCTAP Cash Flow
- D. Orange County Taxi Administration Program Member Agency Contributions Fiscal Year 2017-18

Prepared by:



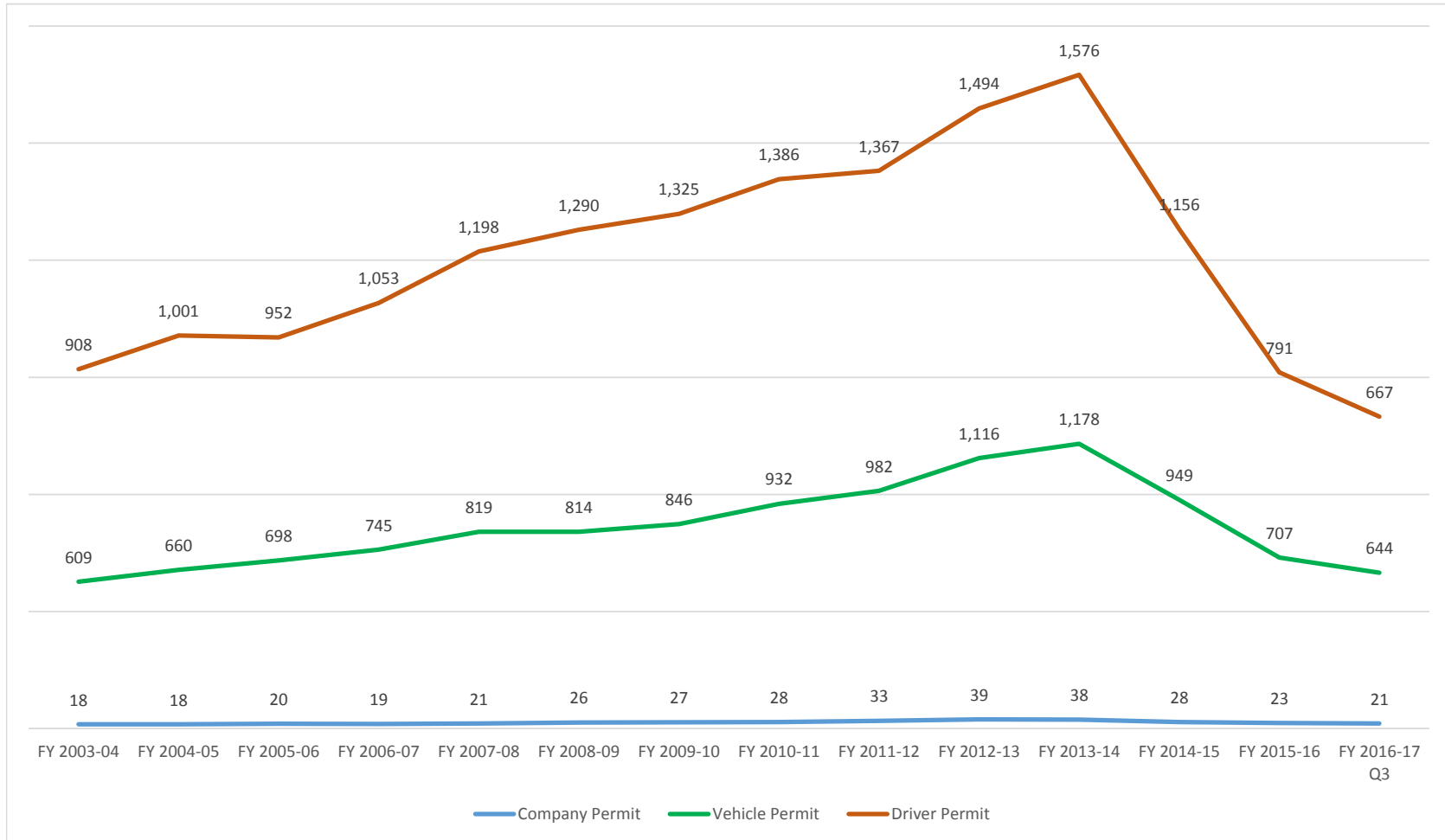
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Orange County Tax Administration Program Permitted Companies, Vehicles, and Drivers Fiscal Year 2003-04 through Fiscal Year 2016-17



**Orange County Taxi Administration Program
Essential Services**

Background Checks – Orange County Taxi Administration Program (OCTAP) staff ensures that all company principals and taxicab drivers have submitted to a Department of Justice (DOJ) criminal background check, that the applicant is enrolled in the DOJ Subsequent Arrest Program, and that the applicant's background check has been reviewed and cleared by the Transit Police Services (Orange County Sheriff's Department) before issuing an OCTAP permit.

Business Licenses – OCTAP staff ensures that a taxicab company possesses at least one valid business license before issuing a company permit.

Department of Motor Vehicles (DMV) Pull Notice – OCTAP staff monitors taxi companies to ensure that their drivers are enrolled in the California DMV Pull Notice Program, and that companies review and report any disqualifying conditions.

Drug and Alcohol Program – OCTAP staff ensures that all taxicab drivers are screened annually and are enrolled in an approved random drug and alcohol testing program. Subsequent random tests are also reviewed at least weekly.

Insurance – OCTAP staff ensures that all companies continuously maintain commercial liability insurance that is compliant with OCTAP requirements.

Permit Processing – OCTAP staff ensures that all permitting processes are completed, and that accurate determinations are made based on OCTAP regulations before issuing or denying an OCTAP permit. OCTAP monitors permit expiration dates, driver license expiration dates, drug and alcohol program enrollment dates, drug and alcohol program testing, DOJ background checks and subsequent arrest program notifications to assure continuous compliance with the OCTAP regulations. OCTAP staff initiates the suspension or revocation of permit holders that do not meet OCTAP regulation guidelines. OCTAP staff ensures that proper notification is made to applicants and permit holders who are subject to an administrative action and that the individual is made aware of their right to appeal. OCTAP staff coordinates appeals hearings as necessary/requested, prepares hearing materials and the OCTAP case, solicits hearing officers, and prepares hearing determination letters for hearing officer signature.

Service Standards – OCTAP staff reviews company policies as part of issuing a company permit and monitors companies for compliance with regulations related to 24-hour live dispatch, maintaining order and dispatch records, credit card processing, issuing customer receipts, lost and found articles, complaint handling, taxicab vehicle breakdowns with a passenger on board (stranded passengers), required vehicle markings, posting OCTAP permits, and requirements to disclose their OCTAP permit number on all materials.

Unsatisfied Judgments - OCTAP staff ensures that company owners, principal officers, and partners are checked for unsatisfied judgments annually, as a condition of maintaining an OCTAP company permit (check performed by and cleared by Orange County Transportation Authority (OCTA) legal counsel).

Vehicle Standards – OCTAP staff ensures that every OCTAP permitted vehicle passes an annual vehicle inspection, is randomly inspected at least one each year, and is inspected for probable cause when an issue is reported by a member of the public or by an OCTAP member agency representative.

Meetings and Hearings – OCTAP staff coordinates and prepares materials for all quarterly OCTAP Steering Committee and Safety Committee meetings, public hearings, appeals hearings, and other meetings.

Research and Recommendations – OCTAP staff conducts research and makes recommendations to the OCTAP Steering Committee and member agencies in a number of areas, including setting passenger fares and regulation guidelines, and responds to all requests for public information.

Member Agency Support – OCTAP staff issues alerts to member agencies informing them of revoked company permits or reports of bandit operators within their jurisdiction, as necessary. OCTAP staff also participate in coordinated high-profile enforcement events with member agencies upon request.

Office Facilities, Equipment, Supplies, and Services – OCTA provides and maintains the OCTAP facility located in Garden Grove, provides all office equipment and supplies, and all accounting, cleaning, employment, legal, marketing, media, payroll, printing, website, and other services necessary to employ OCTAP staff and provide OCTAP services.



OCTAP Cash Flow

Includes External Contribution

OCTAP	FY 2016-17	FY 2017-18	Variance FY18 - FY17
Beginning Cash Balance	461,890	145,650	(316,240)
Revenues			
Company Permits	30,820	28,853	(1,967)
Vehicle Permits/Re-Inspection	313,712	267,912	(45,800)
Driver Permits	112,471	71,476	(40,995)
Fines/Misc Revenue	16,534	1,200	(15,334)
Interest Income	6,015	3,550	(2,465)
Total Revenues	479,552	372,991	(106,561)
Expenses			
Salaries & Benefits	475,562	344,193	(131,369)
Administrative Fee	251,254	251,300	46
Services and Supplies	20,402	19,493	(909)
Security Services	33,574	3,706	(29,868)
Legal Fees	15,000	10,000	(5,000)
Total Expenses	795,792	628,692	(167,100)
Operating Surplus/Deficit	(316,240)	(255,701)	60,539
External Contribution	-	166,800	166,800
Ending Cash Balance	145,650	56,749	(88,901)

Orange County Taxi Administration Program

Member Agency Contributions

Fiscal Year 2017-18

City	2016 Population	Funding Share	Cost Recovery Based on Funding Share
Aliso Viejo	50,509	1.59%	\$ 2,646.83
Anaheim	358,136	11.25%	\$ 18,767.48
Brea	43,710	1.37%	\$ 2,290.54
Buena Park	83,347	2.62%	\$ 4,367.65
Costa Mesa	114,603	3.60%	\$ 6,005.57
Cypress	49,743	1.56%	\$ 2,606.69
Dana Point	33,415	1.05%	\$ 1,751.05
Fountain Valley	56,714	1.78%	\$ 2,972.00
Fullerton	142,457	4.48%	\$ 7,465.20
Garden Grove	177,303	5.57%	\$ 9,291.25
Huntington Beach	195,212	6.13%	\$ 10,229.74
Irvine	258,386	8.12%	\$ 13,540.26
Laguna Beach	23,617	0.74%	\$ 1,237.61
Laguna Hills	30,681	0.96%	\$ 1,607.78
Laguna Niguel	66,142	2.08%	\$ 3,466.05
Laguna Woods	16,213	0.51%	\$ 849.61
La Habra	62,064	1.95%	\$ 3,252.35
Lake Forest	83,910	2.64%	\$ 4,397.15
La Palma	16,057	0.50%	\$ 841.44
Los Alamitos	11,738	0.37%	\$ 615.11
Mission Viejo	96,701	3.04%	\$ 5,067.44
Newport Beach	84,270	2.65%	\$ 4,416.02
Orange	141,420	4.44%	\$ 7,410.86
Placentia	52,263	1.64%	\$ 2,738.75
Rancho Santa Margarita	48,516	1.52%	\$ 2,542.39
San Clemente	66,245	2.08%	\$ 3,471.45
San Juan Capistrano	36,085	1.13%	\$ 1,890.97
Santa Ana	342,930	10.77%	\$ 17,970.63
Seal Beach	25,078	0.79%	\$ 1,314.17
Stanton	39,751	1.25%	\$ 2,083.08
Tustin	82,717	2.60%	\$ 4,334.64
Villa Park	5,948	0.19%	\$ 311.69
Westminster	94,073	2.96%	\$ 4,929.73
Yorba Linda	67,637	2.12%	\$ 3,544.40
Balance of County (County of Orange)	125,420	3.94%	\$ 6,572.41
Totals	3,183,011	100.00%	\$ 166,800.00



June 5, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer *Darrell Johnson for*

Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2017

Overview

The Orange County Transportation Authority recently completed the semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for review and approval.

Recommendation

Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism the Orange County Transportation Authority (OCTA) uses to administer funding for street, road, signal, transit, and water quality projects. The CTFP contains a variety of funding programs and sources, including Measure M2 (M2) revenues and State-Local Partnership Program funds. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants.

As needed, OCTA staff meets with representatives from local agencies to review the status of projects and proposed changes in March and September of each year. This process is commonly referred to as the semi-annual review (SAR). The goals of the SAR process are to review project status, determine the continued viability of projects, address local agency concerns, confirm the availability of local match funds, and ensure timely closeout of all projects funded under the CTFP.

Discussion

The March 2017 SAR adjustments are itemized in Attachment A and further described in Attachment B. The CTFP adjustments include 17 delays, 27 timely-use of funds extension requests, nine scope changes, and two transfers. These changes affect ten percent of the overall program and 90 percent remains unchanged. In addition, OCTA has received seven timely-use of funds extension requests for Local Fair Share funds.

OCTA staff has identified several reasons for timely-use of funds extensions and other requested changes that include: unforeseen delays in acquiring right-of-way parcels, encroachment permits required from the California Department of Transportation, unanticipated utility conflicts, and additional coordination needed between contractors and participating agencies.

Since the start of M2, OCTA has issued a number of calls for projects and awarded \$369.6 million in competitive funds for the following programs:

- M2 Regional Capacity Program (Project O)
- Traffic Signal Synchronization Program (Project P)
- Environmental Cleanup Program (Project X)
- Community-Based Transit Circulators (Project V)
- Safe Transit Stops (Project W)

Below is a summary of the CTFP allocations using M2 funds, comparing the last SAR changes with the proposed changes in the March 2017 SAR. As of March 2017, 81 percent of project have been initiated or are in some stage of completion. Another 19 percent of the projects will be underway in the next two years.

M2 CTFP Summary				
Project Status	September 2016		March 2017	
	Project Phases	Allocations	Project Phases	Allocations ¹ (after adjustments)
Planned ²	138	\$116.4	101	\$85.4
Started ³	163	\$151.8	170	\$156.0
Pending ⁴	84	\$40.0	75	\$46.5
Completed ⁵	157	\$61.4	196	\$81.7
Total Allocations	542	\$369.6	542	\$369.6

1. Allocations in millions, pending Board of Directors approval of the March 2017 SAR.

2. Planned - indicates that funds have not been obligated and/or are pending contract award.

3. Started - indicates that the project is underway and funds are obligated.

4. Pending - indicates that the project work is completed and the final report submittal/approval is pending.

5. Completed - indicates that the project work is complete, final report approved, and final payment has been made.

Local agencies started 44 project phases and closed out 39 project phases between September 2016 and March 2017.

Summary

OCTA has recently reviewed the status of grant-funded streets and roads projects funded through the CTFP. Staff recommends approval of the project adjustments requested by local agencies including 17 delays, 27 timely-use of funds extension requests, nine scope changes, and two transfers for CTFP projects. In addition, seven timely-use of funds extension requests for Local Fair Share funds are recommended. The next SAR is currently scheduled for September 2017.

Attachments

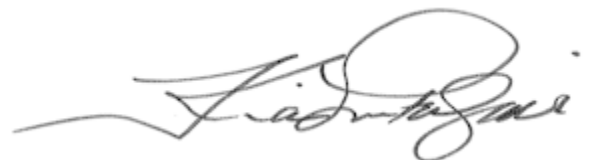
- A. Comprehensive Transportation Funding Programs, March 2017 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs, March 2017 Semi-Annual Review Adjustment Request Descriptions

Prepared by:



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Approved by:



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Comprehensive Transportation Funding Programs
March 2017 Semi-Annual Review Adjustment Requests

Delay Requests								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay	Proposed FY
Anaheim	15-ANAH-ICE-3764	O	Ball Road and Anaheim Boulevard Intersection	C	FY 2016-17	\$ 2,886,658	24 Months	FY 2018-19
Costa Mesa	16-CMSA-ACE-3803	O	Newport Boulevard Widening (19th Street to Superior Avenue)	E	FY 2016-17	\$ 281,250	24 Months	FY 2018-19
Costa Mesa	16-CMSA-ACE-3804	O	Wilson Street Widening (College Avenue to Fairview Road)	E	FY 2016-17	\$ 281,250	24 Months	FY 2018-19
Costa Mesa	16-CMSA-TSP-3790	P	Fairview Road Signal Synchronization	I	FY 2016-17	\$ 1,629,870	24 Months	FY 2018-19
Costa Mesa	16-CMSA-TSP-3790	P	Fairview Road Signal Synchronization	O&M	FY 2017-18	\$ 65,280	24 Months	FY 2019-20
County of Orange	16-ORCO-ICE-3805	O	Oso Parkway and Antonio Parkway Intersection Improvements	C	FY 2016-17	\$ 792,669	24 Months	FY 2018-19
Irvine	14-IRVN-ICE-3716	O	Jamboree Road and Barranca Parkway Intersection Improvements	C	FY 2016-17	\$ 381,566	24 Months	FY 2018-19
La Habra	16-LHAB-ICE-3809	O	Whittier Boulevard and Hacienda Road Intersection Improvements	C	FY 2016-17	\$ 1,230,548	24 Months	FY 2018-19
La Palma	16-LPMA-ACE-3810	O	La Palma Avenue and Del Amo Boulevard over Coyote Creek Bridge - PA&ED component	E	FY 2016-17	\$ 375,000	24 Months	FY 2018-19
La Palma	16-LPMA-ACE-3810	O	La Palma Avenue and Del Amo Boulevard over Coyote Creek Bridge - PS&E component	E	FY 2018-19	\$ 600,000	24 Months	FY 2020-21
Lake Forest	16-LFOR-CBT-3830	V	Shuttle Service Between Train Station and Oakley	O&M	FY 2016-17	\$ 43,320	24 Months	FY 2018-19
OCTA	15-OCTA-TSP-3774	P	Alicia Parkway Signal Synchronization	O&M	FY 2016-17	\$ 92,800	24 Months	FY 2018-19
OCTA	15-OCTA-TSP-3783	P	Chapman Avenue Corridor Signal Synchronization	O&M	FY 2016-17	\$ 155,200	24 Months	FY 2018-19
OCTA	15-OCTA-TSP-3786	P	Westminster Avenue and 17th Street Corridor Signal Synchronization	O&M	FY 2016-17	\$ 115,200	24 Months	FY 2018-19
Santa Ana	15-SNTA-ACE-3787	O	Bristol Street Widening (Civic Center Drive to Washington Avenue)	C	FY 2016-17	\$ 2,485,597	24 Months	FY 2018-19
Santa Ana	15-SNTA-ACE-3788	O	Bristol Street Widening (Warner Avenue to Saint Andrew Place)	C	FY 2016-17	\$ 5,629,845	24 Months	FY 2018-19
Santa Ana	16-SNTA-ACE-3814	O	Warner Avenue Improvements & Widening (Main Street to Oak Street)	R	FY 2016-17	\$ 5,200,000	24 Months	FY 2018-19
Delays - Total Phase Allocations (17)						\$ 22,246,053		

FY - Fiscal year

C - Construction

E- Engineering

I - Primary implementation

O&M - Operations & maintenance

R - Right-of-way

Project O - Regional Capacity Program

Project P - Regional Traffic Signal Synchronization Program

Project V - Community-Based Transit/Circulators

PA&ED - Project approval and environmental document

PS&E - Plans, specifications, and estimate

OCTA - Orange County Transportation Authority

Comprehensive Transportation Funding Programs (CTFP)

March 2017 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - Comprehensive Transportation Funding Programs								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension	Proposed Expenditure Deadline
Anaheim	13-ANAH-ACE-3650	O	Brookhurst Street Widening (Interstate 5 to State Route 91)	R	FY 2013-14	\$ 10,563,632	24 Months	14-May-19
Anaheim	14-ANAH-TSP-3701	P	Anaheim Boulevard Signal Synchronization	I	FY 2014-15	\$ 696,860	24 Months	2-Jun-20
Anaheim	14-ANAH-TSP-3701	P	Anaheim Boulevard Signal Synchronization	O&M	FY 2015-16	\$ 91,080	24 Months	2-Jun-20
Anaheim	14-ANAH-TSP-3705	P	Orangewood Avenue Signal Synchronization (Harbor Boulevard to Batavia Street)	I	FY 2014-15	\$ 615,520	24 Months	16-Jun-20
Anaheim	14-ANAH-TSP-3705	P	Orangewood Avenue Signal Synchronization (Harbor Boulevard to Batavia Street)	O&M	FY 2015-16	\$ 67,808	24 Months	16-Jun-20
Anaheim	15-ANAH-TSP-3765	P	La Palma Avenue Signal Synchronization (Woodland Drive to Chrisden Street)	I	FY 2015-16	\$ 2,313,922	24 Months	17-May-21
Anaheim	15-ANAH-TSP-3765	P	La Palma Avenue Signal Synchronization (Woodland Drive to Chrisden Street)	O&M	FY 2016-17	\$ 204,224	24 Months	17-May-21
County of Orange	14-ORCO-ACE-3727	O	Brea Boulevard and Brea Canyon Road Widening Improvements	E	FY 2014-15	\$ 2,308,500	24 Months	13-Jun-19
County of Orange	14-ORCO-ECP-3739	X	Wagon Wheel Creek Restoration and Stormwater Management	C	FY 2014-15	\$ 1,020,030	24 Months	25-Aug-19
OCTA	13-OCTA-TSP-3663	P	Adams Avenue Signal Synchronization (Lake Street to Fairview Road)	O&M	FY 2014-15	\$ 35,904	24 Months	20-May-19
OCTA	13-OCTA-TSP-3664	P	Antonio Parkway Signal Synchronization (Ortega Highway to Santa Margarita Parkway)	O&M	FY 2014-15	\$ 62,400	24 Months	16-Jun-19
OCTA	13-OCTA-TSP-3665	P	Bake Parkway Signal Synchronization (Irvine Center Drive to Portola Parkway)	I	FY 2013-14	\$ 496,123	24 Months	16-Jun-19
OCTA	13-OCTA-TSP-3665	P	Bake Parkway Signal Synchronization (Irvine Center Drive to Portola Parkway)	O&M	FY 2014-15	\$ 36,480	24 Months	16-Jun-19
OCTA	13-OCTA-TSP-3666	P	Kraemer Boulevard Signal Synchronization	I	FY 2013-14	\$ 2,275,120	24 Months	1-Jun-19
OCTA	13-OCTA-TSP-3666	P	Kraemer Boulevard Signal Synchronization	O&M	FY 2014-15	\$ 158,400	24 Months	1-Jun-19
OCTA	13-OCTA-TSP-3667	P	Newport Avenue and Newport Boulevard Signal Synchronization (North)	I	FY 2013-14	\$ 886,141	24 Months	23-Jun-19
OCTA	13-OCTA-TSP-3667	P	Newport Avenue and Newport Boulevard Signal Synchronization (North)	O&M	FY 2014-15	\$ 59,904	24 Months	23-Jun-19
OCTA	13-OCTA-TSP-3668	P	Newport Boulevard Signal Synchronization (South)	I	FY 2013-14	\$ 1,287,976	24 Months	30-Jun-19
OCTA	13-OCTA-TSP-3668	P	Newport Boulevard Signal Synchronization (South)	O&M	FY 2014-15	\$ 16,620	24 Months	30-Jun-19
OCTA	13-OCTA-TSP-3669	P	Jeronimo Road Signal Synchronization (Lake Forest Drive to Olympiad Road)	O&M	FY 2014-15	\$ 28,800	24 Months	20-May-19
OCTA	13-OCTA-TSP-3671	P	Trabuco Road Signal Synchronization (Paseo Sombra to Marguerite Parkway)	O&M	FY 2014-15	\$ 26,880	24 Months	11-Apr-19
OCTA	13-OCTA-TSP-3670	P	State College Boulevard Signal Synchronization (Via Burton to Garden Grove Boulevard)	I	FY 2013-14	\$ 895,979	24 Months	1-Jun-19

Comprehensive Transportation Funding Programs (CTFP)

March 2017 Semi-Annual Review Adjustment Requests

Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension	Proposed Expenditure Deadline
OCTA	13-OCTA-TSP-3670	P	State College Boulevard Signal Synchronization (Via Burton to Garden Grove Boulevard)	O&M	FY 2014-15	\$ 145,600	24 Months	1-Jun-19
Santa Ana	13-SNTA-ACE-3658	O	Warner Avenue Widening (Main Street to Oak Street)	E	FY 2013-14	\$ 323,775	24 Months	30-Apr-19
Santa Ana	14-SNTA-TSP-3710	P	Harbor Boulevard Corridor Signal Synchronization	I	FY 2014-15	\$ 1,769,520	24 Months	21-Apr-20
Santa Ana	14-SNTA-TSP-3710	P	Harbor Boulevard Corridor Signal Synchronization	O&M	FY 2015-16	\$ 82,560	24 Months	21-Apr-20
Seal Beach	13-SBCH-TSP-3673	P	Seal Beach TMC Relocation and Fiber Optic Bridge Gap	I	FY 2013-14	\$ 500,320	12 Months	14-Apr-18
CTFP Timely-Use of Funds Extensions (27) - Total Phase Allocations						\$ 26,970,078		

FY - Fiscal year

C - Construction

E- Engineering

I- Primary implementation

O&M - Operations and maintenance

R - Right of Way

Project O - Regional Capacity Program

Project P - Regional Traffic Signal Synchronization Program

Project X - Environmental Cleanup Program

Comprehensive Transportation Funding Programs
March 2017 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Request(s) - LFS							
Agency	Project Number	Project	Project Title	Phase	Current FY	Proposed Allocation Extension	Proposed Time Extension
Aliso Viejo	N/A	Q	Several City Projects	N/A	FY 2013-14	\$ 287,940	24 Months
Aliso Viejo	N/A	Q	Several City Projects	N/A	FY 2014-15	\$ 99,083	24 Months
Santa Ana	N/A	Q	Several City Projects	N/A	FY 2013-14	\$ 710,483	24 Months
Santa Ana	N/A	Q	Several City Projects	N/A	FY 2014-15	\$ 690,832	24 Months
Stanton	N/A	Q	Several City Projects	N/A	FY 2013-14	\$ 137,701	12 Months
Stanton	N/A	Q	Several City Projects	N/A	FY 2014-15	\$ 74,989	12 Months
Yorba Linda	N/A	Q	Several City Projects	N/A	FY 2014-15	\$ 135,735	24 Months
LFS-Timely Use of Funds Extensions - Total Phase Allocations						\$ 2,136,763	

LFS - Local Fair Share

FY - Fiscal year

N/A - Not applicable

Project Q - Local Fair Share Program

Comprehensive Transportation Funding Programs
March 2017 Semi-Annual Review Adjustment Requests

Scope Change Requests						
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation
County of Orange	16-ORCO-ECP-3850	X	Trash Booms Phase I	C	FY 2016-17	\$ 200,000
Fullerton	11-FULL-TSP-3550	P	Euclid Street Corridor Signal Synchronization	I	FY 2011-12	\$ 841,600
Fullerton	12-FULL-TSP-3608	P	Brea Boulevard Signal Synchronization	I	FY 2012-13	\$ 281,600
Fullerton	12-FULL-TSP-3609	P	Commonwealth Avenue Signal Synchronization	I	FY 2012-13	\$ 528,000
OCTA	13-OCTA-TSP-3671	P	Trabuco Road Signal Synchronization	I	FY 2013-14	\$ 240,091
OCTA	14-OCTA-TSP-3704	P	Bristol Street Signal Synchronization	I	FY 2014-15	\$ 1,805,900
OCTA	15-OCTA-TSP-3786	P	Westminster Avenue and 17th Street Corridor Signal Synchronization	I	FY 2015-16	\$ 2,704,902
Orange	16-ORNG-ECP-3856	X	Orangewood Avenue Bio Clean Unit Installation	C	FY 2016-17	\$ 150,000
Westminster	16-WEST-ECP-3859	X	Catch Basin Screen Installation	C	FY 2016-17	\$ 86,250
Scope Changes (9) - Total Phase Allocations						\$ 6,838,343

FY - Fiscal year

C - Construction

I - Primary implementation

Project P - Regional Traffic Signal Synchronization Program

Project X - Environmental Cleanup Program

Comprehensive Transportation Funding Programs
 March 2017 Semi-Annual Review Adjustment Requests

Transfer Requests								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation
Newport Beach	16-NBCH-CBT-3832	V	Balboa Peninsula Trolley	CAP	FY 2016-17	\$ 507,871	\$ (145,311)	\$ 362,560
Newport Beach	16-NBCH-CBT-3832	V	Balboa Peninsula Trolley	OPS	Multiple	\$ 177,583	\$ 145,311	\$ 322,894
Transfer Requests (2) - Total Phase Allocations						\$ 685,454	\$ -	\$ 685,454

FY - Fiscal year

CAP - Capital

OPS - Operations

Project V - Community-Based Transit/Circulators

**Comprehensive Transportation Funding Programs
March 2017 Semi-Annual Review Adjustment Request Descriptions**

Delays

Local agencies may request a one-time delay of up to 24-months to obligate funds. During this semi-annual review cycle, 17 delays have been submitted.

