



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Shawn Nelson
Miguel Pulido
Todd Spitzer
Michelle Steel

Orange County Transportation Authority Headquarters
550 South Main Street, Board Room – Conf. Room 07
Orange, California

Monday, February 5, 2018 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 Bartlett

1. Public Comments

Special Calendar

2. Committee Meeting 2018 Schedule Mark A. Murphy, Committee Chairman

The Committee Chairman will lead a discussion regarding the 2018 meeting schedule for the Regional Planning and Highways Committee. The proposed 2018 dates and time for this Committee is provided in Attachment A.



3. Roles and Responsibilities of the Regional Highways and Planning Committee

Darrell Johnson, Chief Executive Officer

Roles and responsibilities for the Regional Planning and Highways Committee are reviewed periodically for any appropriate changes or additions. These roles and responsibilities are presented in Attachment A for discussion.

Consent Calendar (Items 4 through 10)

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.

4. Approval of Minutes

Approval of the minutes of the Regional Planning and Highways Committee meeting of December 4, 2017.

5. Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between Oso Parkway and Alicia Parkway

Niall Barrett/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the Interstate 5 widening project between Oso Parkway and Alicia Parkway.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1426 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$147,584,000, comprised of a construction capital share of \$124,020,000, and a construction management services share of \$23,564,000, for the Interstate 5 widening project between Oso Parkway and Alicia Parkway.



6. Amendment to 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

On June 12, 2017, the Orange County Transportation Authority Board of Directors approved a cooperative agreement with the California Department of Transportation to establish roles, responsibilities, and funding obligations for the 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. Board of Directors' approval is requested to amend this cooperative agreement for additional funding.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-7-1753 between the Orange County Transportation Authority and the California Department of Transportation to update Funding Summary No. 1 and transfer \$500,000 in federal Surface Transportation Block Grant Program funds from the California Department of Transportation to the Orange County Transportation Authority.
- B. Authorize the use of an additional \$3.2 million in federal Surface Transportation Block Grant Program funds, bringing the total funding committed for the plans, specifications, and estimates to \$20.7 million.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above recommendation.

7. Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

Louis Zhao/Kia Mortazavi

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes are presented for review and approval.



7. (Continued)

Recommendations

- A. Approve cancellation of four projects from the County of Orange, City of Dana Point, and City of San Clemente, for a total of \$5.824 million in savings.
- B. Approve funding three 2016 Bicycle Corridor Improvement Program standby list projects in the cities of Irvine, Newport Beach, and the County of Orange for a total of \$5.025 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the California Department of Transportation's approval of project eligibility and the Orange County Transportation Authority Master Plan of Arterial Highways' amendment approval.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

8. 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 Westminster has requested an amendment to the Master Plan of Arterial Highways that is recommended for approval. A status update on the active Master Plan of Arterial Highways amendments is also provided.

Recommendations

- A. Approve an amendment to the Master Plan of Arterial Highways to reclassify the following facilities from secondary (four-lane, undivided) arterials to divided collector (two-lane, divided) arterials:
 - Garden Grove Boulevard between Interstate 405 northbound off-ramp/State Route 22 eastbound off-ramp/State Route 22 eastbound on-ramp and Edwards Street;
 - Edwards Street between Garden Grove Boulevard and Trask Avenue;
 - Trask Avenue between Edwards Street and Hoover Street;
 - Hoover Street between Garden Grove Boulevard and Bolsa Avenue.



8. (Continued)

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

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

9. Regional Planning Update
Greg Nord/Kia Mortazavi

Overview

The Orange County Transportation Authority coordinates regularly with planning and other agencies in Southern California. An update on state and regional activities regarding rule-making, greenhouse gas emission reduction target setting and strategies, and planning coordination efforts is provided for information purposes.

Recommendation

Receive and file as an information item.



10. 2019 Federal Transportation Improvement Program and Financial Plan
Ben Ku/Kia Mortazavi

Overview

The Orange County Transportation Authority is responsible for the biennial preparation of the Federal Transportation Improvement Program for Orange County. This document is required under state and federal laws and includes the financial information for all regionally significant transportation improvement projects in Orange County, with a total value of approximately \$2.959 billion. A summary of the Federal Transportation Improvement Program and a supporting resolution are submitted for Board of Directors' approval.

Recommendations

- A. Authorize programming actions for, and the submittal of, the Federal Transportation Improvement Program project list and financial plan for fiscal year 2018-19 through fiscal year 2023-