The City of Anaheim is requesting a 24-month delay for the construction phase of the Ball Road and Anaheim Boulevard Intersection project (15-ANAH-ICE-3764). The City is requesting the delay due to unexpected conditions that occurred during the acquisition of the right-of-way (ROW). The additional time will provide the City with the necessary time to complete the ROW phase. The City anticipates starting construction within 24-months.

The City of Costa Mesa is requesting a 24-month delay on the following four phases due to their current volume of work combined with limited staff resources:

- The engineering phase of the Newport Boulevard widening project from 19th Street to Superior Avenue (16-CMSA-ACE-3803)
- The engineering phase of the Wilson Street widening project from College Avenue to Fairview Road (16-CMSA-ACE-3804)
- Both the primary implementation and operations and maintenance phases of the Fairview Road Signal Synchronization Project (16-CMSA-TSP-3790)

The County of Orange (County) is requesting a 24-month delay for awarding the construction contract for the Oso Parkway and Antonio Parkway Intersection Improvements Project (16-ORCO-ICE-3805). The delay is requested due to anticipated complications from another project in the area, Oso Parkway Bridge Project, which is scheduled to commence in the fall 2017. If constructed concurrently, this has the potential to cause traffic delays. The additional 24-months will allow for the completion of the bridge project prior to the County starting construction on this project.

The City of Irvine is requesting a 24-month delay for the construction phase of the Jamboree Road and Barranca Parkway Intersection Improvements Project (14-IRVN-ICE-3716). Unforeseen delays in acquiring ROW have caused the City to be unable to meet the grant funding requirement award deadline. The delay will allow sufficient time for the City to complete ROW and award the construction phase.

The City of La Habra is requesting a 24-month delay of funds for the construction phase of the Whittier Boulevard and Hacienda Road Intersection Improvements Project (16-LHAB-ICE-3809). The construction phase is set to start after the completion of the ROW phase which is not scheduled to be completed until December 2017. The additional time will allow the City additional time necessary to complete the ROW phase, finalize the construction bid documents, and award the construction contract.

Comprehensive Transportation Funding Programs March 2017 Semi-Annual Review Adjustment Request Descriptions

The City of La Palma is requesting a 24-month delay for the contract award for both the project approval and environmental document (PA&ED) and plans, specifications, and estimate (PS&E) engineering phases of the La Palma Avenue and Del Amo Boulevard over Coyote Creek Bridge Replacement Project (16-LPMA-ACE-3810). This project is a collaborated project with the City of Cerritos. The City previously anticipated receiving funding for their portion of the engineering phase from Los Angeles County's Measure R, which did not materialize. The City is actively pursuing alternative funding sources for this project. The City of La Palma's PA&ED delay request will allow the City of Cerritos additional time to secure funding for their portion of the project. The PS&E phase will subsequently be delayed as final PS&E cannot start until PA&ED tasks are complete.

The City of Lake Forest is requesting a delay of 24-months for the operations phase of the Shuttle Service between Train Station and Oakley Project (16-LFOR-CBT-3830). The additional time is needed in order to allow Oakley more time to promote the shuttle service and to grow interest and ridership.

The Orange County Transportation Authority (OCTA), as the administrative lead agency for the cities of Aliso Viejo, Garden Grove, Laguna Hills, Laguna Niguel, Mission Viejo, Orange, Santa Ana, Seal Beach, Tustin, Westminster, and the County is requesting a delay of 24-months. The additional time will enable OCTA time to complete the efforts necessary to complete the primary implementation phases. The requested delays are for the operations and maintenance phases of the following three projects:

- Alicia Parkway Signal Synchronization Project (15-OCTA-TSP-3774)
- Chapman Avenue Corridor Signal Synchronization Project (15-OCTA-TSP-3783)
- Westminster Avenue and 17th Street Corridor Signal Synchronization Project (15-OCTA-TSP-3786)

The City of Santa is requesting a 24-month delay on the following three phases:

- The construction phases of Bristol Street Widening project from Civic Center to Washington Avenue (15-SNTA-ACE-3787) and the Bristol Street Widening Project from Warner Avenue to Saint Andrew Place (15-SNTA-ACE-3788). The City continues to work on ROW phase and will need additional time before construction contract can be awarded.
- The ROW phase for Warner Avenue Widening Project from Main Street to Oak Street (16-SNTA-ACE-3814). Additional time is needed in order to secure additional funds. The City will begin the ROW acquisition process in fiscal year (FY) 2017-18.

Comprehensive Transportation Funding Programs March 2017 Semi-Annual Review Adjustment Request Descriptions

Timely-Use of Funds Extensions

Once obligated, the Combined Transportation Funding Programs (CTFP) funds expire 36 months from the contract award date. Per the CTFP Guidelines, local agencies may request extensions up to 24-months through the semi-annual review. During this semi-annual review cycle, 27 timely-use of funds extension requests were submitted for CTFP projects.

The City of Anaheim is requesting a 24-month timely use of funds extensions for the following seven project phases:

- The ROW phase of the Brookhurst Street Improvement Project, from Interstate 5 to State Route 91, (13-ANAH-ACE-3650) from May 2017 to May 2019. The project requires a transfer of ROW from the City of Anaheim to the State of California Department of Transportation (Caltrans). Caltrans requires the street improvements to be constructed before the transfer of ROW. The project is currently under construction and is anticipated to be completed in November 2017. The additional time would enable the City to complete the construction and subsequently transfer of vesting the ROW to Caltrans.
- Anaheim Boulevard Signal Synchronization Project (14-ANAH-TSP-3701) for both the primary implementation and operations and maintenance phase from June 2018 to June 2020. The contractor has been experiencing longer than expected delays for procuring and integrating specialized performance measure equipment.
- Orangewood Avenue Signal Synchronization Project (14-ANAH-TSP-3705) for both the primary implementation and operations and maintenance phase from June 2018 to June 2020. The contractor has been experiencing longer than expected delays for installing traffic signal cabinet foundations and integrating wireless communications equipment.
- La Palma Avenue Signal Synchronization Project (15-ANAH-TSP-3765) for both the primary implementation and operations and maintenance phase from May 2019 to May 2021. The contractor has been experiencing longer than expected delays for procuring armored fiber optic cable.

The County is requesting a 24-month timely use of funds extension for the Brea Boulevard and Brea Canyon Road Widening Improvements Project (14-ORCO-ACE-3727) from June 2017 to June 2019. The engineering phase commenced shortly after grant award and a preferred alignment has been studied and selected. Preliminary engineering studies and findings identified several environmental and ROW factors that have major impacts to the design, environmental, drainage, ROW, utilities and construction cost aspects of the project. The additional time will enable the County to complete investigations and studies needed to complete the design phase.

Comprehensive Transportation Funding Programs March 2017 Semi-Annual Review Adjustment Request Descriptions

Orange County Parks, on behalf of the County, is requesting a 24-month funds extension for the Wagon Wheel Creek Restoration and Stormwater Management Project (14-ORCO-ECP-3739) from August 2017 to August 2019. The project schedule has been lengthened due to delays in the procurement and regulatory permit processes. Several rain delays and forthcoming rain events have also impacted the construction schedule. A time extension is needed to ensure the construction, plant maintenance, and all the construction close-out items are completed before the grant funds expires.

OCTA, as the administrative lead agency for the cities of Anaheim, Brea, Costa Mesa, County, Huntington Beach, Lake Forest, Mission Viejo, Newport Beach, Orange, Placentia, Rancho Santa Margarita, Santa Ana, and Tustin, is requesting a 24-month timely use of funds extension for the following projects:

- Adams Avenue Signal Synchronization Project (13-OCTA-TSP-3663) and Antonio Parkway Signal Synchronization Project (13-OCTA-TSP-3664) for the operations and maintenance phases from May 2017 to May 2019, and June 2017 to June 2019, respectively. Delays were caused due to the coordination with Caltrans in sharing of communications facilities. A separate cooperative agreement between the agencies and Caltrans needs to be executed before work can be started or finished.
- Bake Parkway Signal Synchronization Project (13-OCTA-TSP-3665) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Delays were caused due to unforeseen circumstances faced during the construction phase, which delays the schedule for both phases.
- Kraemer Boulevard Signal Synchronization Project (13-OCTA-TSP-3666) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Additional time was needed for negotiations with Caltrans for an encroachment permit in order to install required communications equipment that transects their ROW. Other utility and agency issues also contributed to the delay in construction.
- Newport Avenue and Newport Boulevard Signal Synchronization (North) Project (13-OCTA-TSP-3667) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Additional time is needed due to delays caused by the necessary coordination with Caltrans to utilize their facilities to bring communication back to the County's Traffic Management Center (TMC).
- Newport Boulevard Signal Synchronization (South) Project (13-OCTA-TSP-3668) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. Delays were caused by required coordination with Caltrans to enter into a cooperative agreement to install equipment in their ROW.

Comprehensive Transportation Funding Programs March 2017 Semi-Annual Review Adjustment Request Descriptions

- Jeronimo Road Signal Synchronization Project (13-OCTA-TSP-3669) and Trabuco Road Signal Synchronization Project (13-OCTA-TSP-3671) for the operations and maintenance phases from April 2017 to April 2019 and May 2017 to May 2019 respectively. The additional time is needed to execute cooperative agreements with the participating agencies.
- State College Boulevard Signal Synchronization Project (13-OCTA-TSP-3670) for both primary implementation and operations and maintenance phases from June 2017 to June 2019. The additional time is needed due to delays caused by faulty equipment that had to be repaired.

The City of Santa Ana is requesting a 24-month timely use of funds extension for three phases:

- The engineering phase of the Warner Avenue Widening Project from Main Street to Oak Street (13 -SNTA-ACE-3658) from April 2017 to April 2019. The additional time will provide the City the opportunity to modify the final plans addressing the changes during the latest coordination with OCTA.
- The Harbor Boulevard Corridor Signal Synchronization Project (14-SNTA-TSP-3710) for both primary implementation and operations and maintenance phases from April 2018 to April 2020. A major construction delay was encountered in Costa Mesa where the contractor discovered a long segment of damaged conduit that was intended to be used for the installation of new fiber optic cable. The contractor has determined that the conduit needs to be repaired or replaced.

The City of Seal Beach is requesting a 12-month timely use of funds extension for the primary implementation phase of TMC Relocation and Fiber Optic Bridge Gap Project (13-SBCH-TSP-3673) from April 2017 to April 2018. Additional time is necessary to resolve outstanding issues with the contractor.

Local Fair Share (LFS) Timely-Use of Funds Extensions

The City of Aliso Viejo received \$583,666 of LFS funds in fiscal year (FY) 2013-14 and \$619,100 in FY 2014-15. The City is requesting a one-time 24-month timely-use of funds extension of \$287,940 of LFS funds remaining from FY 2013-14, and \$99,083 remaining from FY 2014-15. The total funds being considered for extension, \$387,023. were disbursed in four separate installments: \$96,009 disbursed on March 11, 2014 and must be expended by March 11, 2019; \$89,898 disbursed on May 15, 2014 and must be expended by May 15, 2019; \$102,033 disbursed on June 30, 2014 and must be expended by June 30, 2019; and \$99,083 disbursed on September 9, 2014 and must be expended by September 9, 2019. The extension will provide the City the ability to expend the funds on specific projects beyond the initial expenditures deadline.

Comprehensive Transportation Funding Programs March 2017 Semi-Annual Review Adjustment Request Descriptions

The City of Santa Ana received \$4,064,201 of LFS funds in FY 2013-14 and \$4,307,484 in FY 2014-15. The City is requesting a one-time 24-month timely-use of funds extension of \$710,483 of LFS funds remaining from FY 2013-14 and \$690,832 from FY 2014-15. The total funds being considered for extension, \$1,401,315, were disbursed in two separate installments: \$710,483 disbursed on June 30, 2014, and must be expended by June 30, 2019; and \$690,832 disbursed on September 9, 2014, and must be expended by September 9, 2019. The extension will provide the City the ability to complete project phases and pay invoices beyond the initial expenditure deadlines.

The City of Stanton received \$463,286 of LFS funds in FY 2013-14 and \$466,536 in FY 2014-15. The City is requesting a one-time 24-month timely-use of funds extension of \$134,597 of LFS funds, plus \$3,104 of interest earned on LFS funds remaining from FY 2013-14 and \$74,989 from FY 2014-15. The funds were disbursed in four separate installments: \$53,608 of the unspent balance disbursed on May 15, 2014, and must be expended by May 15, 2019; \$80,989, disbursed on June 30, 2014, and the LFS funds, plus the \$3,104 interest earned must be expended by June 30, 2019; \$74,989 disbursed on September 9, 2014, and must be expended by September 9, 2019. The extension will provide the City the ability to expend the funds on specific projects beyond the initial expenditures deadline.

The City of Yorba Linda received \$933,270 of LFS funds in FY 2014-15 and is requesting a one-time 24-month timely-use of funds extension of \$135,735. The funds were disbursed in one installment: \$135,735 of the unspent balance disbursed on September 9, 2014 and must be expended by September 9, 2019. The extension will provide the City the ability to expend the funds on specific projects beyond the initial expenditures deadline.

Scope Change

The County is requesting a scope adjustment to amend the quantities and locations for the Trash Booms Phase I Project (16-ORCO-ECP-3850). The County originally proposed six new locations and five re-install locations for trash. However, three of these proposed new locations are situated in earthen unimproved trapezoidal flood control channels that may undergo major improvements within the next two to five years. Therefore, the installation in these locations will be deferred. Additionally three re-install locations have been identified for a total of eight booms to be reinstalled and three new locations.

The City of Fullerton, acting as administrative lead agency for Caltrans and the cities of La Habra, Anaheim, Garden Grove, Santa Ana and Fountain Valley is requesting a scope change for the primary implementation phase of the Euclid Street Corridor Signal Synchronization Project (11-FULL-TSP-3550). The scope changes include three main categories. First, reconfiguration of the proposed communications network to utilize existing hardwire interconnect or unappropriated fiber-optic cables along the project corridor to supplement the proposed fiber-optic cable installation. Prior to being connected, fiber identification and integrity testing procedures were conducted on the re-purposed cables. No additional funding is requested since the cost to conduct the fiber integrity testing and re-pull the existing cables is offset by the savings in the fiber cable

Comprehensive Transportation Funding Programs March 2017 Semi-Annual Review Adjustment Request Descriptions

acquisition cost. Additionally, utilization of controller equipment/software upgrades in lieu of complete equipment change outs for relatively newer traffic signal controllers throughout the project corridor. Lastly, an additional wireless radio installation in the City of Fullerton. During the design phase, it was identified that an additional radio would enhance the stability of the communication path to the Fullerton TMC.

The City of Fullerton, acting as administrative lead agency for Caltrans and the cities of Brea, and Buena Park, is requesting a scope change for the primary implementation phases of the Brea Boulevard Corridor Signal Synchronization (12-FULL-TSP-3608) and Commonwealth Avenue Corridor Signal Synchronization (12-FULL-TSP-3609) projects. The scope change covers the installation of a closed circuit television camera at Brea Boulevard and Harbor Boulevard in the City of Fullerton and at Commonwealth Avenue and Dale Street in the City of Buena Park. The installation will benefit the overall intent of the project as it will provide incident detection and verification at this busy intersection.

OCTA, as the Administrative Lead Agency for the cities of Lake Forest and Mission Viejo requests a change in scope of work on the Trabuco Road Signal Synchronization Project (13-OCTA-TSP-3671). This request is the result of cost savings from intersection improvements. The original application included the installation of a Type 3 service cabinet and pedestrian signals at 8 locations. However, the Type 3 service cabinet at Trabuco Road and Los Alisos Boulevard will be provided as part of another project. Also during field investigation, it was discovered that pedestrian signals were already installed as part of another project. Consequently, both the Type 3 cabinet and pedestrian signals are not needed on this project. OCTA is requesting to use these cost savings towards additional unforeseen Southern California Edison (SCE) fees. Additionally, SCE is requiring the depth of these new conduits to be a minimum of five feet below grade. This requires extensive additional labor and materials cost for deep trenching and required safety shoring which was unanticipated during the application.

OCTA, as Administrative Lead Agency for the cities of Costa Mesa, Newport Beach, and Santa Ana, is requesting a change in scope of work on the Bristol Street Signal Synchronization Project (14-OCTA-TSP-3704). New design requirements placed on the project by SCE required modification to original plans which resulted in additional conduit and cabling installed, as well as additional labor charges incurred. Also, during the construction design phase, newer controllers from Econolite needed to be factored into the project.

OCTA, as the Administrative Lead Agency for the cities of Santa Ana, Garden Grove, Seal Beach, Tustin, Westminster, and the County of Orange is requesting a scope change for the Westminster Avenue and 17th Street Corridor Signal Synchronization Project (15-OCTA-TSP-3786). This request is the result of a recent commitment from Caltrans to participate in the project. Adding Caltrans to the project will facilitate continuous flow along the length of the corridor instead of having to stop at every freeway interchange. In addition, the City of Tustin is requesting to add conduit. The original application requested the installation of single mode fiber optic cable in existing conduit.

Comprehensive Transportation Funding Programs March 2017 Semi-Annual Review Adjustment Request Descriptions

However, during field review, it was discovered that the conduit does not exist, so new conduit and pull boxes must be installed along with the new cable.

The City of Orange is requesting a scope change for the Orangewood Avenue Bio Clean Unit Installation Project (16-ORNG-ECP-3856). The City is requesting this modification in order to keep the project within the available budget. Bids were opened on November 26, 2017, with the low bid being \$313,400, which is significantly higher than the budgeted amount. The main reason for the project being over budget was the need to design a bypass with two large manholes since the BioClean unit could not be installed in line with the large 78" storm drain. This created a financial hardship for the City and resulted in a rejection on all bids. Subsequent to rejecting the bids, a 48" storm drain was located on Glassell Street just north of the Collins Channel. This channel receives storm water from a predominantly industrial area and is an excellent candidate for the BioClean unit installation.


The City of Westminster is requesting a scope adjustment for the Catch Basin Screen Installation Project (16-WEST-ECP-3859). Proposed catch basin screen installation locations approved in the application package, serves a residential neighborhood that had sustained severe flooding during the storm event of January/February 2017. Due to concerns for the safety of this neighborhood, City is requesting the removal of screen installation from these catch basins.

Transfers

The City of Newport Beach is requesting to transfer future cost savings for the Balboa Peninsula Trolley Project (16-NBCH-CBT-3832). The City requests lowering the capital allocation of \$507,871 to \$362,560 and distributing those funds across the seven years and requests transferring the capital savings (\$145,311) to the operations allocation and distribute across seven years.



June 5, 2017

To: Regional Planning and Highways
From: Darrell Johnson, Chief Executive Officer 
Subject: Amendment to the Master Plan of Arterial Highways

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local agencies. The City of Placentia has requested an amendment to the Master Plan of Arterial Highways that is recommended for approval. A status update on active Master Plan of Arterial Highways amendments is also provided for Board of Directors' information.

Recommendations

- A. Approve an amendment to the Master Plan of Arterial Highways for the facility listed below. The proposed amendment will become final, contingent upon the Orange County Transportation Authority receiving documentation that the City of Placentia has amended its general plan, and has complied with the requirements of the California Environmental Quality Act.

City of Placentia

- Reclassify Crowther Avenue between Placentia Avenue and the eastern city limits from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, undivided) arterial.

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

- B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the amendment to the Master Plan of Arterial Highways.
- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

Background

Proposed amendments to the Master Plan of Arterial Highways (MPAH) are submitted to the Orange County Transportation Authority (OCTA) Board of Directors (Board) on a quarterly basis. Exceptions to this schedule may be made when a compelling need is demonstrated by the local agency for approval prior to the next scheduled quarterly update. A specific amendment request from the City of Placentia (City) and the MPAH status update are presented below.

Discussion

The City has submitted a letter (Attachment A) requesting to amend the MPAH to reclassify Crowther Avenue between State Route 57 (SR-57) and the eastern City limits from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) (Attachment B). This segment of Crowther Avenue is currently built with two eastbound lanes and one westbound lane. Current traffic volumes are approximately 5,000 average daily traffic (ADT), and future traffic volumes are estimated to be 16,000 ADT.

The proposed MPAH reclassification would complement the City's recently adopted land use zone amendment for the Transit Oriented Development (TOD) Packing House District. Crowther Avenue bisects the TOD Packing House District in the east/west direction. The TOD Packing House District incorporates new development standards aimed at creating mixed-use development with walkable and sustainable infrastructure for the area surrounding the new Placentia Metrolink Station. The proposed MPAH amendment would allow for Crowther Avenue to complement future TOD development by enhancing pedestrian mobility while also managing vehicle speeds.

The proposed amendment also supports the goal of increasing travel choice by improving access to transit and expanding the active transportation network. By allowing for wider sidewalks, the proposed reclassification would improve first/last mile accessibility for the new Placentia Metrolink Station, in addition to any future bus service. The City will continue to coordinate with OCTA staff to ensure appropriate accommodations are made for future bus stops serving the train station. Further, proposed Class II bike lanes along Crowther Avenue would provide a new low-stress option for bicyclists crossing SR-57 that would otherwise use Chapman Avenue or Orangethorpe Avenue.

The City has provided traffic analysis that demonstrates existing and future traffic volumes can be accommodated with the proposed reclassification, and intersections are expected to remain at acceptable levels of service. Furthermore, the cities of Anaheim and Fullerton support the proposed reclassification (Attachments C and D). As such, staff believes that the City has satisfied MPAH amendment requirements and recommends approval of the City's MPAH amendment request.

California Environmental Quality Act

Amendments to the MPAH are not "projects" subject to the California Environmental Quality Act (CEQA) or, alternatively, are exempt from CEQA review. As such, if the Board approves these recommendations, OCTA will file a Notice of Exemption from CEQA in support of the proposed amendment to the MPAH.

Status Update

There are currently 26 active amendments proposed for the MPAH. The majority of these amendment requests have been approved by the Board and are awaiting confirmation through the local agencies' general plans. The remainder of these active amendments are either pending resolution of issues with other agencies or further refinement of development plans. These active MPAH amendment requests are summarized in Attachment E.

The status report includes an update regarding the mitigation monitoring for Memorandum of Understanding (MOU) C-6-083. This MOU was established in 2006 to address the designation of the proposed Garfield-Gisler Bridge as a right-of-way reserve facility. Per the MOU, the cities of Costa Mesa, Fountain Valley, and Huntington Beach are responsible for implementing strategic improvements. To date, reasonable progress has been made on implementation of 19 of the 25 mitigation measures. The remaining mitigations have either not been triggered and/or are not funded at this time. All improvements are required to be completed by 2020, at which time OCTA will revisit the designation of the Garfield-Gisler Bridge.

Summary

The City has requested an amendment to the MPAH. Based upon the information provided by the City and the concurrence of immediately adjacent jurisdictions, the requirements of the MPAH Amendment Process have been satisfied, and Board approval is requested. A summary of active MPAH amendments is also provided for the Board's review.

Attachments

- A. Letter from Luis Estevez, Director of Public Works, City of Placentia, to Carolyn Mamaradlo, Senior Transportation Analyst, Orange County Transportation Authority, Dated April 18, 2017, Amendment to Master Plan of Arterial Highways – Crowther Avenue
- B. City of Placentia – MPAH Reclassification Request
- C. Letter from Rudy Emami, P.E., Public Works Director, City of Anaheim, to Luis Estevez, Director of Public Works, City of Placentia, Dated April 20, 2017, Amendment to Master Plan of Arterial Highways – Crowther Avenue within the City of Placentia
- D. Letter from Don Hoppe, Director of Public Works, City of Fullerton, to Luis Estevez, Director of Public Works, City of Placentia, Dated April 18, 2017, Letter of Support for Amendment to Master Plan of Arterial Highways – Crowther Avenue
- E. Status Report on Active Master Plan of Arterial Highways Amendments

Prepared by:



Carolyn Mamaradlo
Senior Transportation Analyst
(714) 560-5748

Approved by:



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

The People are the City

Mayor
CRAIG S. GREEN

Mayor Pro Tem
CHAD P. WANKE

Councilmembers:
RHONDA SHADER
WARD L. SMITH
JEREMY B. YAMAGUCHI

City Clerk:
PATRICK J. MELIA

City Treasurer
KEVIN A. LARSON

City Administrator
DAMIEN R. ARRULA

401 East Chapman Avenue – Placentia, California 92870

April 18, 2017

Orange County Transportation Authority
Attn: Carolyn Mamaradlo, Senior Transportation Analyst
550 S. Main Street
Orange, CA 92868

SUBJECT: Amendment to Master Plan of Arterial Highways – Crowther Avenue

Dear Ms. Mamaradlo:

This letter shall serve as the City of Placentia's request to initiate proceedings with the Orange County Transportation Authority (OCTA) to amend the Master Plan of Arterial Highways (MPAH). Specifically, Crowther Avenue between Placentia Avenue and the eastern City Limits is currently designated on the MPAH as a secondary, 4-lane undivided roadway. The City proposes to reclassify this segment of Crowther Avenue as a two-lane divided roadway. The existing roadway configuration on Crowther provides for two eastbound traffic lanes and one westbound traffic lane.

The City is currently in the process of preparing a zone text amendment to allow for new high-density Transit Oriented Developments (TOD) along Crowther Avenue between the 57 Freeway and Cameron Street in conjunction with the City's and OCTA's planned construction of a new Metrolink Station and parking structure. As a condition of development, the City will require developers along the north side of Crowther to dedicate public right-of-way to provide for a wider street and sidewalks. The City proposes to develop a final roadway configuration that provides for one traffic lane in each direction, 6' Class II bike lanes, and a 9' sidewalk. In addition, a 10' wide landscaped median and on street parking with landscaped bulb-outs is also proposed. The total right-of-way will measure 77' in width. Although permanent improvements and modifications to the roadway are proposed, there is sufficient right-of-way to provide for a four-lane roadway on Crowther Avenue between Placentia Avenue and Melrose Street by eliminating on-street parking, should future traffic counts necessitate adding two additional travel lanes.


The City respectfully requests consideration by OCTA to amend the MPAH by reclassifying Crowther Avenue between Placentia Avenue and the eastern City Limits as a two lane divided roadway. The traffic analysis for this proposed change has been completed as part of the environmental review and analysis being conducted for the re-zoning effort.

The Crowther Avenue Segment Analysis for Existing 2016 with Project is expected to operate at LOS A for the two-lane alternative. Opening Day 2018 with Project analysis indicates this segment is expected to operate at LOS A, also for the two-lane alternative. The segment analysis for Future Buildout 2035 Conditions with Project, based on OCTAM traffic volume projections, indicates LOS C/D for this segment.

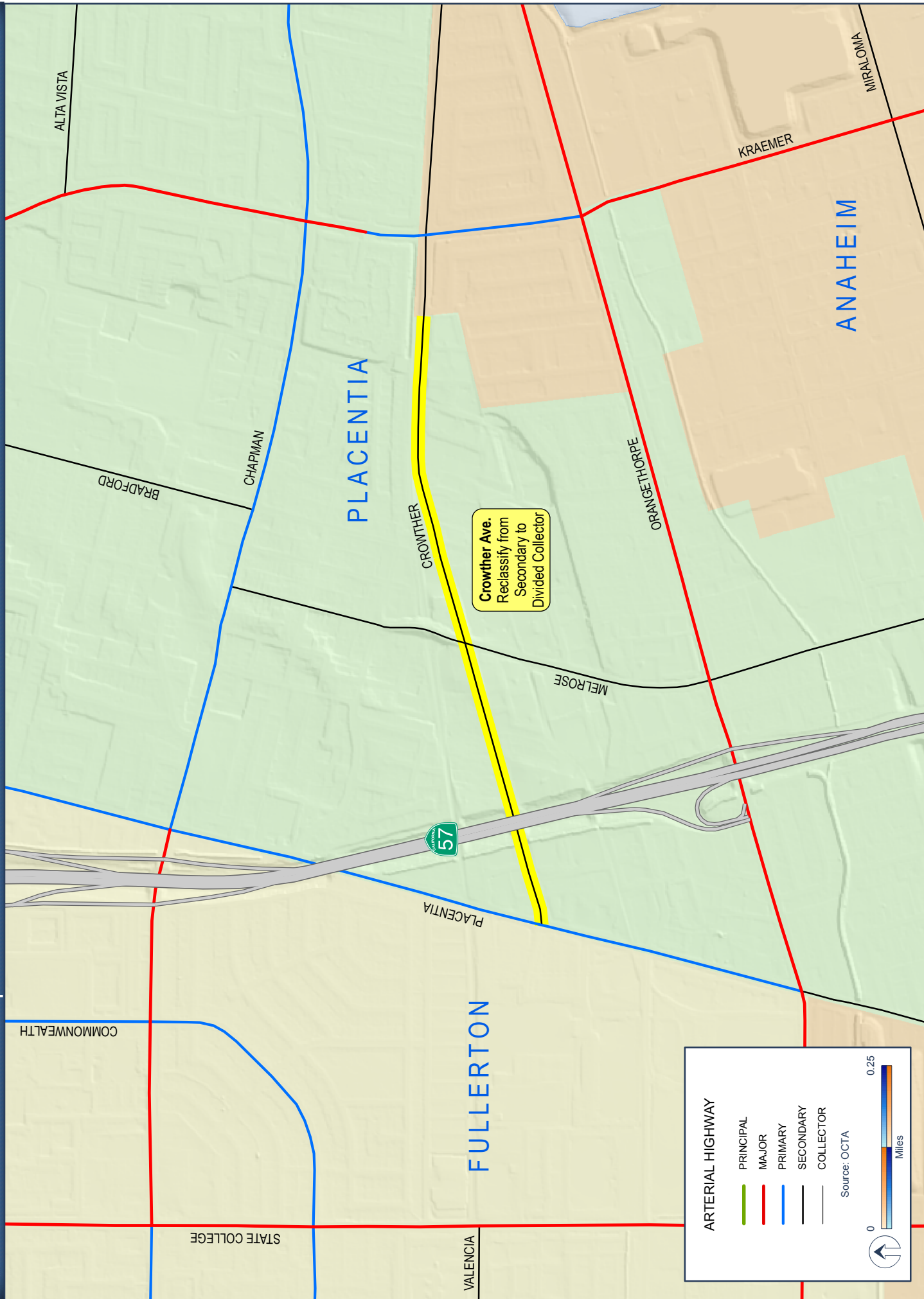
Year 2035 daily volumes for Crowther Avenue is forecasted at 16,000 ADT with a trip cap of 22,000 ADT for a two-lane divided roadway. However traffic patterns along Crowther Avenue have remained fairly constant over the past decade. Recently obtained traffic count data on Crowther Avenue indicates approximately 5,000 daily vehicle trips. Grade separation projects recently completed on either end of Crowther Avenue have improved traffic circulation throughout this corridor. In addition, the nature of the development proposed for the TOD zone will not generate significant traffic volumes as the residential building products offered in this zone will be geared towards those people who prefer to live in close proximity to mass transit thus minimizing anticipated traffic volume increases. However, the City can "right-size" the roadway back to a four-lane roadway at that time by eliminating on-street parking and landscaped bulb outs should future traffic volumes warrant this change. The conversion from a two-lane facility to a four-lane facility can be accommodated since both alternatives have the same right-of-way and roadway widths.

The City is eager to work with OCTA and the Cities of Fullerton and Anaheim on this MPAH amendment process and we are available to lend any assistance in that endeavor. The City of Placentia appreciates OCTA's assistance in this matter and should you have any questions regarding the City's proposal, please feel free to contact me any time at (714) 993-8120.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Luis Estevez', is written over a horizontal blue line.

Luis Estevez,
Director of Public Works





City of Anaheim
DEPARTMENT OF PUBLIC WORKS

April 20, 2017

Luis Estevez
Director of Public Works
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870

**Subject: Amendment to Master Plan of Arterial Highways – Crowther Avenue
within the City of Placentia**

Dear Mr. Estevez:

The City of Anaheim is pleased to support the City of Placentia's request to the Orange County Transportation Authority (OCTA) for approval of an amendment to the Master Plan of Arterial Highways. This amendment would reclassify Crowther Avenue between Placentia Avenue and the City of Placentia's eastern city limits from a secondary, 4-lane undivided roadway to a two-lane divided roadway with Class II bike lanes. We appreciate this opportunity to comment, as this roadway segment is fully within the City of Placentia yet serves as access to the adjacent City of Anaheim.

As indicated in the attached April 18, 2017, letter from the City of Placentia to the OCTA, the proposed MPAH amendment is being requested in conjunction with the City's processing of a zone text amendment to allow for new high-density Transit Oriented Development (TOD) along Crowther Avenue between the 57 Freeway and Cameron Street. This effort is also in conjunction with the City of Placentia's and OCTA's planned construction of a new Metrolink Station and parking structure along Crowther Avenue.

Our staff has reviewed the existing and future traffic volumes and concurs that TOD will generate less traffic than standard development. Should future traffic volumes warrant an increased street width change, the attached letter indicates Crowther Avenue between Placentia Avenue and Melrose Street can be converted from a two-lane facility to a four-lane facility by eliminating on-street parking. Staff also supports incorporating bicycle elements on the street which will help to decrease auto travel. It will also allow the City of Anaheim to consider a direct bicycle connection between the Placentia Metrolink Station and Anaheim Canyon via Crowther Avenue and Miller Street. Finally, this amendment would be compatible with the recently completed Kraemer Boulevard grade separation project.

April 20, 2017

Page 2 of 2

City staff has also reviewed the traffic volumes on Crowther Avenue between the City of Placentia's eastern limits and Orangethorpe Avenue within Anaheim. This segment is projected to have 2035 traffic volumes of 3,700 east of Kraemer Boulevard to Orangethorpe Avenue which would also be compatible with a two-lane divided roadway. At such time as we evaluate updates to the City's Circulation Element, we may also consider submitting a request to OCTA to reclassify this segment of Crowther Avenue from a secondary, 4-lane undivided roadway to a two-lane divided collector.

Please feel free to contact me at (714) 765-5065 or REmami@anaheim.net with any questions you may have.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Emami', with a stylized flourish at the end.

Rudy Emami, P.E.

Public Works Director

Attachments

C: Paul Emery, City Manager
Carlos Castellanos, City Engineer
Project File



CITY OF FULLERTON

Public Works Department - Engineering Division

April 18, 2017

Mr. Luis Estevez
Director of Public Works
City of Placentia Avenue
401 E. Chapman Avenue
Placentia, CA 92870

Re: Letter of Support for Amendment to Master Plan of Arterial Highways –
Crowther Avenue

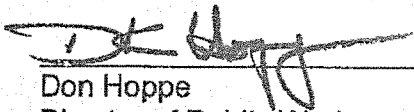
Dear Mr. Estevez,

The City of Fullerton has reviewed the City of Placentia's request to reclassify Crowther Avenue between Placentia Avenue and Kraemer Boulevard from a secondary arterial (4 lane) roadway to a collector (2 lane divided) roadway.

The City of Fullerton has no objection to this reclassification and supports Placentia's request.

If you have any questions, please contact me at 714-738-6864.

Sincerely,



Don Hoppe
Director of Public Works
City of Fullerton

MM:sm

c: Carolyn Mamaradlo, Senior Transportation Analyst, OCTA
Mark Miller, City Traffic Engineer

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
1	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete.	On hold pending final consensus on Banning Ranch Circulation Plan.
2	County of Orange	Santiago Canyon Road	SR-241 NB ramp	Live Oak Canyon	Reclassify from Primary to Collector/Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
3	County of Orange	Jeffrey Road	SR-241	Santiago Canyon Road	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
4	County of Orange	Black Star Canyon	Silverado Canyon Road	Orange/Riverside County line	Delete	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
5	Garden Grove	West Street	Garden Grove Boulevard	Orangewood Avenue	Reclassify from Secondary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
6	Garden Grove	Gilbert Street	Chapman Avenue	Katella Avenue	Reclassify from Secondary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
7	Huntington Beach	Delaware Street	Atlanta Avenue	Pacific View Avenue	Delete as a Secondary.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
8	Huntington Beach/ County of Orange	6th Street	Main Street	Lake Street	Reclassify from Secondary to Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
9	Huntington Beach/ County of Orange	Graham Street	South of Slater Avenue	Current Terminus	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
10	Huntington Beach/ County of Orange	Talbert Street	West of Springdale Street	Current Terminus	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
11	Newport Beach	Bluff Road	17th Street	19th Street	Reclassify from Major to Primary.	On hold pending final consensus on Banning Ranch Circulation Plan.
12	Newport Beach	17th Street	West of Bluff Road	State Route 1	Delete.	On hold pending final consensus on Banning Ranch Circulation Plan.
13	Newport Beach	15th Street	Placentia Avenue	Bluff Road	Reclassify from a Secondary to a Primary	On hold pending final consensus on Banning Ranch Circulation Plan.
14	Newport Beach	15th Street	Bluff Road	17th Street	Delete.	On hold pending final consensus on Banning Ranch Circulation Plan.
15	Placentia	Crowther Avenue	Placentia Avenue	Kraemer Boulevard	Reclassify from Secondary to Divided Collector.	The amendment is being presented for Board consideration.
16	San Clemente	N. El Camino Real	Avenida Pico	Camino Capistrano	Reclassify from Secondary to Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
17	San Clemente	Camino Del Rio	Camino De Los Mares	Avenida La Pata	Reclassify from Secondary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
18	San Clemente	Camino De Los Mares	Camino Vera Cruz	Camino Del Rio	Reclassify from Secondary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
19	San Juan Capistrano	Ortega Highway	Del Obispo Street	Camino Capistrano	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
20	Santa Ana	Fourth Street	French Street	Grand Avenue	Reclassify from Secondary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
21	Santa Ana	Santa Ana Blvd	Raitt Street	Bristol Street	Reclassify from Major to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
22	Santa Ana	Santa Ana Blvd	Bristol Street	Ross Street	Reclassify from Major to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Active Master Plan of Arterial Highways Amendments


	City	Street	From	To	Type of Amendment	Status
23	Santa Ana	Santa Ana Blvd	French Street	Santiago Street	Reclassify from Primary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
24	Santa Ana	Citywide	N/A	N/A	N/A	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
25	Tustin	Main Street	Western limits	Newport Avenue	Reclassify from Primary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
26	Tustin	First Street	Western limits	Newport Avenue	Reclassify from Primary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

SR-241 - State Route 241
 NB - Northbound
 Board - Board of Directors
 CEQA - California Environmental Quality Act
 N/A - Not applicable

Costa Mesa/Fountain Valley/Huntington Beach	Garfield/Gisler Crossing Over the Santa Ana River	Santa Ana River Westbank	Santa Ana River Eastbank	Reclassify from Secondary to Right-of-Way Reserve Status.	The cities of Costa Mesa, Fountain Valley, Huntington Beach, and OCTA entered into Memorandum of Understanding C-6-0834. Reasonable progress has been made on implementation of 19 of the 25 mitigation measures that were specified. All improvements are required to be completed by 2020, at which time OCTA will revisit the designation of the Garfield/Gisler Bridge.
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June 5, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer 
Subject: Consultant Selection for the Systemic Safety Analysis Report

Overview

Consultant services are required to develop the Systemic Safety Analysis Report. This plan will evaluate bicycle and pedestrian related collisions, and will identify potential solutions to improve safety. Proposals have been received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for architectural and engineering services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Fehr & Peers as the firm to develop the Systemic Safety Analysis Report.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1523, between the Orange County Transportation Authority and Fehr & Peers, to develop the Systemic Safety Analysis Report.

Discussion

The Systemic Safety Analysis Report (SSAR) will identify needs and plan for improvements to the countywide active transportation network. This study will continue to foster the collaboration between the Orange County Transportation Authority (OCTA), Orange County cities, the Orange County Council of Governments, the County of Orange, and the California Department of Transportation (Caltrans).

The Orange County SSAR will be developed in partnership with local agencies and include an analysis of bicycle and pedestrian related collisions spanning the Orange County roadway network. It will identify incident trends and potential

locations with high crash occurrences based on roadway and intersection type. The analysis will help recognize the risk factors related to bicycle and pedestrian collisions, and will be used to develop a list of potential infrastructure and non-infrastructure solutions. These recommended solutions will be based on nationally published crash reduction information and could include traffic control devices, warning beacons, improved lighting, enhanced signage, and refuge islands for bicyclists and pedestrians.

Engagement with local agency staff will ensure that the final product better empowers local agencies to effectively identify solutions and pursue future implementation funding. The Citizens Advisory Committee and the Bicycle and Pedestrian Subcommittee will be involved in preparation of the SSAR. Staff will provide regular updates to the Board of Directors (Board) during the plan development, which is anticipated to take 18 months.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, pursuant to state and federal laws, price is not an evaluation criterion, and proposal evaluation is conducted on the basis of overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On February 13, 2017, Request for Proposals (RFP) 7-1523 was electronically issued on CAMM NET. The project was advertised on February 13 and 20, 2017, in a newspaper of general circulation. A pre-proposal conference was held on February 21, 2017, with 11 attendees representing ten firms. Two addenda were issued to make the pre-proposal conference registration sheets available, provide responses to questions received, and handle administrative issues related to the RFP.

On March 14, 2017, six proposals were received. An evaluation committee consisting of OCTA staff from the Contracts Administration and Materials Management and the Strategic Planning departments, as well as external

representatives from the City of San Clemente and Caltrans met to review the submitted proposals. The proposals were evaluated utilizing the following evaluation criteria and weights:

- Qualifications of the Firm 30 percent
- Staffing and Project Organization 35 percent
- Work Plan 35 percent

In developing these weights, several factors were considered, giving high importance to staffing and project organization, as the qualifications of the project manager and other key personnel are very important to the successful and timely delivery of the project. Similarly, high importance was also given to the work plan criterion to emphasize the importance of the team's understanding of the project, its challenges, and its approach to implementing the various elements of the scope of work. The technical approach to the project is critical to the successful performance of the project. The final criterion, qualifications of the firm, evaluated the firm's experience in performing work of a similar scope and size.

The evaluation committee reviewed and discussed all proposals received based on the evaluation criteria and short-listed two firms to be interviewed. The two most qualified firms are listed below in alphabetical order:

Firm and Location

Fehr & Peers (F&P)
Anaheim, California

Kittelson & Associates, Inc. (Kittelson)
Orange, California

On March 29, 2017, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Questions were asked relative to the proposed project team's experience in developing similar reports, crash data analysis and methods to gather additional relevant data, approach to presenting technical data to non-technical audiences, as well as key challenges to completing the SSAR. Finally, each team was asked specific clarification questions related to their proposal.

After considering the presentations and responses to questions asked during the interviews, the evaluation committee adjusted the preliminary scores for both firms, which changed the overall ranking of the firms. As a result, F&P is the top-ranked firm with the highest cumulative score.

Based on the evaluation of written proposals and interviews, staff recommends F&P as the firm to develop the SSAR. F&P ranked highest among proposing firms because of its extensive experience in developing similar safety reports, the key personnel and proposed project team that are highly-qualified to cover all tasks outlined in the scope of work, presented a very strong technical approach to the work plan, as well as an understanding of the project challenges, and presented an excellent interview and team presentation.

The two-short listed firms submitted comprehensive proposals and presented detailed interviews. Brief summaries of the evaluation results follow.

Qualifications of the Firm

The two-short listed firms are established firms with relevant experience and extensive resources. The firms demonstrated experience in the development of similar SSARs.

F&P has more than 15 years of experience providing transportation engineering and planning services for both public and private organizations, with a local office located in the City of Anaheim. F&P has extensive resources with over 250 employees in 15 offices across the country. The firm has successfully completed numerous similar safety studies statewide, which include the Los Angeles Vision Zero Plan, City of Irvine Citywide Safety Program, and more than 60 city assessments as part of the California Pedestrian and Bicycle Safety Assessments Program. This experience has allowed the firm to develop a comprehensive understanding of systemic safety requirements, as well as provide counter measures to address various safety concerns. The firm's proposed subconsultant, Nelson/Nygaard, will be assisting the team with plan and policy review, data analysis, and funding recommendations. The firm provided similar services on the recently completed Safe Mobility Santa Ana Plan. Additionally, proposed subconsultant, Safe Transportation Research and Education Center (SafeTREC), a University of California, Berkeley research center, will be advising on systemic safety, data collection, and data analysis best practices.

Kittelson is a well-established firm that provides transportation engineering, planning, and research services to government and private organizations. The firm has experience in completing similar safety plans along the west coast which include the Systemic Safety Analysis Report Program (SSARP) for Monterey County, Pedestrian Safety Strategy and Master Plan for the City of Oakland, and the Pedestrian and Bicycle Safety Implementation Plan for the Oregon Department of Transportation. Kittelson's proposed subconsultants include SafeTREC to serve as a systemic safety analysis expert, and Psomas, to provide support in the development of infrastructure recommendations and associated cost estimates.

Staffing and Project Organization

Both firms proposed highly-qualified project managers and key personnel with relevant systemic safety experience.

F&P presented a detailed staffing plan that proposed a highly-qualified project team that has worked together on several past related projects. The project manager has over 14 years of relevant experience and specializes in multi-modal transportation and safety planning. The project manager co-authored the California Pedestrian Safety and Bicycle Safety Assessments Technical Guidebooks, and serves as a national instructor for the Federal Highway Administration's pedestrian and bicycle planning, safety, and design courses. Previous projects where the project manager served in a similar role include the California Pedestrian and Bicycle Safety Assessment Program and Pasadena Pedestrian Safety Study.

The project manager is complemented by the deputy project manager who brings over 15 years of transportation engineering experience with a technical understanding of both civil engineering and how various modes of transportation interact with one another. The deputy project manager worked on the recently completed Telegraph Avenue Complete Streets Plan for the City of Oakland (City) in a similar role with responsibility for implementing design options, as well as working with the City to prepare a successful Highway Safety Improvement Program (HSIP) grant application. The project manager led the team through the firm's presentation and interview, with participation from all key personnel present, and displayed an excellent understanding of the project requirements. The interview demonstrated the team's expertise and understanding in the development of SSARs.

Kittelson proposed a well-qualified team that included a project manager with over ten years of proactive safety experience, who also co-authored the first edition of the American Association of State Highway and Transportation Officials Highway Safety Manual. Related experience for the project manager includes working on the Monterey County SSARP to analyze roadway and crash characteristics of 28 signalized intersections across the county in accordance with the February 2016 SSARP Guidelines. The project manager led the team through a very good interview; however, during the interview, there was minimal discussion regarding the engineering solutions which are a major component of the report. The project manager provided good responses to the interview questions; however, the responses were not as detailed as those provided by F&P.

Work Plan

Both firms met the requirements of the RFP, effectively discussed the approach to completing the SSAR, and identified potential limitations on available crash data.

F&P presented a comprehensive work plan that detailed their project understanding and approach, with a very good discussion on the related documents that will affect the systemic study, such as the OCTA Active Transportation Plan and the Master Plan of Arterial Highways. F&P presented a project schedule that would coincide with the upcoming HSIP Cycle 9 call for projects (call) to allow for local cities to pursue that funding opportunity, while still meeting all requirements of the RFP. The work plan demonstrated a very good understanding of the project objectives and clearly described how each objective would be met. During the interview, sub consultant, Nelson/Nygaard, explained in detail the methodology which would ensure that accurate crash data is being reported, as well as developing a consistent reporting method among the various law enforcement agencies, and provided examples of where this approach was used in the past with much success.

Kittelson's work plan demonstrated a very good understanding of the project objectives and presented a detailed approach to completing the work as outlined in their project sequence flow chart. The work plan addressed all aspects of the scope of work, as well as included additional enhancements to further refine the data to strengthen the SSAR. All tasks were described in detail as to how they would be completed, along with examples of final work products that were created from previous projects. Kittelson discussed the opportunity to accelerate the project schedule by performing different tasks simultaneously to meet the upcoming HSIP Cycle 9 call. The approach to completing the work was technically sound and demonstrated the understanding of utilizing other data collection methods to supplement the available crash data.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of F&P as the top-ranked firm to develop the SSAR. F&P submitted a comprehensive proposal that was responsive to all requirements of the RFP, and conducted an excellent interview highlighting the firm's experience, staffing experience, and technical approach to the work plan.

Fiscal Impact

The project is included in the approved fiscal year 2017-18 budget for the Planning Division, Account 1531-7519-A4530-0N4. A state SSARP grant is funding 90 percent, and the remaining ten percent is funded through State Transportation Improvement Program, planning, programming, and monitoring funds previously approved by the Board.

Summary

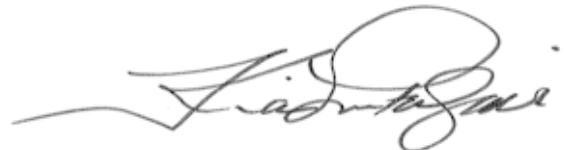
Staff requests Board approval for the Chief Executive Officer to negotiate and execute Agreement No. C-7-1523 with F&P as the firm to develop the SSAR.

Attachments

- A. Review of Proposals, RFP 7-1523 - Consultant Services to Develop the Systemic Safety Analysis Report
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 7-1523 - Consultant Services to Develop the Systemic Safety Analysis Report
- C. Contract History for the Past Two Years, RFP 7-1523 - Consultant Services to Develop the Systemic Safety Analysis Report

Prepared by:

Paul Martin
Active Transportation Coordinator
(714) 560-5386

Approved by:

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



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623

Review of Proposals
RFP 7-1523 - Consultant Services to Develop the Systemic Safety Analysis Report

Presented to Regional Planning and Highways Committee - June 5, 2017
Six proposals were received, two firms were interviewed, one firm is being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	87	Fehr & Peers Anaheim, California	Nelson\Nygaard (SafeTREC)	Highest-ranked overall firm. Excellent qualifications and experience completing similar safety study projects. Proposed a very experienced and knowledgeable team that has worked together on several projects of similar size and scope. Project manager is highly-qualified with over 14 years of transportation and safety planning experience. Deputy project manager has 15 years of transportation engineering experience with a great understanding of civil engineering concepts. Excellent approach to working with local agencies to ensure successful grant applications are prepared. Firm and subconsultants have collaborated on several safety and active transportation projects throughout Orange County. Firm presented an excellent work plan with a project schedule to coincide with the upcoming call for projects. Excellent interview with detailed and thorough responses to all questions.
2	83	Kittelson and Associates, Inc. Orange, California	Psomas (SafeTREC)	Excellent qualifications and experience completing similar safety study projects. Project manager is well-qualified with 12 years of proactive safety experience. Deputy project manager has five years of transportation planning experience with a focus on safety and active transportation planning. Subconsultant for design-related support have limited in-depth knowledge of city requirements and did not emphasize successful project history. Engineering and infrastructure experience was not clarified during interviews. Thorough work plan demonstrating a comprehensive understanding of the project requirements and potential challenges. Very good interview with thorough responses to interview questions.

Evaluation Panel: 5 Members

Internal:

Contracts Administration and Materials Management (1)
Strategic Planning (2)

Evaluation Criteria:

Qualifications of the Firm
Staffing and Project Organization
Work Plan

Weight Factors

30%
35%
35%

External:

City of San Clemente (1)
California Department of Transportation District 12 (1)

Request for Proposal (RFP)

Safe Transportation Research and Education Center (SafeTREC)

Proposal Evaluation Criteria Maxtrix (Short-Listed Firms)
RFP 7-1523 - Consultant Services to Develop the Systemic Safety Analysis Report

Fehr & Peers							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	4.50	4.50	4.00	4.00	4.50	6	25.8
Staffing/Project Organization	5.00	4.50	4.50	4.50	4.50	7	32.2
Work Plan	4.00	4.50	4.00	4.00	4.50	7	29.4
Overall Score	90	90	84	84	90		87

Kittelson & Associates, Inc.							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	4.50	4.50	4.00	4.50	4.50	6	26.4
Staffing/Project Organization	3.50	4.00	3.50	4.00	4.00	7	26.6
Work Plan	4.50	4.00	4.50	4.00	4.50	7	30.1
Overall Score	83	83	80	83	87		83

The range of scores for the non-short-listed firms was 56-73.

Request for Proposal (RFP)

Contract History for the Past Two Years
RFP 7-1523 - Consultant Services to Develop the Systemic Safety Analysis Report

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Fehr & Peers						
Contract Type: Firm-Fixed Price	C-4-2007	Consultant Services for Tool Creation to be used with OCTAM Output	February 13, 2015	August 31, 2015		\$ 24,990
Subconsultants:						
None						
Contract Type: Firm-Fixed Price	C-4-1961	Consultant Services for the 2015 Corridor Operations Performance Report	January 19, 2015	July 31, 2017		\$ 173,878
Subconsultants:						
National Data & Surveying Services					\$ 56,980.00	
Contract Type: Contract Task Order	C-6-0967	Development of Active Transportation Enhancements to OCTAM	March 8, 2016	November 30, 2016		\$ 49,996
Subconsultants:						
None						
Contract Type: Contract Task Order	C-3-1518	On-Call Transportation Planning and Support Services	September 3, 2013	June 30, 2017		\$ 600,000
Subconsultants:						
STV, Inc.						
Mark Thomas & Company, Inc.						
KTU+A						
Sub Total						\$848,864

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Kittelson and Associates, Inc.						
Contract Type: Time and Expense	C-5-3316	OCTAM Support Services	June 10, 2015	December 31, 2017		\$ 50,000
Subconsultants:						
None						
Sub Total						\$50,000

RFP - Request for proposal
OCTAM - Orange County Transportation Analysis Model



June 5, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Amendment to Agreement for Additional Program Management Consultant Services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

Overview

On March 3, 2014, the Orange County Transportation Authority entered into an agreement with Parsons Transportation Group, Inc., to provide program management consultant services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605. An amendment to the existing agreement is needed for support services associated with the additional scope of work for the Interstate 405 Improvement Project, as well as support services for the 91 Express Lanes toll-related contracts.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$6,000,000, for additional program management consultant services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605. The amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$93,040,186.

Discussion

On March 3, 2014, the Orange County Transportation Authority (OCTA) entered into an agreement with Parsons Transportation Group, Inc., (Parsons) to provide program management consultant (PMC) services to support OCTA in the implementation of the Interstate 405 Improvement Project (Project). As part of the services of this agreement, Parsons is assisting with the development, procurement, and oversight of the design-build (DB) contract. These services include project management and administration, design services and preliminary project development, right-of-way (ROW) support services, DB procurement, contracts and third-party agreements, and oversight of DB construction.

On November 14, 2016, the OCTA Board of Directors (Board) approved the toll operating agreement with the California Department of Transportation and awarded the DB contract to OC 405 Partners, Joint Venture (OC 405 Partners). OCTA executed the DB contract with OC 405 Partners and issued Notice to Proceed No. 1 on January 31, 2017.

Coordination of utility relocations and ROW acquisitions are well underway. Approximately 117 utility conflicts requiring 105 utility agreements with 22 different utility owners are anticipated. To date, 57 utility agreements have been executed or agreed to in principle by the utility owners. A total of 305 ROW acquisitions, the majority temporary construction easements, are required to build the Project. To date, 151 offers have been presented and agreements have been reached with over 45 percent of the property owners.

In addition, development of the Toll Lanes System Integrator procurement documents has been initiated, with the request for proposals (RFP) targeted for release in August 2017.

Additional support from Parsons is needed to reduce Project risks and costs related to utility relocations and ROW impacts, to adhere to the financial and document control systems requirements of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program, and to increase efficiencies by combining the procurements for the toll systems and operations for the existing 91 Express Lanes and the planned 405 Express Lanes.

Staff is requesting to amend the agreement with Parsons to reflect the additional services as follows:

- Extensive coordination efforts have been made to address utility agreement review comments with various owners. Additional utility support services are needed to coordinate, negotiate, and obtain approval of utility agreements and permits with various utility owners and other third parties, as required by the contract documents. The utility agreements document the cost liability and schedule for the required relocations and are needed for construction.
- Multiple workshops have been conducted to review and refine the ROW needed for the Project to reduce ROW impacts, schedule risks, and acquisition costs. Additional support is needed to continue the ROW refinement process in support of the ROW acquisition process and communication with the property owners, including providing engineering exhibits, performing constructability reviews and feasibility studies to reduce ROW acquisitions, and providing engineering support for commercial property acquisitions.

- After engaging in discussions with the Build America Bureau, it became evident that more robust financial and document control systems are needed to support the requirements of TIFIA to provide ongoing reporting on financial and project information. The proposed systems provide a comprehensive repository of cost and records/documents and provide security with Cloud-based solutions. The financial system tracks project commitments and expenditures with a single system and provides project performance data through dashboards and customized reports. The document control system is able to manage documents without limits on data or participants. Additional support services are needed to provide the financial and document control systems associated with the TIFIA loan program requirements.
- During development of the 405 Express Lanes toll services, it was identified that efficiencies and cost savings would be achieved by combining toll systems and operations with those of the 91 Express Lanes. The existing 91 Express Lanes are managed and operated through toll-related contracts that provide the lane toll collection system, back office system, and customer service operations. The current 91 Express Lanes toll collection system will need to be replaced to meet the upcoming state tolling protocol standards and modernize the existing system. The existing back office system and customer service operations contract will be ending June 30, 2021, providing the opportunity to utilize the new 91 Express Lanes toll operations contract to also support the 405 Express Lanes, targeted to be operational in 2023, using a shared system and combined toll operations approach. Staff informed the Board of this approach on September 26, 2016. Currently, the Parsons scope of work for the 405 Express Lanes includes toll systems and operations procurement management, RFP development, implementation oversight, and post-implementation oversight work. It is requested to amend Parsons' scope of work so Parsons can provide these same services for the 91 Express Lanes.

Staff is evaluating Parsons' staffing levels to determine if the level is sufficient to provide the necessary DB contract oversight commensurate with OC 405 Partners' design and construction efforts. If there is a need to increase Parsons' level of effort, that request will be the subject of a future amendment.

Procurement Approach

The procurement was handled in accordance with OCTA Board-approved procedures for architectural and engineering professional services which conform to both state and federal laws. The original time and expense agreement, executed on March 3, 2014, was based on a scope of work of adding one general purpose lane in each direction and was issued in the

amount of \$57,059,657. This agreement was amended previously to handle administrative changes and to increase the maximum obligation of the agreement to a total value of \$87,040,186 for additional PMC services to support an expanded scope of work for the Project preferred alternative, and to extend the term of the agreement for an additional 24 months to allow for the completion of the additional work.

Staff negotiated the required level of effort with Parsons to provide additional PMC services and scope of work. Staff found Parsons' price proposal, in the amount of \$6,000,000, to be fair and reasonable relative to the negotiated level of effort. The approximate breakdown by each category of additional services is provided in the following table. Proposed Amendment No. 11 to Agreement No. C-2-1513, in the amount of \$6,000,000, will bring the total contract value to \$93,040,186.

Scope Description	Approximate Value
Additional support for coordination with utilities and agencies, including U.S. Navy, U.S. Army Corps of Engineers, Orange County Flood Control District, and Orange County Sanitation District.	\$1,588,204
Additional ROW support.	\$466,496
Additional financial and document management system support. Additional support for TIFIA loan pursuit.	\$2,145,300
Additional support for 91 Express Lanes procurement.	\$1,800,000
Total	\$6,000,000

Fiscal Impact

The additional services described in Amendment No. 11 are included in and proposed to be funded out of the Project contingency and will not increase the total project estimate of \$1.9 billion. The additional services described in this amendment are included in the approved OCTA's Fiscal Year (FY) 2017-18 Budget, Capital Programs Division, accounts 0017-9085-FK101-TZF and 0037-9018-A9510-TZF, and are funded with a combination of federal, state, and local funds. Local Measure M2 (M2) funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes. The additional costs for the 91 Express Lanes in this amendment is included in the approved OCTA FY 2017-18 Budget, Finance and Administration Division, Account 0036-7519-B0001-0D4, and is funded with 91 Express Lanes toll revenues.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-2-1513 with Parsons Transportation Group, Inc., in the amount of \$6,000,000, for additional program management consultant services for the Interstate 405 Improvement Project from State Route 73 to Interstate 605, bringing the total contract amount to \$93,040,186.

Attachment

- A. Parsons Transportation Group, Inc., Agreement No. C-2-1513 Fact Sheet

Prepared by:



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Project Manager
(714) 560-5826

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
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Virginia Abadessa
Director, Contracts Administration and
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**Parsons Transportation Group, Inc.
Agreement No. C-2-1513 Fact Sheet**

1. March 3, 2014, Agreement No. C-2-1513, \$57,059,657, approved by the Board of Directors (Board).
 - To provide program management consultant (PMC) services for the Interstate 405 Improvement Project (Project).
2. May 7, 2014, Amendment No. 1 to Agreement No. C-2-1513, \$0, approved by Contracts Administration and Materials Management (CAMM) Department.
 - To replace key personnel – Paul Huston replacing Claudio Dallavalle as the Deputy Program Manager.
3. July 13, 2014, Amendment No. 2 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To amend hourly rates for Parsons Transportation Group, Inc., (Parsons) and subconsultants to list field and office hourly billing rates where applicable and additional classifications as needed.
 - To clarify agreement terms and conditions relative to preparation and payment of invoices.
4. October 1, 2014, Amendment No. 3 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To amend hourly rates for prime consultant and select subconsultants.
5. October 2, 2014, Amendment No. 4 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To add Delcan Corporation as a subconsultant to Parsons to assist with work for the Intelligent Transportation Systems (ITS) requirements of the Project.
 - In lieu of Parsons providing ITS services, Delcan will provide these services.
6. February 9, 2015, Amendment No. 5 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To amend hourly rates for subconsultants Coast Surveying, Inc., Group Delta Consultants, HNTB Corporation, MARRS Services, Inc., McLean & Schultz, Overland, Pacific, & Cutler, Inc., Psomas, and Spec Services, Inc.
7. July 13, 2015, Amendment No. 6 to Agreement No. C-2-1513, \$29,980,529, approved by the Board.
 - To provide additional PMC services to support the Project preferred alternative.

ATTACHMENT A

- To extend the term of the agreement to July 31, 2022, to allow for completion of the additional work.
8. July 7, 2016, Amendment No. 7 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
- To replace key personnel – David Speirs replacing Kevin Haboian as the Principal-in-Charge, Stephanie Blanco replacing Macie Cleary as the Environmental Lead, Mike Zabaneh replacing Victor Neufeld as the Program Manager, and to add Hans Gaus as the new Commercial/Contract Manager.
9. January 17, 2017, Amendment No. 8 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
- To amend hourly rates for subconsultant MARRS Services, Inc., to add Neal Denno as a Project Manager.
 - To incorporate Delcan Corporation with Parsons due to acquisition of the company by Parsons, as of January 2015, and personnel previously employed by Delcan Corporation are now part of Parsons' Schedules I, II, and Classification Schedule.
10. February 9, 2017, Amendment No. 9 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
- To add CTI Environmental, Inc., as a subconsultant to Parsons to provide scheduling services for the Project.
11. June 2, 2017, Amendment No. 10 to Agreement No. C-2-1513, \$0, pending CAMM Department approval.
- To revise hourly rate schedules and add Alliance Group as a subconsultant to Parsons to provide traffic and drainage support for the Project.
12. June 12, 2017, Amendment No. 11 to Agreement No. C-2-1513, \$6,000,000, pending Board approval.
- To provide additional PMC services to reduce project risks and costs associated with the right-of-way impacts and utility relocations; to provide the financial and document control systems required to support the Transportation Innovation Finance and Innovation Act loan; and to provide procurement management oversight, using a combined toll systems and operations approach, for the 91 Express Lanes and 405 Express Lanes.

Total committed to Parsons after approval of Amendment No. 11 to Agreement No. C-2-1513: \$93,040,186.



June 5, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: 2017 State Route 91 Implementation Plan

Overview

The Orange County Transportation Authority annually prepares a long-range plan for improvements along the State Route 91 corridor, between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of potential improvements, preliminary cost estimates and potential implementation timeframes. These improvements are sponsored by various agencies, including the Riverside County Transportation Commission and the California Department of Transportation. The 2017 State Route 91 Implementation Plan includes the latest project information and serves as reference for future project development efforts.

Recommendation

Approve the 2017 State Route 91 Implementation Plan.

Background

AB 1010 (Chapter 688, Statutes of 2002) requires the Orange County Transportation Authority (OCTA) to annually prepare a plan and a proposed schedule for improvements along State Route 91 (SR-91) between Interstate 15 (I-15) and State Route 55 (SR-55). The preparation of the plan is conducted in collaboration with the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), the Transportation Corridor Agencies, and the cities of Anaheim, Corona, and Yorba Linda.

On September 30, 2008, SB 1316 (Chapter 714, Statutes of 2008) was signed into law. This bill built upon AB 1010 to extend the limits of the corridor to State Route 57 (SR-57), authorized RCTC to operate a toll facility along the portion of the SR-91 in Riverside County, and extended the timeframe for the operations of the toll lanes to 2065. SB 1316 also allows the use of excess toll revenues for congestion relief projects or services along the SR-91 corridor between SR-57 and the Orange/Riverside County line.

The intent of the SR-91 Implementation Plan (Plan) is to list a suite of congestion relief projects and outline improvements in the SR-91 corridor that are possible given the elimination of the non-compete clause related to the franchise agreement under AB 680 (Chapter 310, Statutes 1995). The Plan describes projects and transportation benefits, anticipated implementation schedules by milestone year, and costs for major projects through 2035. The projects for the Plan have been updated based on the latest information provided by the project sponsors.

Discussion

Since 2002, OCTA, Caltrans, and RCTC have made significant progress in improving the SR-91. Completed projects include:

- Green River Road Overcrossing Improvement Project
- North Main Street Corona Metrolink Parking Structure Project
- Eastbound lane addition from State Route 241 (SR-241) to State Route 71 (SR-71)
- Lane addition in both directions between SR-55 and SR-241
- Westbound lane at Tustin Avenue
- Metrolink service improvements

A total of \$478 million has been invested in the completion of six projects including the addition of 17 lane miles throughout the SR-91 corridor. Since 2003, average daily traffic throughput has increased by 12 percent, showing that improvements within the corridor have helped in alleviating the effects of population growth and facilitated connectivity between Orange and Riverside counties by enhancing capacity and improving mobility. These figures do not include the Riverside County 91 Corridor Improvement Project (CIP). Although the CIP is open to traffic, the project remains in the Plan as an active project since formal completion is expected to occur in November 2017.

The Plan, which includes input from the stakeholders, is provided in Attachment A. The projects are organized by readiness and logical sequencing.

Early improvements in the corridor are anticipated to be completed by 2021 and include four projects, at a total cost of \$1.65 billion. The planned projects include:

- Initial phase of the Riverside County 91 CIP:
 - Widen SR-91 by one general purpose (GP) lane in each direction east of Green River Road
 - Extend the 91 Express Lanes to I-15
 - Add collector-distributor roads in the vicinity of the City of Corona
 - Add I-15/SR-91 direct high-occupancy vehicle/high-occupancy toll (HOV/HOT) south connector

- Add southbound HOV/HOT lanes on I-15 to Ontario Avenue
 - Provide system/local interchange improvements
- Express bus service improvements between Orange and Riverside counties
- Direct connector between the 91 Express Lanes and SR-241
- Metrolink Service and Station Improvements

Three other projects are slated for implementation between 2022 and 2030, including improvements at the SR-71/SR-91 interchange, widening SR-91 between SR-57 and SR-55 and I-15/SR-91 direct north connector. Projects anticipated for implementation by 2030 are estimated to cost between \$524 million and \$1 billion.

Improvements for implementation by 2035 focus on longer lead time concepts and include:

- Ultimate phase of the 91 CIP:
 - Widening SR-91 by one GP lane in each direction from SR-241 to SR-71
 - Improving SR-91 east of I-15
- Fairmont Boulevard improvements at SR-91

The post-2035 list of improvements included in Appendix A of the Plan are highly conceptual in nature. Some of the concepts are derived from the Riverside - Orange County Major Investment Study. Appendix A includes an elevated four-lane facility between SR-241 and I-15, Anaheim to Ontario International Airport high-speed ground transportation system, and the Irvine - Corona Expressway (ICE) from SR-241/State Route 133 to I-15/Cajalco Road, connector improvements at the SR-91/SR-55 interchange, and an eastbound fifth lane addition near SR-241. The projected cost of the post-2035 projects is in excess of \$14 billion, and the implementation will require a significant amount of planning, design, external funding, and future policy and public input.

Lastly, staff continues to monitor the financial viability of the ICE concept as requested by the SR-91 Advisory Committee and the Riverside Orange Corridor Authority in 2010. The ICE has not moved beyond the conceptual phase due to the current economic climate, lack of state and federal transportation funding, and the high construction cost. Until considerable advancements are made in efficient and affordable tunneling technology, and more state and federal funding is available, this project will be a major challenge to complete.

Summary

OCTA has completed the 2017 Plan required by AB 1010 and subsequently, SB 1316 legislation. Updates include project schedules, project descriptions, costs, and traffic analysis.

Attachment

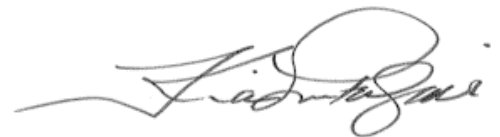
- A. Draft State Route 91 Implementation Plan 2017

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(714) 560-5537

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Draft

STATE ROUTE 91

IMPLEMENTATION PLAN

2017



In Association with:



Prepared by:

Michael Baker
INTERNATIONAL

Austin Transportation Consulting
ATC



TABLE OF CONTENTS

TABLE OF CONTENTS I

SECTION 1: 2017 STATUS REPORT AND UPDATE 1

SECTION 2: IMPLEMENTATION PLAN 9

PROJECTS BY YEAR 2021 10

PROJECTS BY YEAR 2030 15

PROJECTS BY YEAR 2035 19

SECTION 3: APPENDIX A - POST-2035 AND CONCEPTUAL PROJECTS..... 22

SECTION 4: APPENDIX B - COMPLETED PROJECT EXHIBITS..... 28

SECTION 5: REFERENCES 35



SECTION 1: 2017 STATUS REPORT AND UPDATE

INTRODUCTION

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

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

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010 (Lou Correa) (AB 1010) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise and eliminate the existing clause that prohibited any capacity-enhancing improvements from being made to SR-91 until the year 2030. The purchase agreement for the 91 Express Lanes was completed on January 3, 2003, placing the road in public hands at a cost of \$207.5 million. With the elimination of the non-compete provision through AB 1010 and the subsequent 91 Express Lanes purchase by OCTA,

Orange County and Riverside County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.

Senate Bill 1316 (Lou Correa) (SB 1316) was signed into law in September 2008 as an update to the provisions of AB 1010. SB 1316 authorizes OCTA to transfer its rights and interests in the Riverside County portion of SR-91 toll lanes by assigning them to the Riverside County Transportation Commission (RCTC), and authorizes RCTC to impose tolls for 50 years. SB 1316 also requires OCTA, in consultation with Caltrans and RCTC, to issue an annual SR-91 Implementation Plan (Plan) and a proposed completion schedule for SR-91 improvements from State Route 57 (SR-57) to I-15. The Plans prior to adoption of SB 1316 included a westerly project limit of SR-55. The Plan establishes a program of projects eligible for funding by the use of potential excess toll revenue and other funds.

This 2017 Plan is the result of the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2016 report, which was a major update of the previous annual Implementation Plans. This year's update includes projects that were identified in the 2006 Riverside County – Orange County Major Investment Study (MIS) as well as other project development efforts and funding programs such as the RCTC 10-Year Western County Highway Delivery Plan that outlines a number of projects such as the extension of High Occupancy Toll (HOT) Lanes from the Orange/Riverside County line to I-15 (currently under construction), the California Transportation Commission (CTC) Corridor Mobility Improvement Account (CMIA) that provides a funding source for transportation projects, the extension of the Measure A program that provides funding for transportation projects in Riverside County, and the Renewed Measure M program that provides funding for transportation projects in Orange County. The 2017 Plan includes an overview, identification of issues and needs, time frames for project packages to improve mobility on SR-91, and are listed based on a logical sequence for implementation. Project descriptions include conceptual

lane diagrams (as appropriate), cost estimates (in 2017 dollars, or as noted), and discussion of key considerations that need to be addressed in the planning and development of each project. This Plan will provide OCTA, RCTC, and Caltrans with a framework to implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.

PROJECT ACCOMPLISHMENTS

Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2017 Plan includes select completed project exhibits as a historical reference, see Section 4 Appendix B.

Completed Construction/Improvement Projects

As of June 2017, the following improvements have been constructed or implemented:

- ❖ Repave and seal pavement surfaces, restripe, and replace raised channelizers on the 91 Express Lanes.
- ❖ EB SR-91 restripe and median barrier reconstruction project that removed the CHP enforcement area and extended the EB auxiliary lane from SR-71 to the Serfas Club Drive off-ramp.
- ❖ WB auxiliary lane extension between the County line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County line to SR-241 in the westbound direction. This improvement minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.
- ❖ WB restripe project extended the auxiliary lane between SR-71 and the County line resulting in a new continuous auxiliary lane between SR-71 & SR-241.
- ❖ Express Bus improvements are implemented for the Galleria at Tyler to South Coast Metro route and Village at Orange to Riverside/Corona.
- ❖ Safety Improvements at the Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the EB facilities.
- ❖ Green River Road overcrossing replacement (See Section 4).
- ❖ Metrolink parking structure at the North Main Street Corona Metrolink Station (See Section 4).
- ❖ EB SR-91 lane addition from SR-241 to SR-71 (See Section 4).
- ❖ Additional SR-91 WB and EB travel lane between SR-55 and SR-241 (See Section 4).
- ❖ SR-91 WB bypass lane to Tustin Avenue at SR-55 (See Section 4).
- ❖ Metrolink Service Improvements (See Section 4).

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

The completed EB SR-91 lane addition project from SR-241 to SR-71 (See Section 4) has greatly enhanced highway operations. This accounts for some of the improvement in existing EB p.m. peak hour travel time from approximately 70+ minutes in 2010 to approximately 50 minutes in 2014 (for the baseline travel time).

In addition, there are two projects that have a direct impact upon SR-91 widening projects. The first is the \$2 billion U.S. Army Corps of Engineers (Corps) Santa Ana River Mainstem (SARM) improvement project that provides flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. As part of the Corps' project, existing riverbanks have been improved due to the increased capacity of the Prado Dam outlet works, which can now release up to 30,000 cubic feet per second (cfs) compared to the previous facility capacity of 10,000 cfs. The only remaining segments of the Santa Ana River to be improved are Reach 9 Phase 2A, which includes areas along SR-91 from just east of the Coal Canyon Wildlife Corridor Crossing to SR-71, and segments along Weir Canyon Road near Savi Ranch. SR-91 project design teams have coordinated with the Corps, Caltrans, and other federal, regional, and local agencies in order to accommodate future SR-91 improvements by the Corps bank protection project within Reach 9 Phase 2B by relocating the Santa Ana River. This has greatly enhanced the ability of Caltrans and other regional transportation agencies to implement many of the SR-91 improvement projects listed herein. The Corps SARM Reach 9 Phase 2B improvements were under construction as of September 2009 with American Recovery and Reinvestment Act (ARRA) "stimulus" funding and construction was finalized in April 2015. Environmental mitigation within the Santa Ana River perennial stream habitat restoration area will continue for another six years of the nine year mitigation program.

The other project with a direct impact to SR-91 is the \$120 million Santa Ana Regional Interceptor (SARI) sewer trunk line relocation. The existing SARI line is within the Santa Ana River floodplain and was in jeopardy of failure due to scour from the potential increased flood releases by the aforementioned Corps project. In order to relocate the proposed 48-inch diameter SARI line outside of the floodplain, which is immediately adjacent to SR-91, Caltrans highway R/W was relinquished to the Orange County Flood Control District (OCFCD) for location of the SARI line. SR-91 project teams have coordinated with the OCFCD, Caltrans, and other federal, regional, and local agencies in order to accommodate planned SR-91 improvements within the remaining State R/W subsequent to relinquishment. This project completed the construction phase in mid-2014.

The WB SR-91 Widening Project completed construction in 2016 from State College Blvd to Interstate 5 (I-5). This project added one WB general purpose lane and removed the dedicated exit lane to State College Blvd from the SB SR-57 to WB SR-91 Connector that was causing operational issues due to the short weaving distance. While this project falls just to the west of the limits for the Plan study area, it will have an influence on operations within the Plan area and on Project 6.

Completed Designs and other Reports

In addition to the physical improvements in the corridor, there are various project development phase documents (Feasibility Reports, Studies, PSR, PA/ED, or PS&E) that are completed, or are in draft form and anticipated to be approved that identify improvements that will provide improved mobility. These documents include (also see Section 5):

- ❖ MIS – Final Project Report: Locally Preferred Strategy Report (January 2006).
- ❖ Renewed Measure M Transportation Investment Plan (November 2006).
- ❖ Project Study Report for SR-71/SR-91 Interchange (December 2006).
- ❖ RCTC 10-Year Western County Highway Delivery Plan (December 2006).
- ❖ SR-91/Fairmont Boulevard Feasibility Study (December 2009).
- ❖ Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report (August 2010).
- ❖ Renewed Measure M Early Action Plan, approved August 2007 and subsequently renamed as the

Capital Action Plan (April 2011).

- ❖ PSR-PDS for SR-241/SR-91 Connector (January 2012).
- ❖ PS&E for Initial SR-91 Corridor Improvement Project (CIP) Project (2014).
- ❖ PSR-PDS on SR-91 between SR-57 and SR-55 (October 2014).
- ❖ Measure M Next 10 Delivery Plan (Next 10 Plan), (November 2016).

Updates from the 2016 SR-91 Implementation Plan

In addition to the improvements and progress noted above, the following items that were included in the 2016 SR-91 Implementation Plan have been modified for the 2017 Plan update:

- ❖ Various project descriptions, costs, and schedules have been updated from the 2016 Plan based on continued project development.
- ❖ Project schedules have been revised within the horizon year timelines. The 2019 horizon year is updated to 2021.
- ❖ The Metrolink Short-Term Expansion Plan has been restructured with station portions of the plan included in the updated Project 3 - Metrolink Service and Station Improvements, and with currently completed service enhancements included as Project B-6 (see Appendix B) and schedule has advanced by 10 years.

SR-91 CORRIDOR CONDITIONS

Project Limits

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

Traffic Conditions Summary

A review of traffic conditions in the Corridor indicates that the existing carrying capacity of the facility is inadequate to accommodate current and future peak demand volumes, and that Level of Service (LOS) F prevails in the peak direction during the entire peak period, where LOS F is defined as the worst freeway operating condition and is

defined as a density of more than 45 passenger cars/lane/mile. The results also indicate that there are several physical constraints that generate unacceptable traffic queues. The following list summarizes the deficiencies identified along the SR-91 Corridor:

- ❖ Heavy traffic volumes from I-15 (North and South) converge with SR-91. The weaving and merging condition is complicated by the close proximity of the Westbound (WB) Main Street off-ramp.
- ❖ High traffic volumes from Gypsum Canyon Road and Santa Ana Canyon Road contribute to congestion on the mainline. A significant number of this traffic is redirected (balanced) traffic trying to bypass mainline congestion.
- ❖ One of the two EB lanes from The Eastern Transportation Corridor (State Route 241) is dropped at the merge to State Route 91 (SR-91), causing additional congestion in the EB direction.
- ❖ Heavy traffic reentering the freeway merges at slow speeds from existing WB and EB truck scales, impacting the general-purpose lanes. EB truck traffic must make two lane changes to stay on EB SR-91.
- ❖ SR-55 merges with SR-91. An EB lane on SR-91 is dropped (as a dedicated exit) at Lakeview Avenue and a second EB lane is dropped (as a dedicated exit) at Imperial Highway creating a weave condition.
- ❖ WB SR-91 drops a GP lane and a 91 Express Lane to SB SR-55, which contributes to mainline congestion. This drop also occurs on the left-hand side of SR-91 as opposed to the typical right-hand connector exit.
- ❖ High demand from Weir Canyon Road, Imperial Highway and Lakeview Avenue increases delay during the peak hours.
- ❖ WB traffic entering SR-91 at Lakeview Avenue to southbound (SB) SR-55 contributes to mainline congestion by weaving through three lanes on WB SR-91.
- ❖ The existing two lane connector from WB SR-91 to SB SR-55 is over capacity.
- ❖ There is a trap lane from EB SR-91 that terminates at SB SR-241 which creates a chokepoint in the area.

PROJECT SUMMARY

Many of the highway projects and concepts identified in this 2017 Plan are based on the MIS that was completed in January 2006. The projects and concepts are

presented based on potential implementation schedules and priorities established in the MIS as well as through subsequent project development. Table 1 summarizes the various pending, potential concepts, and completed projects in the 2017 Plan, and they are outlined below by implementation/construction schedule (see Section 2 for detailed pending projects, Section 3 Appendix A for concept project summaries, and Section 4 Appendix B for completed project summaries):

- ❖ The first set of projects is anticipated to be completed by 2021 and includes four improvements at a total cost of approximately \$1.65 billion. The projects include the Initial SR-91 CIP that will widen SR-91 by one GP lane in each direction east of Green River Rd, add collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extend the 91 Express Lanes to I-15, and provide system/local interchange improvements; Express Bus service improvements; Metrolink service and station improvements; and a State Route 241 (SR-241)/ 91 Express Connector. These projects are in the process of final design, construction, or procurement and implementation, as noted in the project summaries.
- ❖ Three projects for implementation by 2030 include the interchange improvements at SR-71/SR-91, SR-91 widening improvements between SR-57 and SR-55, and the I-15/SR-91 Direct North Connector. OCTA, RCTC, and Caltrans have initiated preliminary planning activities for these projects to ensure readiness when local, state, or federal funding becomes available. The 2030 projects are funded and underway in various stages of project development. Projects for implementation by 2030 would cost approximately \$650 million to \$754 million.
- ❖ Projects for implementation by 2035 focus on longer-lead time projects and include a potential new interchange or overcrossing at Fairmont Boulevard, and the Ultimate SR-91 CIP that includes widening SR-91 by one GP lane in each direction from SR-241 to SR-71 and SR-91 improvements east of I-15.
- ❖ Long-range concepts for potential Post-2035 implementation (potentially earlier if funding becomes available) in Appendix A include an elevated 4-lane

facility (MIS Corridor A) from SR-241 to I-15, the Anaheim to Ontario International Airport Maglev High Speed Rail, the Irvine-Corona Expressway (ICE) 4-lane facility from SR-241/SR-133 to I-15/Cajalco Road (formerly known as MIS Corridor B), the WB SR-91 to SB SR-55 Improvements, and the EB SR-91 Fifth Lane Addition at SR-241. This multi-billion dollar potential concept program requires a significant amount of planning, design, and future policy and public input. In some cases, these concepts may include previous projects as components, such that all concepts within this summary may not be implemented.

Traffic Analysis

For the 2017 Plan, the traffic analysis for major SR-91 capacity projects has been updated from the 2016 Plan. This analysis used the latest freeway operations software model available from UC Berkeley and traffic data calibrated to reflect new traffic patterns since the 2016 Plan. This freeway operations model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models. This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway merging area can cause many vehicles to slow, cascading delay through the traffic stream, and suddenly both speed and volume rapidly decrease for major segments of the freeway.

The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major capacity enhancing projects:

- ❖ New SR-91 WB/EB lanes from SR-71 to I-15 by 2017 (Initial CIP, Project 1).
- ❖ SR-241/91 Express Connector with lanes to Coal Canyon on SR-91 by 2021 (Project 4).
- ❖ SR-91 EB lane between SR-57 and SR-55 by 2030 (Project 6).
- ❖ New SR-91 WB/EB lanes, various segments from SR-241 to east of I-15 by 2035 (Ultimate CIP,

Table 1 – SR-91 Implementation Plan Projects

Project No.	Project Summary (Implementation Year)	Cost (\$M)
Projects By Year 2021		
1	Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	1,407
2	Express Bus Service Improvements Between Orange County and Riverside County (2017)	6
3	Metrolink Service and Station Improvements (2020)	55.8
4	SR-241/91 Express Connector (2021)	181
	SUBTOTAL	1,650
Projects By Year 2030		
5	SR-71/SR-91 Interchange Improvements (2023)	123.4
6	SR-91 between SR-57 and SR-55 (2030)	347-450
7	I-15/SR-91 Direct North Connector (2030)	180
	SUBTOTAL	650-754
Projects By Year 2035		
8	Fairmont Boulevard Improvements (By 2035)	76.8
9	Ultimate CIP: Widen SR-91 by One GP Lane in Each Direction from SR-241 to SR-71 and SR-91 Improvements East of I-15 (2035)	TBD
	SUBTOTAL	77+
Appx. A	Concept Summary (Implementation Year)	Cost (\$M)
Concepts By Post-2035 and Conceptual Projects		
A-1	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15 (Post-2035)	2,720
A-2	Anaheim to Ontario International Airport Maglev High Speed Rail (Post-2035)	2,770 – 3,200
A-3	Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road (Post-2035)	8,855
A-4	WB SR-91 to SB SR-55 Improvements (Post-2035)	75 – 150
A-5	EB SR-91 Fifth Lane Addition at SR-241	31
	SUBTOTAL	14,451 – 14,956
Appx. B	Completed Project Summary Since 2006 (Constructed Year)	Cost (\$M)
B-1	Green River Road Overcrossing Replacement (March 2009)	24.3
B-2	North Main Street Corona Metrolink Station Parking Structure (June 2009)	25
B-3	Eastbound Lane Addition from SR-241 to SR-71 (September 2010)	51.2
B-4	Widen SR-91 between SR-55 and SR-241 by Adding a 5 th GP Lane in Each Direction (January 2013)	85.2
B-5	SR-91 WB Lane at Tustin Avenue (April 2016)	45.2
B-6	Metrolink Service Improvements (June 2016)	249

Project 9).

The WB morning (a.m.) traffic analysis results indicate that for the year 2021 forecasts, travel times in Riverside County are anticipated to improve significantly (by about 8 minutes) due to the inclusion of the Initial Phase of the CIP (Project 1), but increase slightly (by about 1 minute) in Orange County. Bottlenecks are anticipated at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area. A minor bottleneck is shown at the SR-55 interchange. The main bottlenecks in Riverside County have decreased because of the completion of proposed projects (including the Initial Phase of the CIP), though some congestion is still forecasted. In the year 2030 forecast, WB bottlenecks occur at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area. This results in an increase in travel time within Riverside County from about 27 minutes in 2021 to about 45 minutes in 2030. The completion of Project 6 improves the minor bottleneck at the SR-55 interchange. Assuming Corridor A and the ICE are not constructed by 2035, bottlenecks appear at the Orange-Riverside County line, at the SR-241 interchange/Gypsum Canyon interchange area, and a minor bottleneck at the SR-55 interchange. With completion of the ultimate CIP project, Riverside County 2035 travel times (about 19 minutes) improve dramatically with reduction to below 2021 levels (about 27 minutes). For all forecast horizon years, travel times in Orange County remain relatively unchanged between

Existing (2016) and 2030 and show an increase in 2035 (approximately 5 minutes over existing) due to the growth in traffic and alleviation of bottlenecks upstream. A project to address the operational aspects for the WB SR-91 to SB SR-55 movement is included (see Concept A-4) in addition to exploring multi-modal opportunities by OCTA on, or adjacent to, the SR-91 corridor that could provide additional congestion relief.

The EB evening (p.m.) peak hour traffic analysis indicates that for the year 2021 forecasts, bottlenecks are shown just before the SR-55 interchange, at the Orange-Riverside County line, and just before the Main Street interchange. Implementation of Project 1, the Initial Phase of the CIP, results in decreased Riverside County corridor travel times from approximately 26 minutes to 17 minutes in 2021. In the year 2030 forecast, EB bottlenecks are still shown west of the SR-55 interchange at the Orange-Riverside County line, and just before the Main Street interchange, with overall travel time increasing by approximately 11 minutes compared to 2021 conditions. For the 2035 horizon year, bottlenecks appear at SR-55, at SR-241, and just before the Main Street interchange. The 2035 travel times for EB SR-91 in Riverside County are reduced due to the completion of proposed projects but gradually increase (to an additional 14 minutes) in Orange County when compared to 2021. Figures 1-1 and 1-2 below show the existing (2016) and horizon year corridor travel times by County.

Figure 1-1 – Mainline Westbound SR-91 from I-15 to SR-57 A.M. Peak Hour Average Travel Time (Minutes)

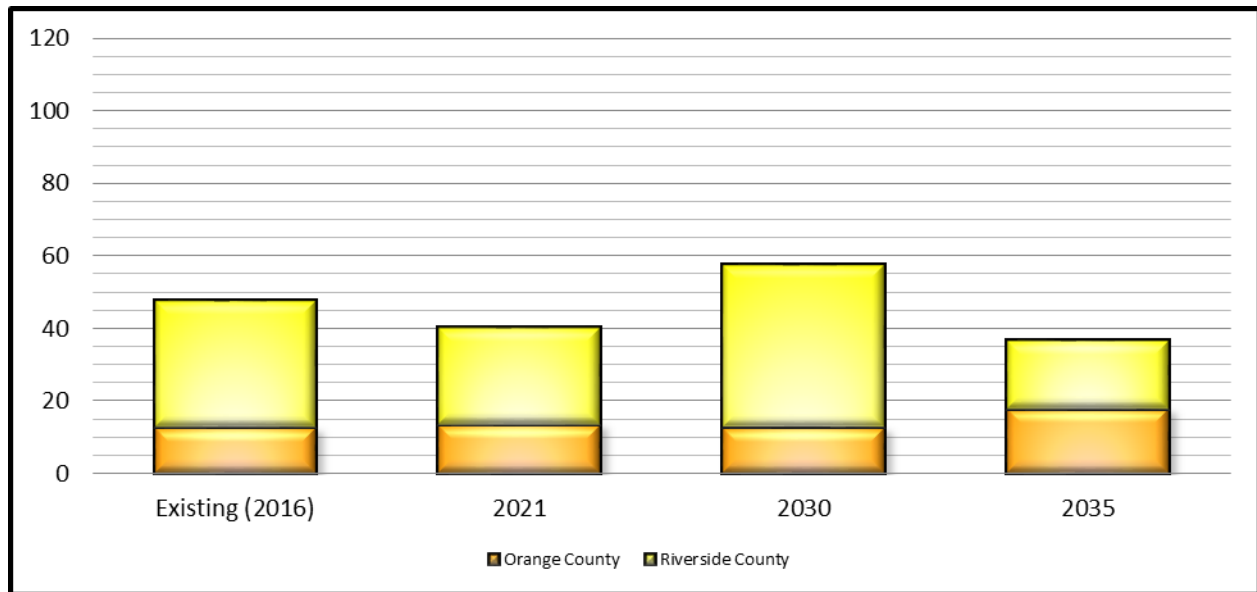
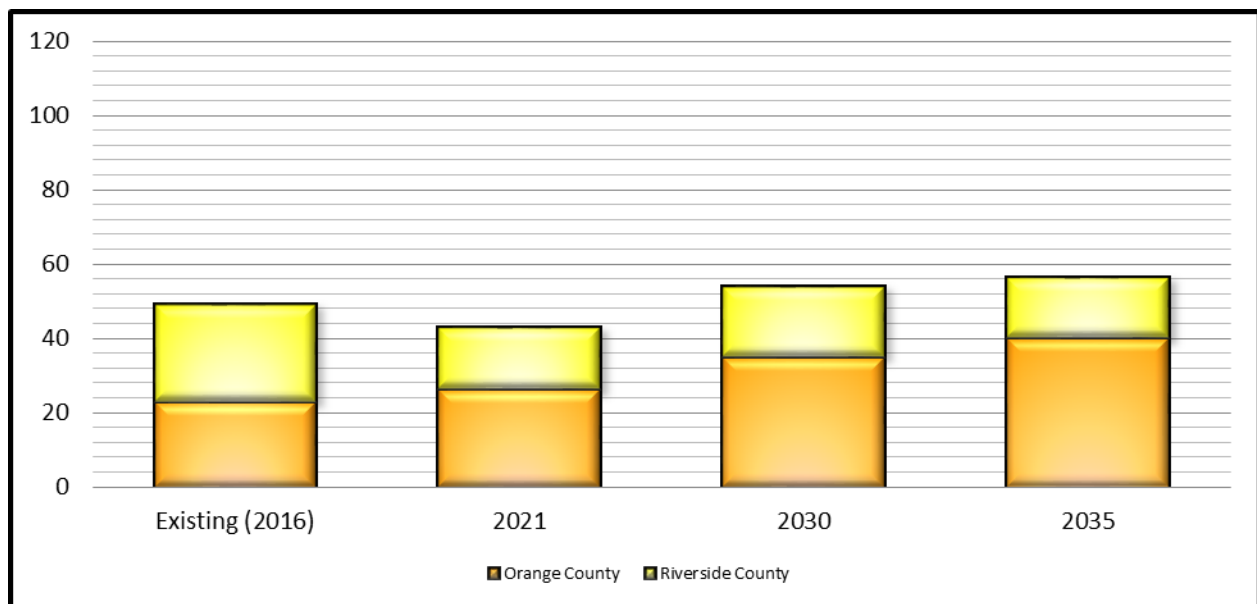


Figure 1-2 – Mainline Eastbound SR-91 from SR-57 to I-15 P.M. Peak Hour Average Travel Time (Minutes)



ICE STATUS SUMMARY

The ICE concept (see Concept A-3) was conceived as part of the MIS and was established as part of a suite of projects to support future peak demand volumes between Riverside and Orange Counties. The ICE was further evaluated in 2009 for financial and geotechnical feasibility. Seven (7) primary feasibility issues were considered:

- ❖ Geologic, hydrogeologic/hydrologic, and geotechnical conditions.
- ❖ Corridor concepts (full tunnel and partial tunnel/partial surface road).
- ❖ Tunnel configuration.
- ❖ Tunnel excavation and support methods.
- ❖ Tunnel systems (e.g. ventilation, emergency fire system, operation building, toll system, etc.).
- ❖ Construction considerations.
- ❖ Construction, Operation & Maintenance (O&M) costs.

At the conclusion of the financial and geotechnical feasibility study in 2010, the Riverside-Orange Corridor Authority Board (ROCA) directed staff to shelve the project due to its high construction cost and the difficult economic climate, and to reevaluate the concept on an annual basis during the preparation of the SR-91 Implementation Plan.

The National Forest Service has continued monitoring of the ground water level along the preliminary alignment of the tunnel and has not found any significant changes since 2010. The technological ability to construct the large-diameter tunnels is currently available; however, the cost of tunnel boring machines (TBM) required to construct this project has not been reduced significantly.

In general, no significant changes to the seven feasibility issues considered for the ICE concept have occurred over the last seven years.

Conclusion

An assessment of current economic conditions, lack of state and federal transportation funding; and the high construction cost is hampering the ability of OCTA and RCTC to implement this concept. Until considerable advancements are made in regards to efficient and affordable tunneling technology, and more state and federal funding are made available, the concept will remain a challenge to implement.

OVERVIEW

The 2017 Plan describes projects, implementation schedules, key consideration, benefits, and costs (in 2017 dollars, or as noted) for major projects and concepts through Post-2035. Some of the projects and concepts identified in this Implementation Plan are based on the MIS that was completed in January 2006. The projects and concepts are presented based on potential implementation schedules and priorities established in the MIS and subsequent updates. The schedules for implementation of the packages of projects include 2021, 2030, and 2035. The 2021 projects are capable of being implemented through the project development process with minimal to moderate environmental constraints or are under construction. Some of the longer-range projects for 2030 and 2035 require more significant planning and environmental assessment prior to design.

Each of the project or concept improvements includes an estimated project schedule. It is important to note that implementing various time saving measures, such as design-build or contractor incentives for early completion, may potentially reduce project schedules. The implementation phases are defined as follows:

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

The intent of these Implementation Plan project packages is to provide an action list for OCTA, RCTC and Caltrans to pursue in the project development process or for initiating further studies.

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

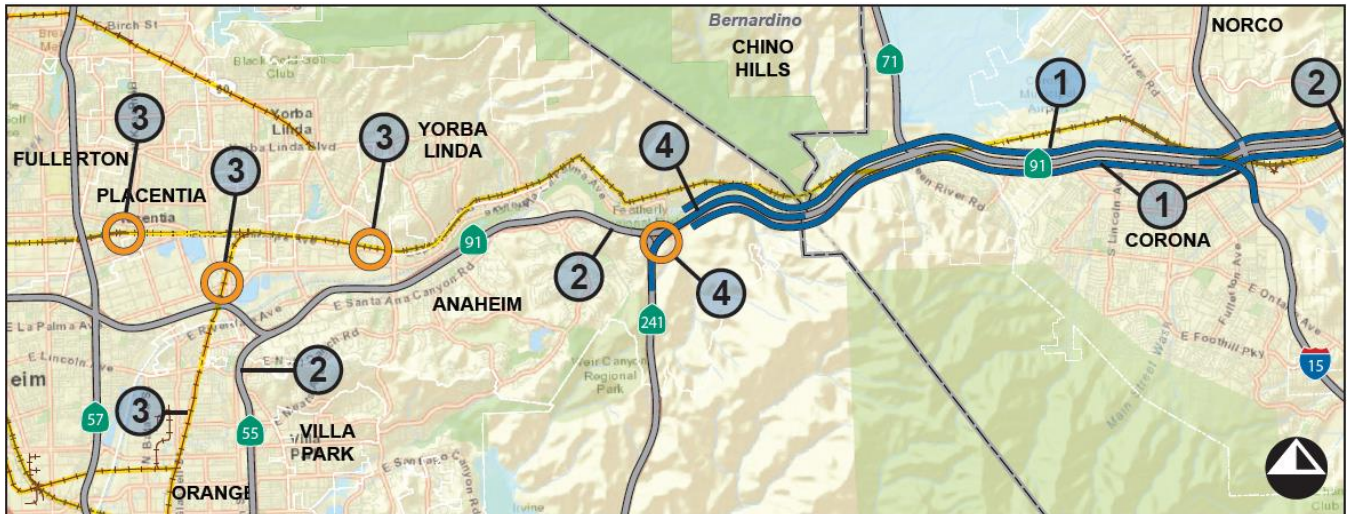


PROJECTS BY YEAR 2021

The first set of projects will be completed by 2021 and includes four (4) improvements at a total cost of approximately \$1.65 billion (in 2017 dollars, or as noted). The projects include the Initial SR-91 Corridor Improvement Project (CIP) that will widen SR-91 by one GP lane in each direction east of Green River Rd, add collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extend the 91 Express Lanes to I-15, and provide system/local interchange improvements; Express Bus service improvements; Metrolink Service and Station Improvements; and a SR-241/ 91 Express Connector. Further details for each of the projects are included following the summary below.

Project No.	Project Summary (Implementation Year)	Cost (\$M)
1	Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	1,407
2	Express Bus Service Improvements (2017)	6
3	Metrolink Service and Station Improvements (2020)	55.8
4	SR-241/91 Express Connector (2021)	181
SUBTOTAL		1,650

Figure 2-2 – Summary of Projects for Implementation By 2021



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

Project No: 1

Anticipated Completion: 2017

Project Cost Estimate*

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

Project Schedule**

Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2013-2017

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

** Schedule for Initial Phase; subsequent phase for Ultimate Project anticipated in 2035 (see Project #9)

Project Description

The approved Project Study Report (PSR) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, includes the addition of a 5th general purpose lane in each direction, the addition of auxiliary lanes at various locations, additional lanes at the SR-71/SR-91 interchange (Project #5), and collector-distributor (CD) lanes at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission's (RCTC) 10-Year Delivery Plan recommended the following in addition to the PSR recommended improvements: the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of SR-91 (EB/WB)/I-15 (SB/NB) Express Lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/Hidden Valley Parkway. An Express Lanes ingress/egress lane is also planned near the County Line. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase with reduced improvements to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the deferred ultimate improvements: I-15/SR-91 median North Direct Connector (Project #7), and I-15 Express Lanes North to Hidden Valley Parkway (Project #9); general purpose lanes and Express Lanes from I-15 to Pierce Street; and general purpose lanes from SR-241 to SR-71. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lane Project with an anticipated completion in 2020.

Key Considerations

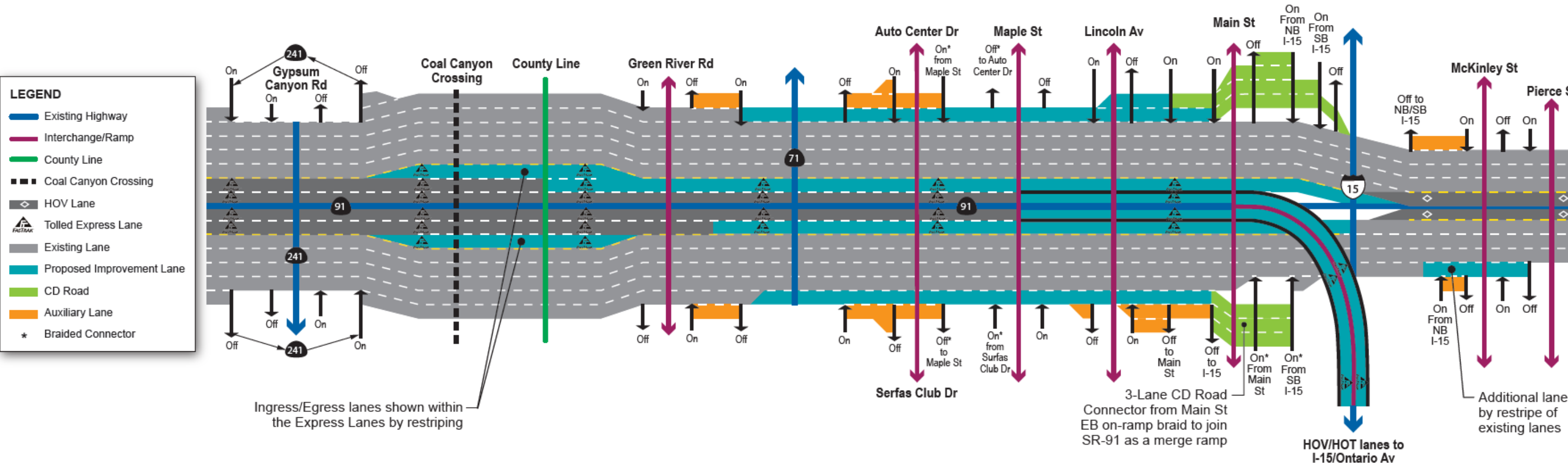
Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 Interchange (Project #5), the SR-241/91 Express Connector (Project #4), and RCTC's I-15 Express Lane Project.

Benefits

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

Current Status

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



Express Bus Service Improvements

Project No: 2

Anticipated Completion: 2017

Project Cost Estimate*

Total Annual Capital Cost	\$ 1,000,000**
Total Annual Operating Cost	\$ 5,000,000**

Project Schedule

Riverside/Corona to Anaheim Resort	FY 2017 (Planned RTA Route 200)
Temecula to Village at Orange	FY 2017 (Planned RTA Route 205)
Village at Orange to Riverside/Corona	Existing (RTA Route 216)
Riverside/Corona to South Coast Metro	Existing (OCTA Route 794)

* Capital and Operating costs from
OCTA and RCTC (2015 dollars)

** 20-year average

Project Description

Orange County Transportation Authority (OCTA), working with the Riverside County Transportation Commission (RCTC), and the Riverside Transit Agency (RTA), plans an expansion of Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to some Orange County employment centers, and new Express Bus service can provide this connection.

Existing Service

OCTA has operated Route 794 since 2006 from Riverside County to Hutton Centre and South Coast Metro (shown in orange below). RTA has operated Route 216 since 2010 between the Village at Orange and Downtown Riverside (shown in red below).

New Service

Two new Express Bus routes are planned for implementation by Fiscal Year 2017 between Riverside County and Orange County including RTA route 200 (shown in blue below) from Riverside County to Corona and to the Anaheim Resort. The route would include three AM and three PM roundtrips by three buses. RTA route 205 (shown in green below) from Temecula to the Village at Orange is proposed to include two AM and two PM roundtrips by 2 buses. Existing RTA route 216 (shown in red below) from the Riverside Downtown Terminal to the Village at Orange is planned for expansion of service from the current two buses to four buses by Fiscal Year 2023.

Upon completion of the proposed 91 Express Lanes, RCTC expects RTA to nearly double Express Bus service on SR-91. Currently, OCTA operates 15 bus trips per day on SR-91 and, based on expansion of ridership, RCTC envisions RTA adding 20 additional trips, eventually bringing the total to 35 daily trips. Service duration for this expansion will increase by 11,500 hours per year and will be served by five new RTA coaches to be procured specifically for this service, and RTA will add five more coaches by 2017.

Key Considerations

Operating costs will average \$5,000,000 each year and capital costs will average \$1,000,000 per year. The cost sharing will be negotiated between Orange and Riverside counties. RCTC is committing \$5,000,000 primarily for Express Bus purchases once the Riverside County portion of the 91 Express Lanes open.

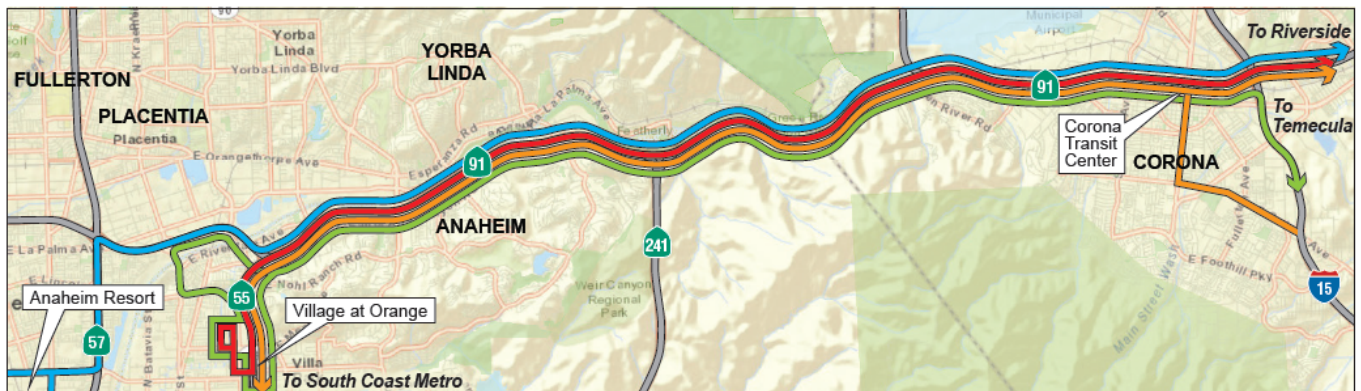
Intercounty Express Bus service is effective between locations where transit travel times by Express Bus would be more competitive than Metrolink and connecting rail feeder buses. There is some duplication of service between the existing Express Bus routes and Metrolink service. One reason customers are attracted to Express Bus service over Metrolink is that the cost is approximately 33% lower. There may be some merit to subsidizing Metrolink fares for price-sensitive transit riders in this corridor instead of keeping competitive bus service.

Benefits

Development of Express Bus services will contribute to congestion relief on SR-91.

Current Status

A cooperative agreement covering the Riverside/Corona to South Coast Metro service with Riverside County has been developed. The Riverside County to South Coast Metro Express Bus route is currently operating. Expansion of the program is dependent upon available operating funds and future financial commitments with Riverside County. The implementation dates may change based on funding availability.



Project No: 3

Anticipated Completion: 2020

Project Cost Estimate*

Anaheim Canyon Station Cost	\$ 21,000,000
Placentia Station Cost	\$ 34,800,000
Total OCTA Costs	\$ 55,800,000

Project Schedule

To be completed by 2020

* Costs from OCTA and based on projected start of construction

Project Description

The Anaheim Canyon Station improvement project includes the addition of a second track, platform, extensions of the existing platform, and associated passenger amenities, including ticket vending machines, benches, canopies and signage. This project will improve the safety and on-time performance of Metrolink service, as well as improved pedestrian circulation within the station. OCTA is the lead on all phases of project development, including environmental.

The proposed Placentia Metrolink Station will be a new station on the 91/Perris Valley line. OCTA is the lead for design and construction of the projects.

Key Considerations

Coordination has been ongoing with the Metrolink extension studies for the Anaheim Canyon and Placentia Station Improvements.

Benefits

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

Current Status

Preliminary plans and environmental clearance of the Anaheim Canyon Station projects were completed in early 2017. Final plans, specifications and estimates are expected to be completed in May 2019. Construction for the Anaheim Canyon Station improvements should begin in fall 2019.

Plans for the new Placentia Station platforms, station amenities, and parking are 95 percent complete. The plans are being revised to include a parking structure and are anticipated to be complete and ready to bid in fall 2017. Construction is anticipated to begin in spring 2018.

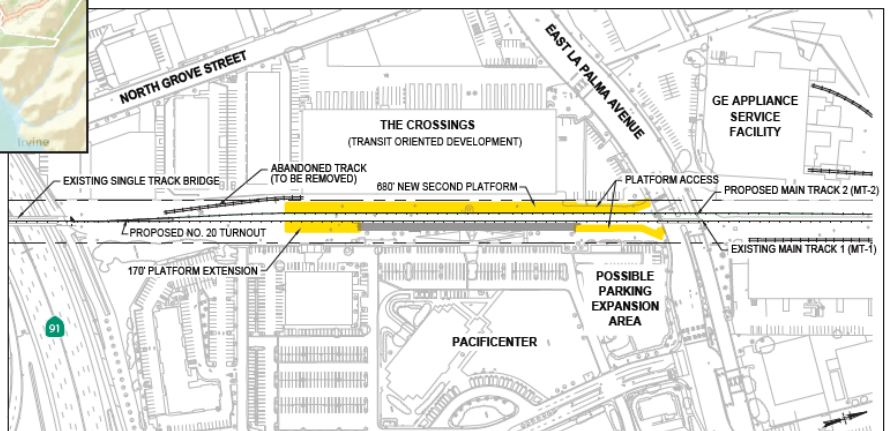
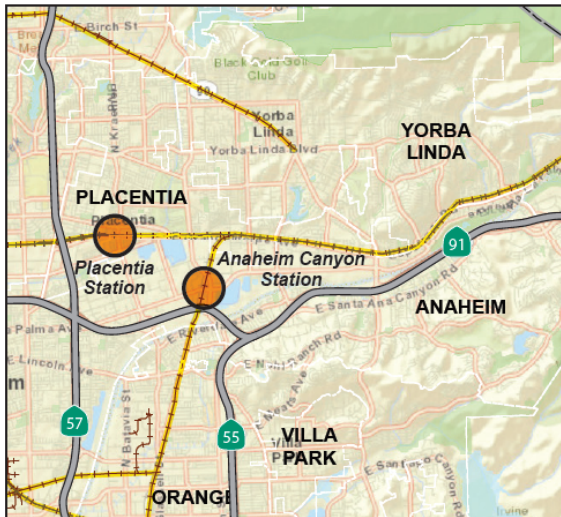


Image source:
Anaheim Canyon Station Project Definition Report, February 23, 2015

Project No: 4

Anticipated Completion: 2021

Project Cost Estimate*

Total Project Cost \$ 181,000,000

Project Schedule

Preliminary Engineering	Completed
Environmental	2012-2018
Design/Construction	2018-2021

* Assumes a 2-lane connector, extending as far as Coal Canyon.

Project Description

The SR-241/91 Express Connector will carry northbound (NB) SR-241 traffic to eastbound (EB) 91 Express Lanes and carry westbound (WB) 91 Express Lanes traffic to southbound (SB) SR-241. Outside widening would be required on the south side of SR-91 for realignment of EB lanes up to the Coal Canyon Crossing.

Key Considerations

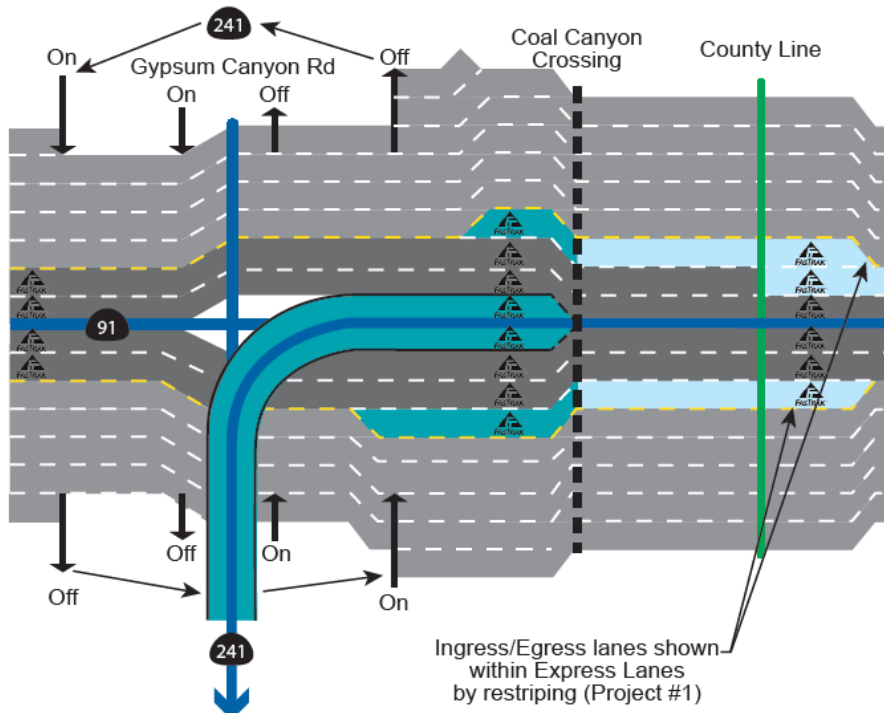
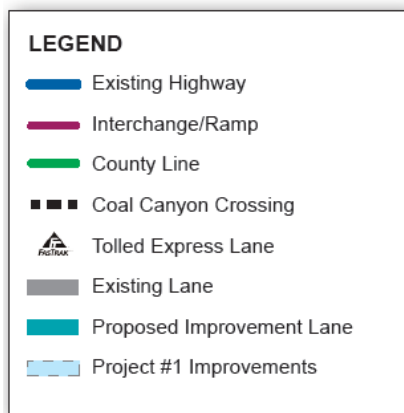
This project was originally planned as a High Occupancy Vehicle (HOV) connector into the SR-91 HOV lane. With the implementation of the 91 Express Lanes, the project will need to carefully coordinate the traffic operations and tolling policies that will result with the convergence of the SR-241 Toll Road, the existing OCTA 91 Express Lanes, and the proposed extension of the 91 Express Lanes by RCTC. The project will follow the SR-91 CIP (Project #1) in its implementation and will need to be designed accordingly. Continuous operations of the 91 Express Lanes will be a key consideration for this project. The preliminary analysis calls for the SR-91 center median to be widened to the south to make room for a two lane (one in each direction) direct connector and associated Express Auxiliary Lanes in each direction. The project would tie into the SR-91 CIP improvements at Coal Canyon.

Benefits

The project will provide connectivity from the 91 Express Lanes and the SR-241 Eastern Transportation Corridor System. The project improves access to SR-241 and South County for traffic that does not currently utilize the 91 Express Lanes, which also improves WB SR-91 by eliminating the need for HOV and Express Lane users to weave across four general purpose lanes to use the existing SB SR-241 connector. It will help alleviate congestion through the corridor by allowing SR-241 and 91 Express Lanes users to bypass the existing 241/91 general purpose connectors.

Current Status

Preliminary engineering concepts for a SR-241/91 Express Lanes direct connector have been developed by The Foothill/Eastern Transportation Corridor Agency (TCA) and Caltrans. The 91 Express Lanes Extension and SR-241 Connector Feasibility Study was completed in March 2009 and was initiated to evaluate the various alternatives. A Project Study Report was initiated in January 2011 and was completed by January 2012. The Draft Project Report and Draft Environmental Document were completed in late- 2016, and the Final Project Report and Environmental Document is anticipated to be completed in late-2017. Final Engineering is underway and anticipated to be completed in mid-2018.



PROJECTS BY YEAR 2030

Projects for implementation by 2030 include the interchange improvements at SR-71/SR-91, SR-91 widening improvements between SR-57 and SR-55, and I-15/SR-91 North Direct Connector. The 2030 projects are at least partially funded and underway in various stages of project development. OCTA, RCTC, and Caltrans have initiated preliminary planning activities for these projects to ensure readiness when local, state, or federal funding becomes available. Consequently, there may be opportunities to advance these projects if additional funding is made available. Projects for implementation by 2030 are expected to cost approximately \$650 million to \$754 million (in 2017 dollars, or as noted).

Project No.	Project Summary (Implementation Year)	Cost (\$M)
5	SR-71/SR-91 Interchange Improvements (2023)	123.4
6	SR-91 between SR-57 and SR-55 (2030)	347-450
7	I-15/SR-91 North Direct Connector (2030)	180
SUBTOTAL		650 – 754

Figure 2-3 – Summary of Projects for Implementation By 2030



Project No: 5

Anticipated Completion: 2023

Project Cost Estimate*

Total Project Cost\$ 123,397,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	2021-2023

* Cost obtained from preliminary engineer's cost estimate (2011 dollars)

Project Description

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

Key Considerations

Project improvements must be coordinated with the following projects: the SR-91 Corridor Improvement Project (CIP) (Project #1 and #9) and the SR-241/91 Express Connector (Project #4). The Green River Road Overcrossing Replacement was completed in March 2009 (see Appendix B Project # B-1) and consisted of replacing the previously existing Green River Road Overcrossing with a new six-lane wide, 4-span overcrossing to accommodate widening of SR-91 by Projects #1, #4, and #9. The SR-91 CIP (Project #1, #9) project design-build team began construction activities in early 2014. The Project Report and Environmental Document for the SR-241/91 Express Connector (Project #4) is anticipated to be completed by late 2017.

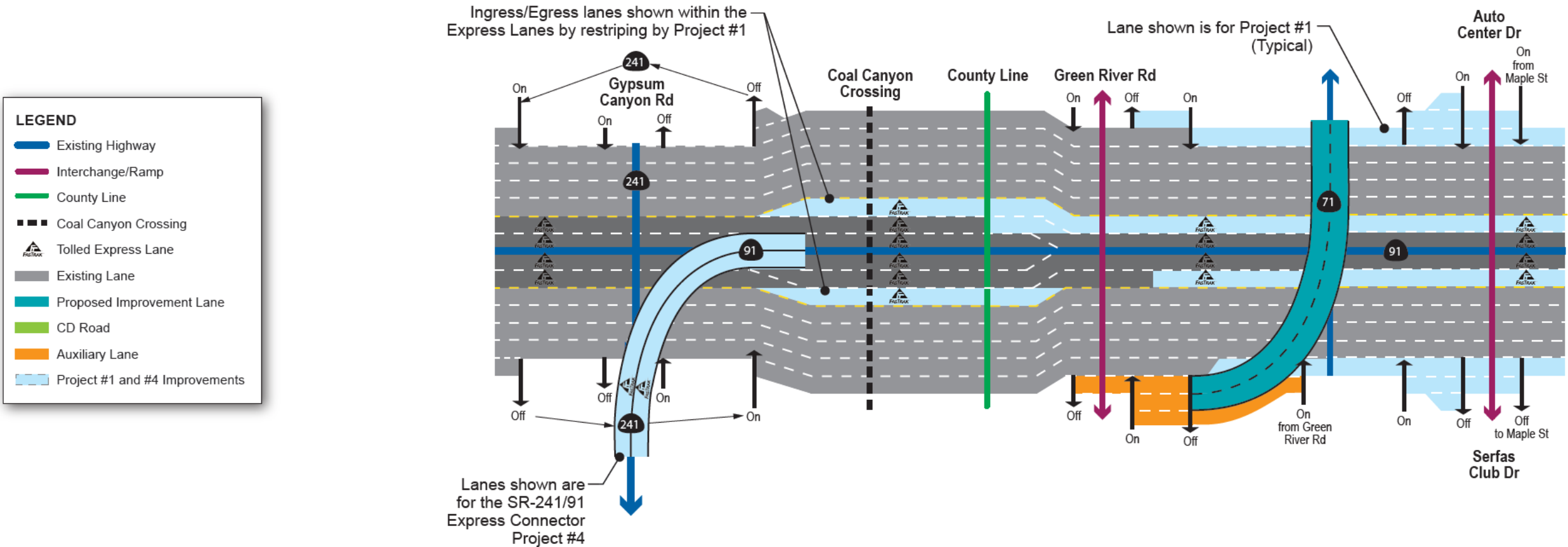
Close coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife will also be required as the connector crosses the Santa Ana River below the Prado Dam. In addition, implementation of Major Investment Study (MIS) Corridor A (Concept #A-1) within the median of SR-91 will require the need for a three-level crossing of SR-91 and the proposed SR-71 direct flyover connector. Coordination will be required with an at-grade or grade-separated managed lane ingress/egress facility that may be located near the county boundary as part of the SR-91 CIP (Project #1, #9).

Benefits

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

Current Status

The environmental phase was completed in June 2011. Final design was completed in 2015. Construction is deferred to 2021-2023 pending funding availability.



SR-91 Improvements between SR-57 and SR-55

Project No: 6

Anticipated Completion: 2030

Project Cost Estimate*

Total Project Cost, Low \$ 347,000,000

Total Project Cost, High \$ 450,000,000

Project Schedule

Conceptual Engineering Completed

Preliminary Engineering	Completed
-------------------------	-----------

Environmental 2015-2019

Design 2020-2022

Construction	2028-2030
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Project Description

Improve the SR-57/SR-91 interchange complex, including local interchanges, and adding capacity between SR-55 and SR-57. An improvement to NB SR-57 for an Orangethorpe Av Bypass was analyzed, but does not provide congestion relief to SR-91; therefore, is dropped from consideration. In addition, a drop on-ramp from Lakeview Av would be located between realigned WB SR-91 lanes for direct access to SB SR-55.

Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities. Improvements also include splitting the WB SR-91 Connector to SR-57 into separate exits and extending WB SR-91 lane additions through State College Blvd to connect with the auxiliary lane to Raymond Av-East St. The improvements for the Build Alternative include one EB GP lane from east of SR-57 to the SR-55 connector. One WB GP lane is added from NB SR-57 Connector through the State College Blvd interchange. An additional option was considered for WB SR-91 that included SR-57 connector metering instead of the lane additions from the SR-57 connectors; however, it did not relieve traffic congestion and is not considered further.

Key Considerations

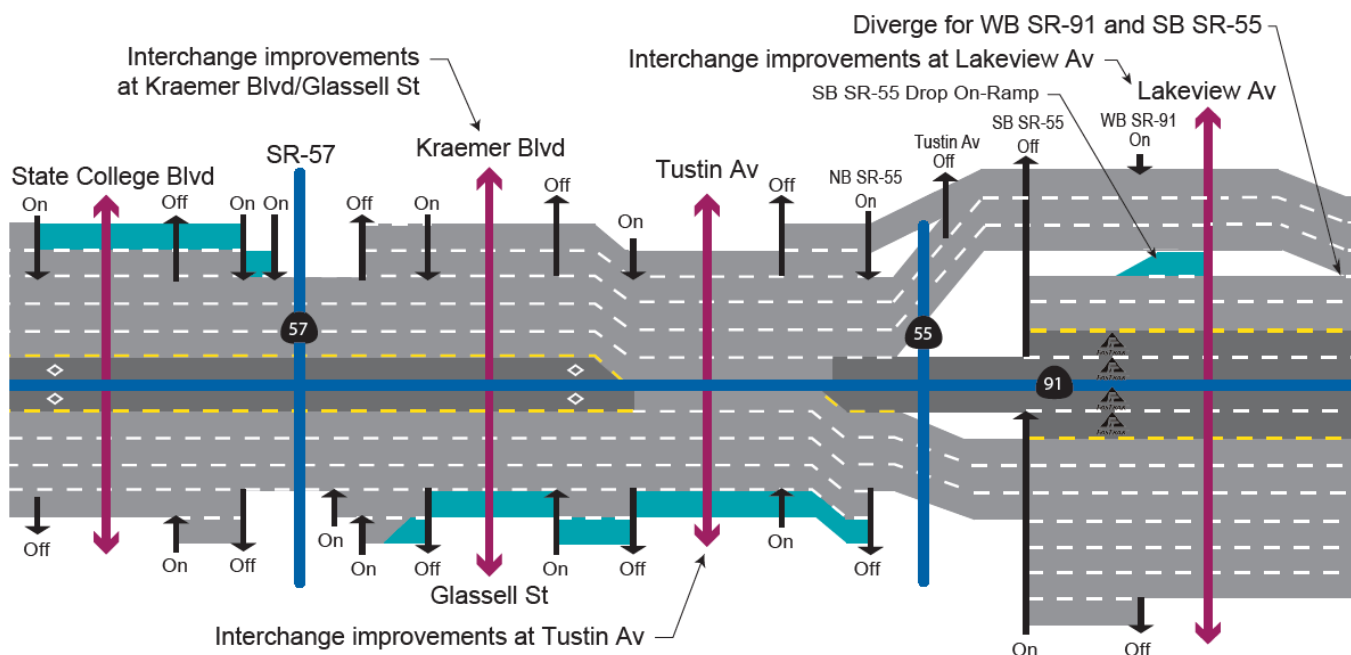
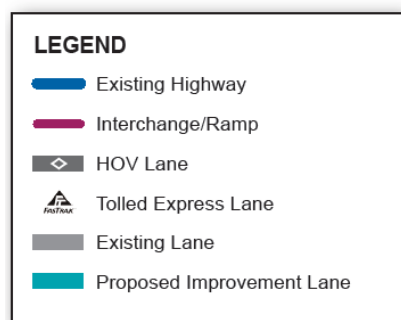
The proposed project improvements on WB and EB SR-91 may require right-of-way acquisition. A non-standard geometric cross-section will minimize the amount of acquisitions.

Benefits

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

Current Status

The project improvement for EB SR-91 widening and for improvements to SR-57/SR-91, Lakeview and SR-55/SR-91 were studied by the SR-91 Feasibility Study, which was completed in June 2009. Preliminary engineering was completed in 2014 and the Environmental phase began in early 2015. The proposed improvements are included in the Measure M2 program through the Environmental phase.



Project No: 7

Anticipated Completion: By 2030

Project Cost Estimate*

Total Project Cost \$ 180,000,000

Project Schedule**

Preliminary Engineering	2018-2019
Environmental	2018-2019
Design/Construction	TBD

* Cost from RCTC (2017 Dollars)

LEGEND

- Existing Highway
- Interchange/Ramp
- HOV or HOT Lane
- Tolled Express Lane
- Existing Lane
- Proposed Improvement Lane
- Project #1 and #5 Improvements
- * Braided Connector

Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor (CD) lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (North Direct Connector, the subject project), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project [ELP]), and easterly to east of McKinley Street. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase (Project #1), with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. Subsequently, the proposed I-15/SR-91 median North Direct Connector improvements have been pulled out from the CIP as a standalone project to be implemented prior to the Ultimate CIP (Project #9). The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lane Project with an anticipated completion date in 2020.

Key Considerations

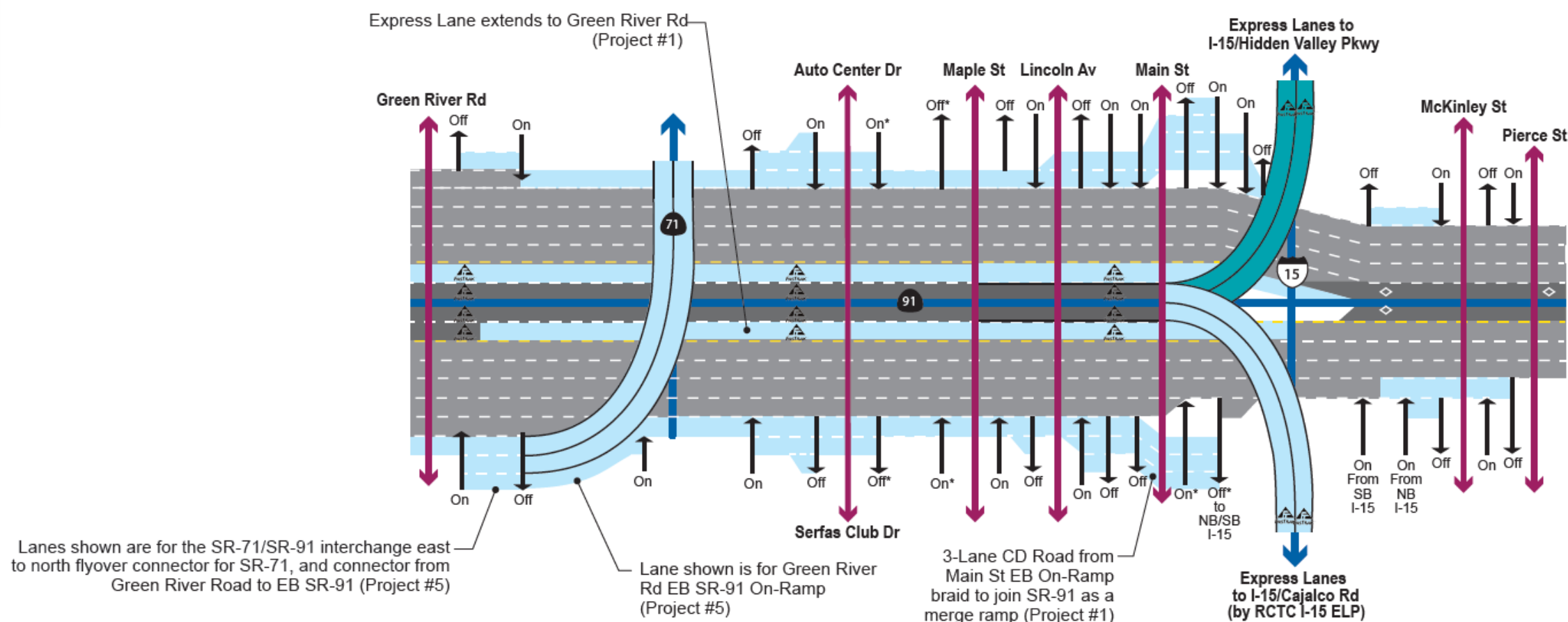
Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the Initial CIP (Project #1), the SR-71/SR-91 interchange (Project #4), the SR-241/91 Express Lanes Connector (Project #3), and RCTC's I-15 Express Lane Project.

Benefits

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

Current Status

Preliminary engineering is complete as a component of the CIP project, but will be revisited at a future date as a standalone project. The Ultimate CIP Project, which includes the I-15/SR-91 North Direct Connector, is currently discussed in the environmental document for the Initial Phase that was completed in 2012. However, separate standalone environmental documentation will be prepared.

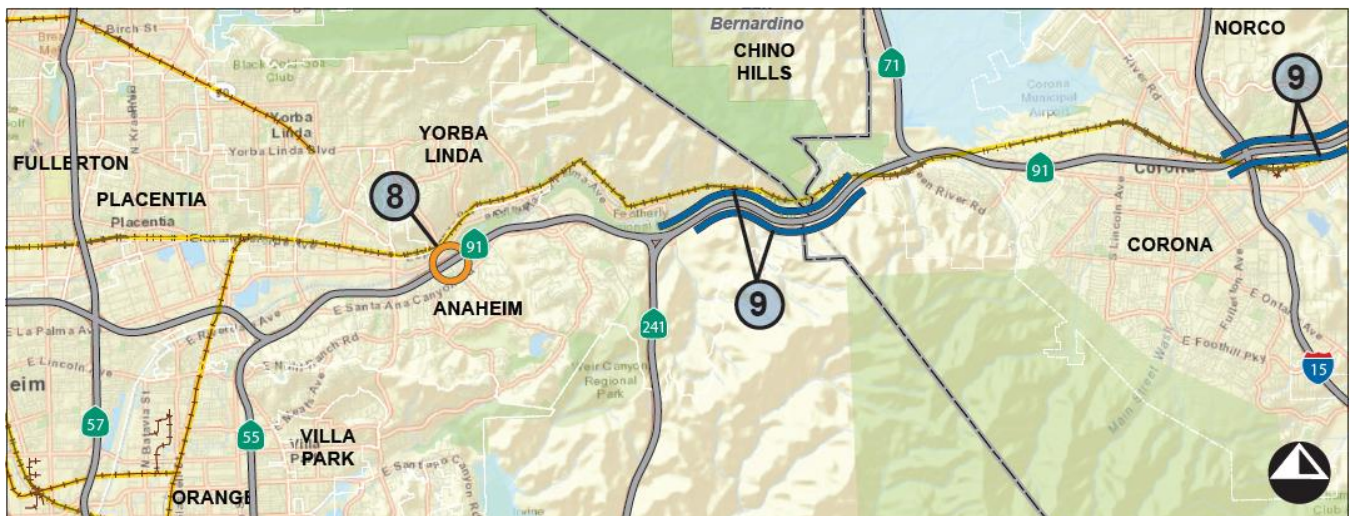


PROJECTS BY YEAR 2035

Projects for implementation by 2035 focus on longer-lead time projects and include a potential new interchange or overcrossing at Fairmont Boulevard; and the Ultimate SR-91 CIP that includes widening SR-91 by one GP lane in each direction from SR-241 to SR-71 and SR-91 improvements east of I-15.

Project No.	Project Summary (Implementation Year)	Cost (\$M)
8	Fairmont Boulevard Improvements (By 2035)	76.8
9	Ultimate CIP: Widen SR-91 by One GP Lane in Each Direction from SR-241 to SR-71, and SR-91 Improvements East of I-15 (2035)	TBD
SUBTOTAL		77+

Figure 2-4 – Summary of Projects for Implementation by 2035



Project No: 8

Anticipated Completion: By 2035

Project Cost Estimate*

Capital Cost	\$ 67,800,000
Support Cost	\$ 9,000,000
Total Project Cost	\$ 76,800,000

Project Schedule

Conceptual Engineering	Completed
Preliminary Engineering	TBD
Environmental	TBD
Design	TBD
Construction	TBD

* Costs from Feasibility Study (2009 dollars). R/W cost is undetermined at this time. Cost does not include potential impact to Santa Ana River.

LEGEND

- Existing Highway
- Interchange/Ramp
- \$ HOV or HOT Lane
- Existing Lane
- Proposed Improvement Lane

Project Description

The project would provide a new interchange with SR-91 at Fairmont Boulevard. On and off ramps will connect Fairmont Boulevard from the north to eastbound (EB) and westbound (WB) SR-91. The proposed interchange does not include a vehicular Fairmont Boulevard connection to Santa Ana Canyon Road to the south.

A pedestrian/bicycle connection is also proposed between La Palma Avenue and Santa Ana Canyon Road. This bridge and pathway will allow for direct Santa Ana River Trail access from both Anaheim south of SR-91 and from Yorba Linda.

Key Considerations

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

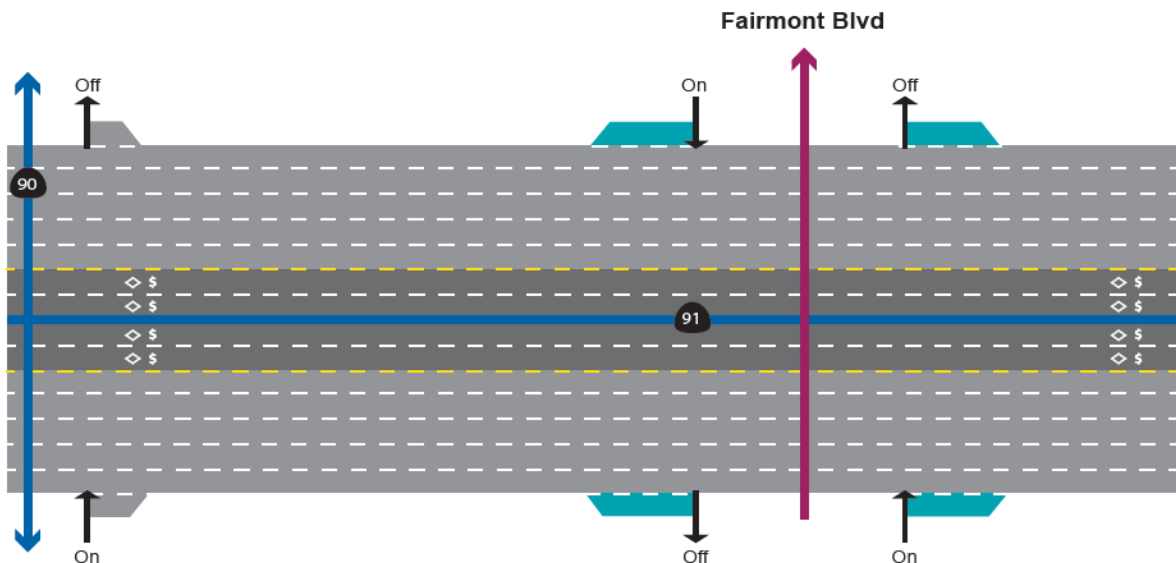
Benefits

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

Current Status

The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification.

OCTA is currently studying multiple conceptual alternatives for intermediate access to the 91 Express Lanes. Alternatives may include different ingress and egress options near Fairmont Boulevard. Results of the analysis were expected by the end of summer 2016. The Plan will be updated as necessary in the future with study results.



Ultimate CIP: Widen SR-91 by One GP Lane in Each Direction from SR-241 to SR-71, and SR-91 Improvements East of I-15

Project No: 9

Anticipated Completion: 2035

Project Cost Estimate*

To Be Determined

Project Schedule**

Preliminary Engineering	TBD
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Environmental	TBD
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Design/Construction	TBD
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* Schedule for Ultimate Project anticipated by 2035

Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor (CD) lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (North Direct Connector, Project #7), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (now part of RCTC I-15 Express Lanes Project [ELP]), and easterly to east of McKinley Street. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase (Project #1), with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the proposed ultimate CIP improvements: SR-91 general purpose lanes from I-15 to Pierce Street; SR-91 general purpose lanes from SR-241 to Green River Road; and construction of one Express Lane in each direction from I-15 to east of McKinley Street. Ultimate project widens all SR-91 lanes to standard lane and shoulder widths from SR-241 to SR-71. These Ultimate improvements are the subject of this project. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lanes Project with an anticipated completion date in 2020. The SR-91 Express Lanes median direct connector to and from I-15 North (North Direct Connector) is now a separate project (Project #7),

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the Initial CIP (Project #1), the SR-71/SR-91 interchange (Project #5), the SR-241/91 Express Connector (Project #4), SR-91/I-15 North Direct Connector (Project #7), and RCTC's I-15 Express Lanes Project.












Benefits

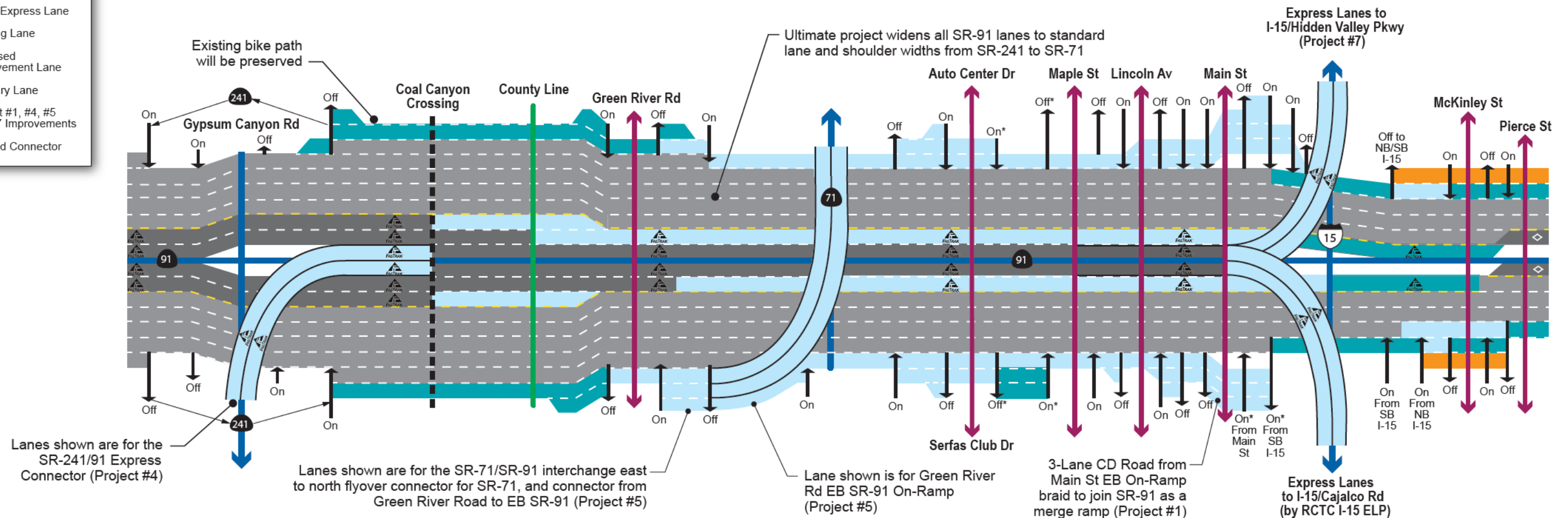
The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street and along I-15 from SR-91 to Cajalco Road to the south and to Hidden Valley Parkway to the north. Traffic operation will improve by eliminating or reducing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

Current Status

Preliminary engineering is complete but may need to be revisited at a future date. The Ultimate Project is currently discussed in the environmental document for the Initial Phase that was completed in 2012.

LEGEND

-  Existing Highway
-  Interchange/Ramp
-  County Line
-  Coal Canyon Crossing
-  HOV Lane
-  Tolted Express Lane
-  Existing Lane
-  Proposed Improvement Lane
-  Auxiliary Lane
-  Project #1, #4, #5 and #7 Improvements
-  Braided Connector



SECTION 3: APPENDIX A - POST-2035 AND CONCEPTUAL PROJECTS

Concepts for potential Post-2035 implementation (potentially earlier if funding becomes available) focus on longer-lead time projects. This multi-billion dollar program may include: an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15; the Anaheim to Ontario International Airport Maglev High Speed Rail; the Irvine-Corona Expressway (ICE) 4-lane facility from SR-241/SR-133 to I-15/Cajalco Road (formerly known as MIS Corridor B), WB SR-91 to SB SR-55 Connector Improvements, and EB SR-91 Fifth Lane Addition at SR-241. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input. The MIS Corridor A concept may incorporate projects being developed in the earlier programs as concept components.

Appendix Concept No.	Concept Summary (Implementation Year)	Cost (\$M)
A-1	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15 (Post-2035)	2,720
A-2	Anaheim to Ontario International Airport Maglev High Speed Rail (Post-2035)	2,770-3,200
A-3	Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road (Post-2035)	8,855
A-4	WB SR-91 to SB SR-55 Connector Improvements (Post-2035)	75-150
A-5	EB SR-91 Fifth Lane Addition at SR-241	31
SUBTOTAL		14,451-14,956

Figure 3-1 – Summary of Concepts for Post-2035 Implementation



Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15

Concept No: A-1

Anticipated Completion: Post-2035

Concept Cost Estimate**

Capital Cost*	\$1,488,000,000
Support Cost (25%)	\$372,000,000
R/W Cost	\$860,000,000
Total Project Cost	\$2,720,000,000

Concept Schedule

Conceptual Engineering	TBD
Preliminary Engineering	TBD
Environmental	TBD
Design	TBD
Construction	TBD

* Capital costs include \$160M for environmental mitigation excluding corresponding support cost, which is included in support cost estimate

** Costs derived from Riverside County - Orange County MIS, January 2006 (2005 dollars)

Concept Description

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

Key Considerations

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

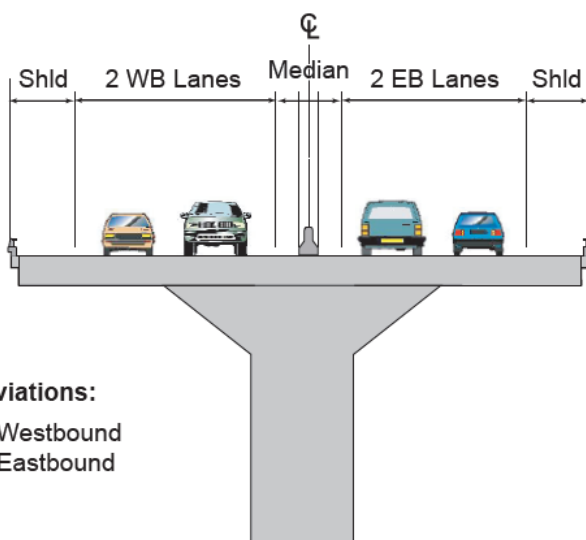
An alternative could be studied for the median Corridor A viaduct along with reduced SR-91 geometric standards to minimize R/W impacts. Also, direct connectors (such as for High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) at I-15/SR-91) to/from the median could be precluded by Maglev columns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

Benefits

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

Current Status

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



Abbreviations:

WB = Westbound
EB = Eastbound

Elevated 4-Lane Facility (MIS Corridor A) Cross-Section

Anaheim to Ontario International Airport Maglev High Speed Rail

Concept No: A-2

Anticipated Completion: 2035

Concept Cost Estimate*

Total Capital Cost, Low \$ 2,770,000,000

Total Capital Cost, High \$ 3,200,000,000

Concept Schedule

To be determined

* Concept costs from American Magline Group (2012 dollars)

Concept Description

Proposals for a new super-speed train corridor from Anaheim to Ontario are included in this concept. This concept includes an alternative that would use SR-91 right-of-way, or would be aligned adjacent to SR-91 right-of-way, or could potentially be co-located with the Major Investment Study (MIS) Corridor A (Concept #A-1) alignment. Another alignment opportunity is being investigated along SR-57.

Key Considerations

Alternative alignment impacts to SR-91 right-of-way envelope and/or Santa Ana River are undetermined. The choice of alignment will potentially impact MIS Corridor A (Concept #A-1). Right-of-way (R/W) will be required to implement the improvements. Potential considerations for co-locating the Magnetic Levitation (Maglev) train adjacent to Corridor A (and also SR-91) include providing a two-column structure with a barrier between the trains and vehicles. Caltrans and Maglev highway

R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. See the MIS Corridor A project for additional considerations. Coordination with Metrolink improvements will be required.

Benefits

The concept would provide congestion relief by providing a direct high-speed/high-capacity connection with Ontario International Airport for Orange County air passengers and business next-day deliveries. Maglev will make the trip in just 14.5 minutes. Relieves congestion on SR-91 by providing additional capacity in the corridor.

Current Status

Preliminary design, engineering and Phases 1 and 2 of a Preliminary Environmental Impact Statement/Environmental Impact Statement (PEIS/EIS) are completed. Congress has approved \$45M in SAFETEA-LU for the environmental phase of the project. The Anaheim to Ontario segment is included in the "Constrained" Plan of the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) passed in April 2012. Construction funding of up to \$7 billion has been identified through a loan commitment from the China Export-Import Bank.

LEGEND

- Existing Highway
- High Speed Rail Representative Alignment



REPRESENTATIVE ALIGNMENT SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

Irvine-Corona Expressway (ICE) 4-Lane Facility from SR-241/SR-133 to I-15/Cajalco Road

Concept No: A-3

Anticipated Completion: Post-2035

Concept Cost Estimate*

Capital Cost	\$ 7,675,000,000
Support Cost	\$ 880,000,000
R/W Cost	\$ 300,000,000
Total Project Cost	\$ 8,855,000,000

Concept Schedule

Geotechnical Feasibility	Completed
Preliminary Engineering	TBD
Environmental	TBD
Design	TBD
Construction	TBD

* Costs derived from the Feasibility Evaluation Report (2009 dollars)

Concept Description

The improvements primarily consist of constructing a highway and rail facility through the Cleveland National Forest with freeway-to-freeway connectors at SR-241/SR-133 and I-15/Cajalco Road. The facility would essentially be a continuation of SR-133 on the west end of the corridor, to I-15 on the east end.

Key Considerations

The tunnel concept is technically feasible based on the geotechnical investigation completed in December 2009. The initial project phase would be the construction of one 2-lane highway tunnel and one rail tunnel. The second project phase would include construction of a second 2-lane highway tunnel. Additional technical studies and geotechnical borings would be needed to refine the tunnel alignments and grades. Costs associated with the Irvine-Corona Expressway (ICE) tunnels are based on the Feasibility Evaluation Report completed in December 2009. A financial analysis will be needed for the construction, operations and toll requirements of the ICE tunnels.

Benefits

The concept would provide significant congestion relief by providing an alternative route between Orange and Riverside counties and would allow vehicles to bypass SR-91 between SR-241 and I-15. The concept would not disrupt SR-91 traffic during construction and would allow for additional route selection for incident management, emergency evacuation, and for continuity of the highway network by linking SR-133 to I-15.

Current Status

On August 27, 2010 the Riverside Orange Corridor Authority Board took action to defer additional study of the ICE concept until such time as financial considerations improve and/or technological advancements warrant reexamination. Review of the concept shall be done annually through the SR-91 Implementation Plan update to determine if any of the major assumptions with regard to financial considerations, private sector interest, or technological advancements have changed to make the tunnel financially viable. (See "ICE status summary" for further discussion).

LEGEND

- Existing Highway
- ICE (Corridor B)
Representative Alignment

NOTE: REPRESENTATIVE ALIGNMENT SHOWN FOR ILLUSTRATIVE PURPOSES ONLY



WB SR-91 to SB SR-55 Connector Improvements

Concept No: A-4

Anticipated Completion: Post-2035

Concept Cost Estimate*

Total Project Cost, Low \$ 75,000,000

Total Project Cost, High \$ 150,000,000

Concept Schedule

Conceptual Engineering	TBD
Preliminary Engineering	TBD
Environmental	TBD
Design	TBD
Construction	TBD

Note: Project costs derived from the SR-91 PSR/PDS between SR-57 and SR-55 (2014 Dollars), and excludes support and R/W costs.

Concept Description

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

Key Considerations

Right-of-way impacts, detailed SR-55/SR-91 interchange improvements, and downstream impacts to SR-55 require further evaluation in a subsequent phase of project development. Conceptual design of SR-55/SR-91 would be coordinated with completed improvements at SR-91 and Tustin Avenue (Project #B-5), and with the SR-91 Environmental Study Improvements from SR-57 to SR-55 (Project #6).

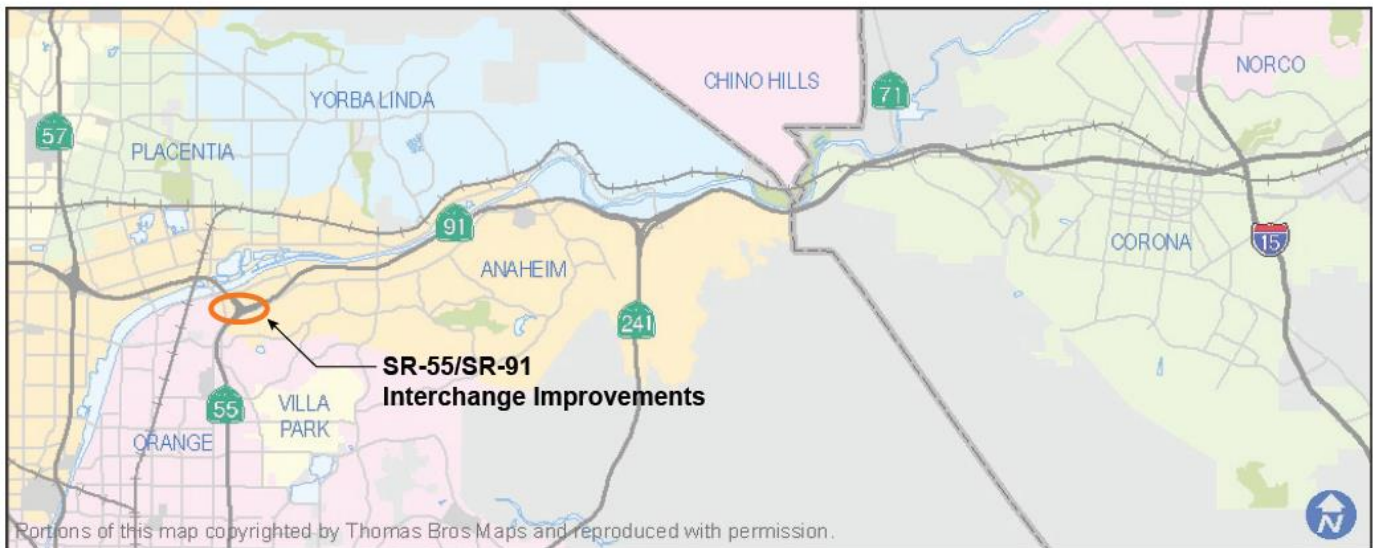
The study for Project #6 is currently being conducted which includes the SR-55/SR-91 interchange area, however, that project's objective is to primarily improve operations of the SR-91 between SR-55 and SR-57. Operational enhancements between SR-55 and Lakeview Avenue by Project #6 may provide some benefit for SR-55/SR-91 by addressing WB SR-91 weaving issues.

Benefits

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

Current Status

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



Concept No: A-5

Anticipated Completion: TBD

Concept Cost Estimate*

Capital Cost	\$ 25,000,000
Support Cost (25%)	\$ 6,250,000
R/W Cost	\$ 0
Total Project Cost	\$ 31,250,000

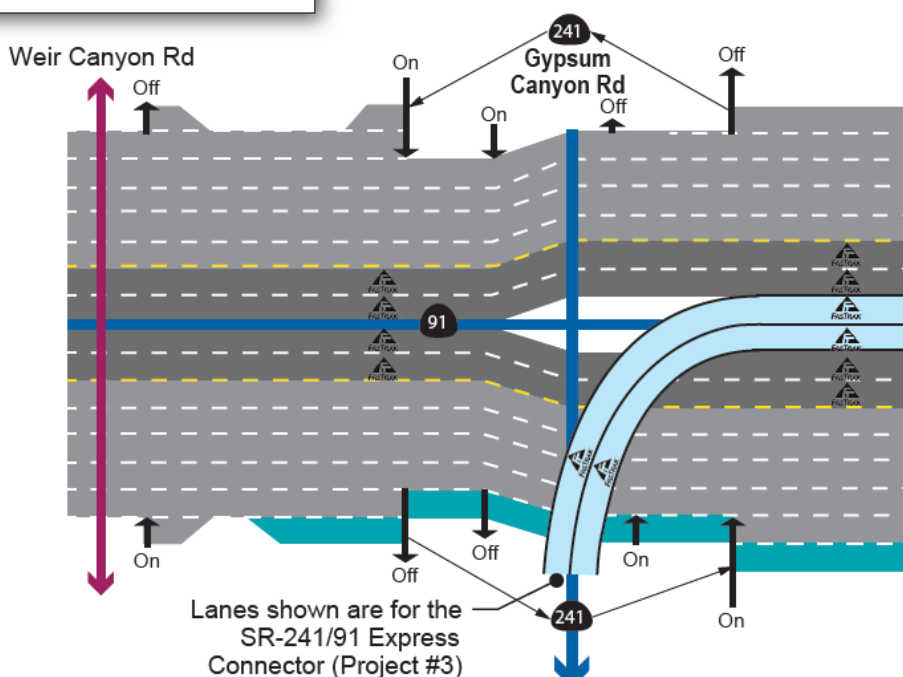
Concept Schedule

Conceptual Engineering	TBD
Preliminary Engineering	TBD
Environmental	TBD
Design	TBD
Construction	TBD

* This project currently does not have an identified funding source(s) for any of the project development phases; however, District 12 has indicated this is one of its top priority projects.

LEGEND

	Existing Highway
	Interchange/Ramp
	Tolled Express Lane
	Existing Lane
	Proposed Improvement Lane
	Project #3 Improvements



Concept Description

The location of the proposed EB SR-91 fifth general purpose (GP) lane addition (The Segment) is on EB SR-91 from Weir Canyon Road to the NB SR-241 Connector. The Segment consists of 4 (four) GP lanes and 2 (two) managed lanes (91 Express Lanes).

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

Key Considerations

This segment with 4 GP lanes might be creating a traffic choke point due to the decrease of capacity, potentially contributing to significant traffic delays passing through this segment along with other traffic issues such as queue jumping, weaving, merging and operational speed differential. However, additional traffic from NB SR-241 to EB SR-91 and Gypsum Canyon Rd on-ramp suggest balancing the number of lanes should be carefully examined. As such, additional capacity will enhance EB freeway operations along this Segment.

Benefits

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

Current Status

Additional traffic analysis and study is required to confirm the benefits to EB SR-91 by the proposed improvements. This location was identified by Caltrans as a high congestion location in the County. The concept is intended to improve the choke point that exists due to the presence of a 4 lane segment between 5 lane freeway segments. This project currently does not have an identified funding source for any of the project development phases; however, this concept is a District 12 top priority project.

SECTION 4: APPENDIX B - COMPLETED PROJECT EXHIBITS

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

Appendix Project No.	Project Improvements	Constructed
B-1	Green River Road Overcrossing Replacement	March 2009
B-2	North Main Street Corona Metrolink Station Parking Structure	June 2009
B-3	Eastbound Lane Addition from SR-241 to SR-71	September 2010
B-4	Widen SR-91 between SR-55 and SR-241 by Adding a 5 th GP Lane in Each Direction	December 2012
B-5	SR-91 WB Lane at Tustin Avenue	April 2016
B-6	Metrolink Service Improvements	June 2016

Appendix Project No: B-1

Actual Completion: March 2009

Project Costs

Capital Cost	\$ 21,000,000
Support Cost	\$ 3,000,000
R/W Cost	\$301,000
Total Project Cost	\$ 24,301,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Schedule Caltrans Equivalents:

Preliminary Engineering = PID

Environmental = PA/ED

Design = PS&E

Abbreviations:

CD = Collector Distributor Lane

FTR = Future

HOV = High Occupancy Vehicle

SHLD = Shoulder

Project Description

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

Key Considerations

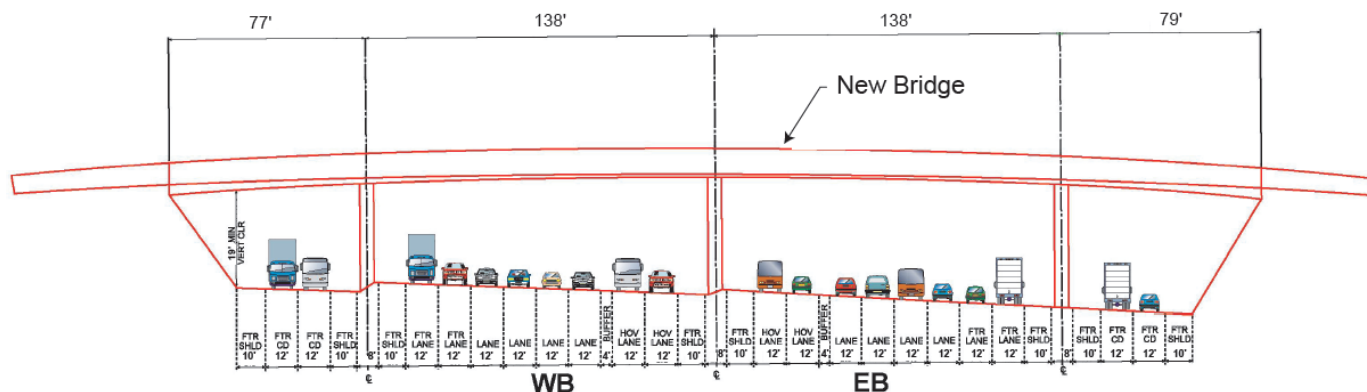
Design interface is required with the Eastbound Lane Addition from SR-241 to SR-71, SR-71/SR-91 Interchange Improvements, SR-91 Corridor Improvement Project, and SR-241/SR-91 HOV/HOT Connector.

Benefits

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

Current Status

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



GREEN RIVER BRIDGE CROSS-SECTION

NOTE: All dimensions are approximate

North Main Street Corona Metrolink Station Parking Structure

Appendix Project No: B-2

Actual Completion: June 2009

Project Costs

Capital Cost	\$ 20,000,000
Support Cost	\$ 5,000,000
R/W Cost	\$0
Total Project Cost	\$ 25,000,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

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

Key Considerations

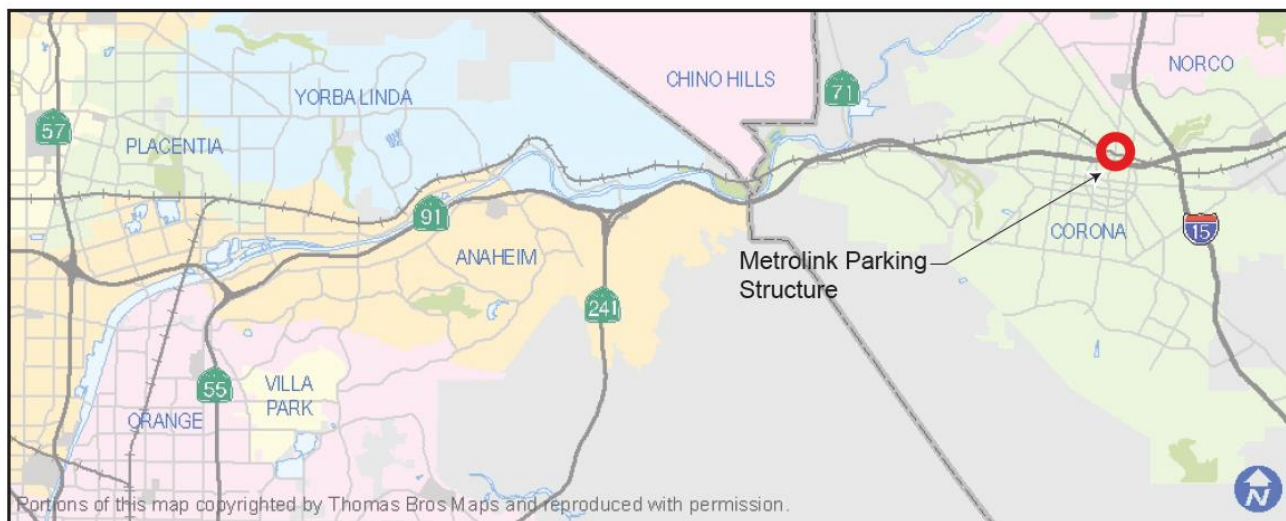
Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpools to use the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

Benefits

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

Current Status

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



Eastbound Lane Addition from SR-241 to SR-71

Appendix Project No: B-3

Actual Completion: September 2010

Project Cost Estimate

Capital Cost	\$ 41,000,000
Support Cost	\$ 8,000,000
R/W Cost	\$ 2,200,000
Total Project Cost	\$ 51,200,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

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

Key Considerations

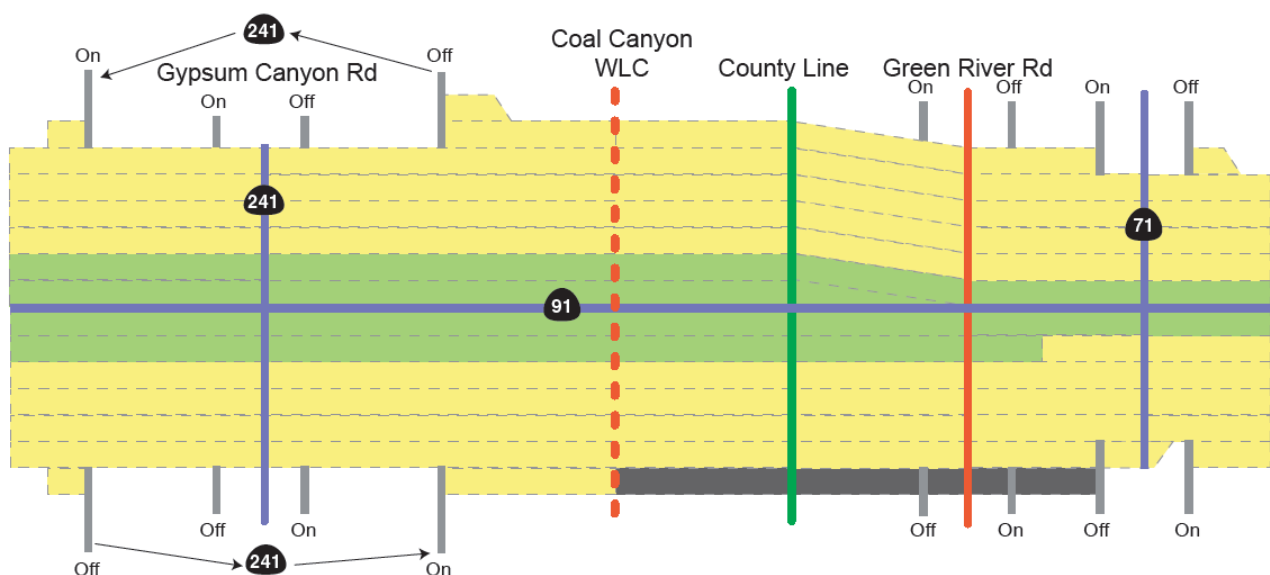
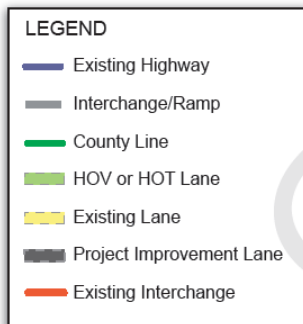
Coordination with the SR-91 Corridor Improvement Projects (Project #3 and #11) will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12 foot width to provide for future widening as contemplated by Project #3 and #11.

Benefits

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

Current Status

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



Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction

Appendix Project No: B-4 Actual Completion: January 2013

Project Costs

Capital Cost	\$ 65,005,000
Support Cost	\$ 19,639,000
R/W Cost	\$ 573,000
Total Project Cost	\$ 85,217,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

This project proposes capacity and operational improvements by adding one general purpose (GP) lane on eastbound (EB) SR-91 from the SR-55/SR-91 connector to east of the Weir Canyon Road interchange and on westbound (WB) SR-91 from just east of Weir Canyon Road interchange to the Imperial Highway (SR-90) interchange. Additionally, this project would facilitate truck traffic approaching the truck scales in both directions.

Key Considerations

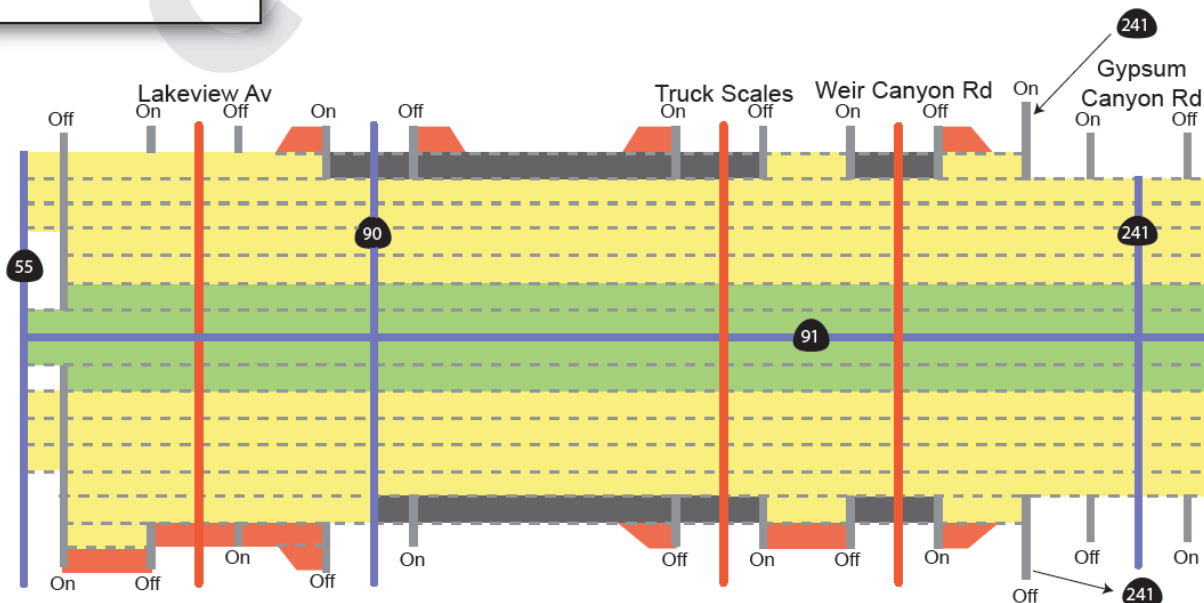
Caltrans is not considering relocation of the truck scales at this time.

Benefits

Alleviates congestion on WB SR-91 by eliminating the lane drop at the truck scales and providing a continuous GP lane to SR-90. Alleviates congestion on EB SR-91 by eliminating the lane drop for northbound (NB) SR-55 at SR-91 by providing an auxiliary lane to Lakeview Avenue, and at SR-90 by providing a continuous GP lane through Weir Canyon

LEGEND

- Existing Highway
- Interchange/Ramp
- Existing Interchange
- HOV or HOT Lane
- Existing Lane
- Project Improvement Lane
- Auxiliary Lane



NOTE: FAIRMONT BLVD IS CONTINGENT UPON IMPLEMENTATION OF THE PROJECT



SR-91 WB Lane at Tustin Avenue

Appendix Project No: B-5

Actual Completion: April 2016

Project Cost Estimate*

Capital Cost	\$ 22,218,000
Support Cost	\$ 16,382,000
R/W Cost	\$ 4,682,000
Total Project Cost	\$ 43,282,000

Project Schedule

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed

Project Description

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

Key Considerations

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


Benefits

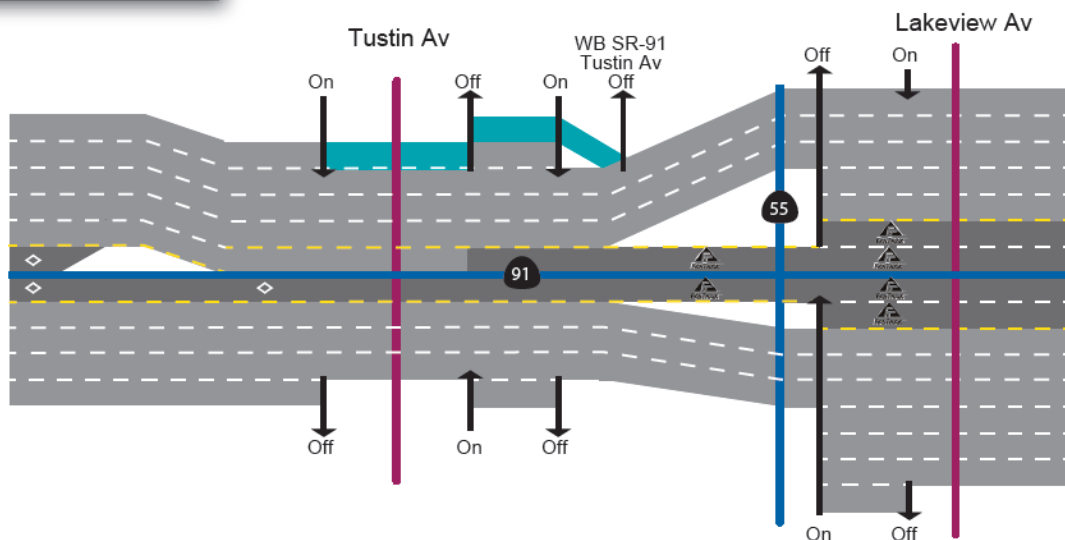
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB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

Current Status

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

LEGEND

- Existing Highway
- Interchange/Ramp
- County Line
- ◇ HOV Lane
-  Tolted Express Lane
- Existing Lane
- Proposed Improvement Lane



Metrolink Service Improvements

Appendix Project No: B-6

Actual Completion: 2016

Project Cost Estimate*

IEOC Service Cost	\$ 1,160,000
Perris Valley Line Cost	\$ 248,000,000
Total Metrolink Costs	\$ 249,160,000

Project Schedule

Complete 2016

* Costs from OCTA and RCTC
(in 2015 dollars)

Project Description

Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC) are coordinating on the implementation of additional commuter rail service on the Inland Empire – Orange County (IEOC) Line, which operates between Oceanside and San Bernardino. The ongoing success of the IEOC Line service and significant freeway construction on parallel corridors would bolster potential growth on Metrolink. Currently, there are sixteen (16) daily trains that run on the IEOC Line and nine (9) trains running on the 91 Line for a total of 25 daily trains. There will be an additional two IEOC roundtrips by late 2015. The long-term service improvements will include 24 IEOC trains by 2030.

Construction began in October 2013 and was opened to riders in early 2016 on the \$248,300,000 Perris Valley Line (PVL), which will expand Metrolink commuter rail service on the 91 Line (Riverside to Los Angeles, via Fullerton). The new service will extend

24 miles from downtown Riverside to south Perris and will add four new stations along the route. The PVL is expected to open to riders by December 2015. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley and Perris. The PVL is the first extension of Metrolink service since the Antelope Valley Line was built in 1994. The initial schedule (December 2015) has nine trains through to Los Angeles and 12 between Perris and Riverside.

Key Considerations

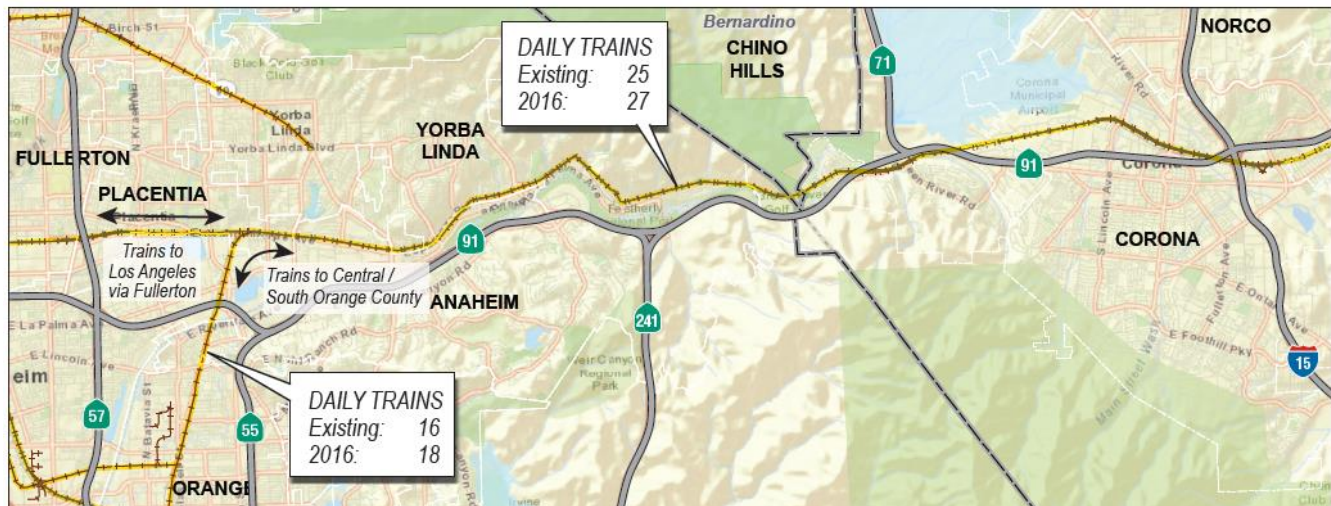
The long-term plan (by 2030) adds more service by constructing additional stations. The City of Anaheim is also proposing Anaheim Canyon Station improvements for a second track and platform to be implemented as part of the long-term plan. The City of Placentia is currently in the environmental phase for a new Metrolink commuter rail passenger station and parking lot to be constructed as part of the long-term plan.

Benefits

Enables development of expanded Metrolink service and improves efficiency, which will contribute to congestion relief on SR-91.

Current Status

Two additional IEOC Line roundtrips were added in late 2015 and nine trains from the expanded PVL were added early 2016.



SECTION 5:

REFERENCES

The following documents and resources were used in the development of the 2017 Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, Transportation Corridor Agencies (TCA), other agencies and online resources.

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

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

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

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

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

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

M2020 Plan (Measure M), September 2012

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

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

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

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

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

SR-91/Fairmont Boulevard Feasibility Study, December 2009

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

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

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

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

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

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

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

California – Nevada Interstate Maglev Project Report, Anaheim-Ontario Segment; California-Nevada Super Speed Train Commission, American Magline Group, August 2003

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

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



2017 State Route 91 Implementation Plan



SR-91 Implementation Plan

- Required by AB 1010 (Chapter 688, Statutes of 2002) and SB 1316 (Chapter 714, Statutes of 2008)
- Updated annually to capture past, present and future projects along SR-91
 - I-15 to SR-57
- Plan not constrained by funding availability
- Projects categorized by completion year (horizon years)
 - By 2021
 - By 2030
 - By 2035

SR-91 – State Route 91
I-15 – Interstate 15
SR-57 – State Route 57

Culmination of Efforts

- Six Projects Completed



- \$478 Million Invested

Culmination of Efforts (continued)

- 17 Lane Miles Added



- 12% Increase in Throughput

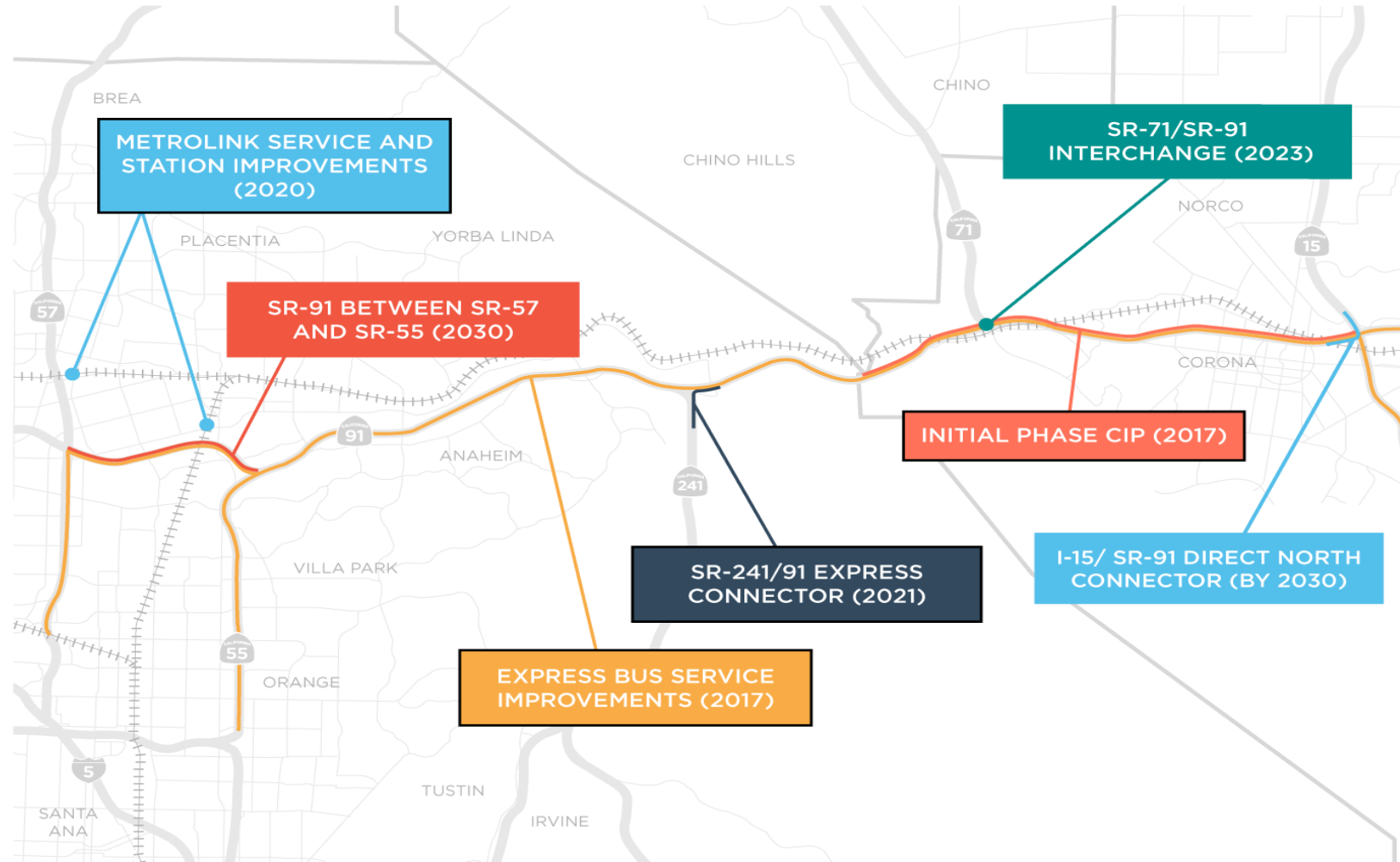
Culmination of Efforts (continued)

Benefits of Coordinated Efforts

- Addresses population/traffic growth
- Provides seamless connectivity between the counties
- Increases travel options
- Improves quality of life



By Year 2021 and 2030



SR-71 – State Route 71
SR-55 – State Route 55
CIP – Corridor Improvement Project
SR-241 – State Route 241
Black outline indicates projects by 2021

By Year 2035



Recommendation/Next Steps

- Approve the 2017 SR-91 Implementation Plan
- Present Plan to RCTC in July
- Provide approved Plan to State Legislature
- Continue project implementation efforts

Plan – SR-91 Implementation Plan
RCTC – Riverside County Transportation Commission



June 5, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: 2018 Long-Range Transportation Plan Goals and Objectives

Overview

The Long-Range Transportation Plan provides Orange County's program of projects for the multi-county Regional Transportation Plan, prepared by the Southern California Association of Governments. The plan also serves a policy framework for future transportation investments in Orange County. Over the planning period for the 2018 Long-Range Transportation Plan (2015-2040), a number of factors may also influence how transportation facilities, services, and needs evolve. Key issues and proposed goals and objectives for the 2018 Long-Range Transportation Plan are presented for review.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) is preparing the 2018 Long-Range Transportation Plan (LRTP) as input into the Southern California Association of Governments 2020 Regional Transportation Plan and Sustainable Communities Strategy. The 2018 LRTP will analyze travel conditions based on a 2040 horizon year, which takes into account a ten percent growth in population and 17 percent growth in employment, based on the latest projections from the Center for Demographic Research at California State University, Fullerton. As a result of this growth, it is expected that travel demand will also increase.

OCTA currently has commitments to deliver projects that help manage travel demand and improve system efficiencies. These are being delivered primarily through the Measure M Program and public transit services. However, even with these commitments, the expected growth will likely cause a decline in system performance by 2040.

Discussion

Many factors influence travel demand and system performance beyond demographic changes and OCTA's current commitments. Several of these factors are identified as key issues for discussion in the 2018 LRTP, and they have been considered in developing proposed goals and objectives. The key issues and questions were identified and refined through an elected official workshop, a planning forum with local Planning Directors, and the OCTA Citizens Advisory Committee (CAC). These key issues, along with the goals and objectives, are presented for discussion below.

Growing Traffic and Limited Land

Travel demand will continue to increase with the projected growth in population and employment. Beyond the improvements in Measure M, limitations on available right-of-way and funding reduce opportunities to add capacity to meet demand. Therefore, transportation efficiencies will need to be improved through alternatives, such as gap closure and chokepoint fixes, managed lanes, enhanced rideshare programs, and better utilization of available capacity.

New Vision for Transit

Market shifts have resulted in nationwide transit ridership declines, with ridership on OCTA buses falling 37 percent in the last seven years. To reverse this trend, OCTA is developing a new vision for transit that focuses on deploying resources in more productive areas and utilizing the most appropriate types of service to meet the needs of the traveling public. This vision will also be coordinated with local jurisdictions to better leverage existing and planned land uses that support transit ridership.

Disruptive Technologies and Services

Transportation Network Companies, autonomous vehicles, connected infrastructure, and electric vehicles are all emerging as "game changers" that will fundamentally alter the future transportation system. The transportation industry is continuously monitoring these types of disruptors to better understand how they may impact mobility, safety, and emissions. It is important to engage in these efforts so OCTA can respond quickly and efficiently to the coming changes.

Land Use and Transportation

Housing costs in Orange County have many employees commuting in from lower cost-of-living areas, or residents commuting out to higher-wage jobs, resulting in longer commutes. Coordination between OCTA and local jurisdictions on

land use and transportation strategies could help to retain the workforce and reduce automobile dependency.

Transportation Funding Uncertainties

Although funding for transit and local roads will increase with the passage of SB 1 (Chapter 5, Statutes 2017), much of the funding for regional capital projects will be competitive, which leaves a level of uncertainty for planning and delivering improvements. Return-to-source allocation of these funds would allow for more long-term planning of capital improvements. In addition, the future role of federal transportation money is unclear given reliance of the funding on general fund sources rather than user fees.

Challenging Emission Standards

The South Coast Air Basin is faced with a difficult challenge to meet federal air quality standards, along with state goals for greenhouse gas emission reductions. Additional regional planning and investment strategies may be needed to help accelerate use of zero-emission vehicles and alternative travel modes such as ridesharing, biking, and walking.

Proposed Goals and Objectives

Proposed goals and objectives are presented below. The overarching goals are consistent with the previous LRTP, while the objectives for achieving those goals respond to the key issues discussed above. Together, the goals and objectives are intended to help guide policy recommendations and investment priorities within the 2018 LRTP.

- 1) Deliver on Commitments
 - a. Prioritize Measure M investments
 - b. Maintain consistency with the Next 10 Plan
 - c. Maximize external funds to support Measure M and complementary investments
- 2) Improve System Performance
 - a. Deploy transit resources in a cost-effective manner
 - b. Improve efficiency of highways¹ and roadways
 - c. Leverage emerging technologies and services
- 3) Expand System Choices
 - a. Deploy on-demand transit service and rideshare options
 - b. Support improved connectivity for active transportation
 - c. Explore public/private partnerships for new transportation capacity

¹ Freeways and toll facilities.

- 4) Support Sustainability
 - a. Deliver a financially constrained LRTP and identify opportunities to reduce funding uncertainty
 - b. Explore environmental and emission reduction strategies

It is also important to keep in mind that major travel and trade corridors within Orange County are generally shared by adjacent counties. Implications of inter-county projects and studies within these corridors will be acknowledged and considered in development of the 2018 LRTP.

Ongoing Outreach

Outreach activities are underway, which have focused on the key issues discussed above. Additional events are being planned over the summer and into 2018 to further engage elected officials, local Planning Directors, and OCTA's CAC. A public survey is also in development and will be made available over the summer. More opportunities for public input will be provided throughout the development of the LRTP and with the eventual release of a draft 2018 LRTP in 2018.

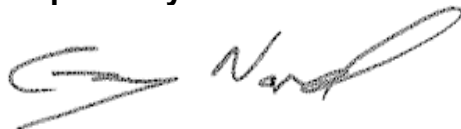
Summary

Travel demand in Orange County is expected to increase with population and employment growth. Measure M, OCTA transit services, and other committed investments help to address this travel demand. However, additional improvements must be explored in order to address issues impacting transportation. To help guide policy recommendations and investment priorities within the 2018 LRTP that address these issues, a series of goals and objectives are being proposed.

Attachment

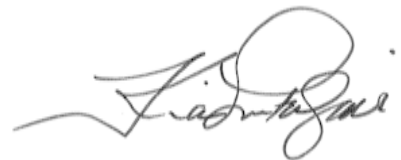
None.

Prepared by:



Greg Nord
Principal Transportation Analyst
(714) 560-5885

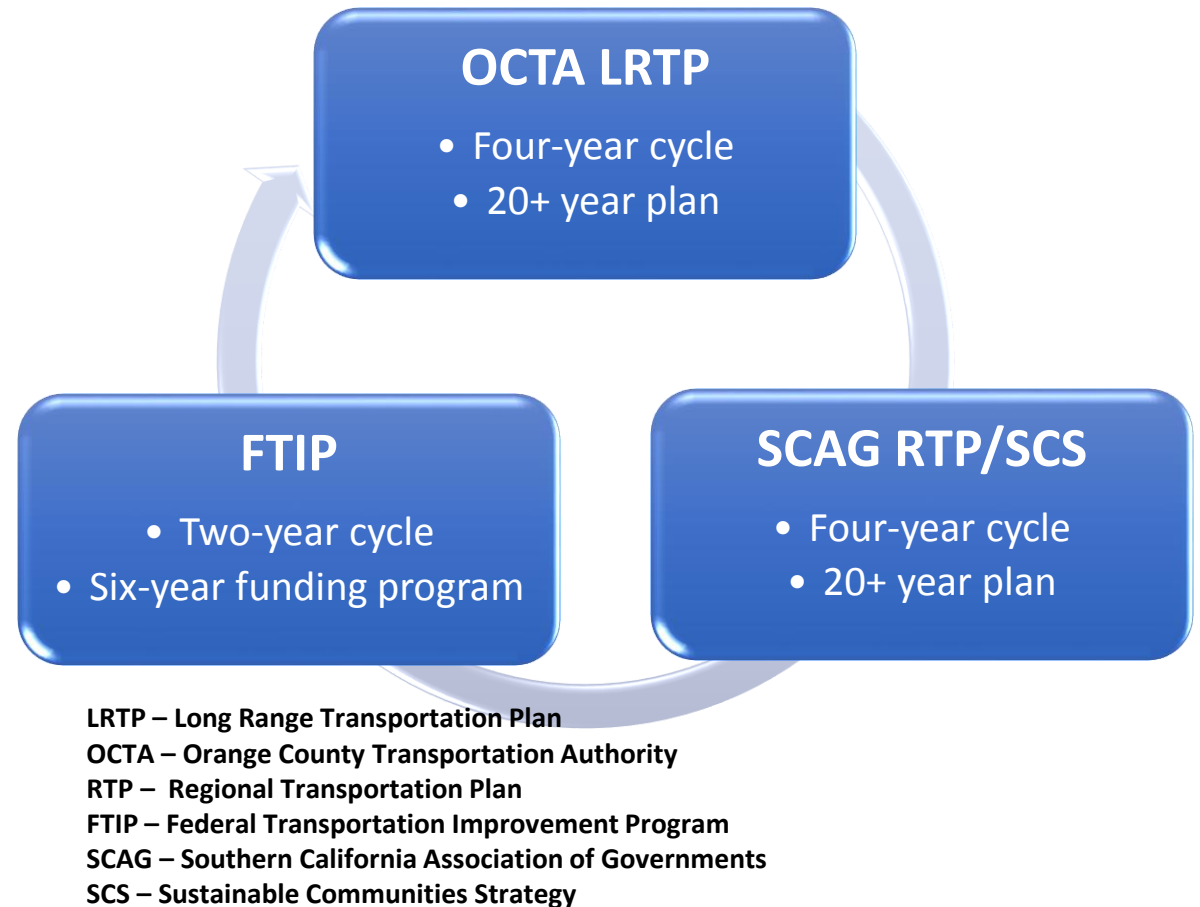
Approved by:



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

2018 Long-Range Transportation Plan Goals and Objectives

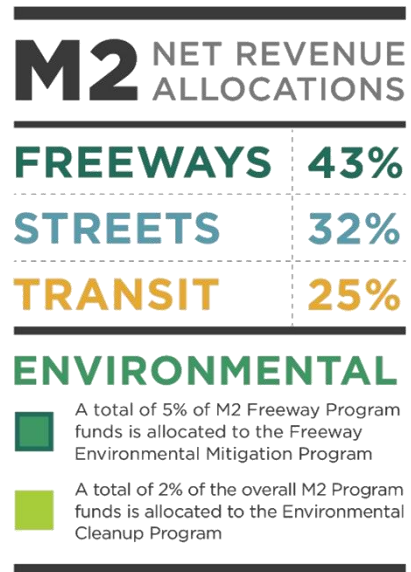
- OCTA's LRTP serves to:
 - Evaluate current plans and policies
 - Identify new initiatives and priorities
 - Define projects in the RTP
- Must consider:
 - Stakeholder input (ongoing)
 - Revenue forecasts (summer 2017)
 - Current commitments
 - Population/employment forecasts
 - Key issues



Current Commitments

OCTA's core functions:

Delivery of Measure M



M2 – Measure M2

Provide Public Transit

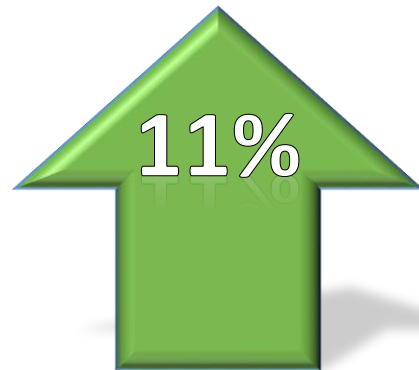


Impacts of Growth (2015-2040)

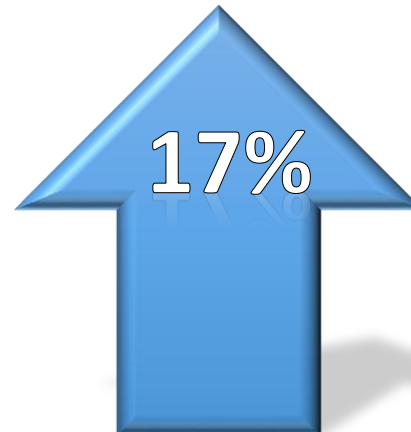
- Congestion will increase significantly without continued investment



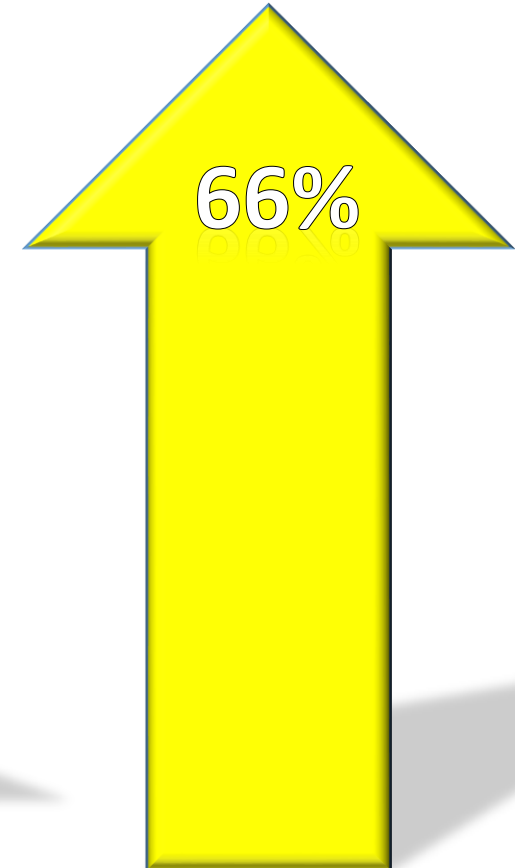
Population



Housing



Employment



Congestion Delay

Key Issues for 2018 LRTP

- Growing traffic and limited land
- New vision for transit
- Disruptive technologies and services
- High cost of housing
- Transportation funding uncertainties
- Challenging emission standards



Proposed Goals and Objectives

Deliver on Commitments

- Prioritize Measure M investments
- Maintain consistency with the Next 10 Plan
- Maximize external funds to support Measure M and complementary investments

Improve System Performance

- Deploy transit resources in a cost-effective manner
- Improve efficiency of highways and roadways
- Leverage emerging technologies

Expand System Choices

- Deploy on-demand transit service and rideshare options
- Support improved connectivity for active transportation
- Explore public/private partnerships for new transportation capacity

Support Sustainability

- Deliver a financially constrained LRTP and identify opportunities to reduce funding uncertainty
- Explore environmental and emission reduction strategies

LRTP Development Schedule

- 2017

- Winter/Spring – Begin outreach and data gathering
- Summer/Fall – Procure consultant support and outline chapters

- 2018

- Winter/Spring – Prepare and release Draft LRTP for public review
- Summer/Fall – Revise and finalize the 2018 LRTP

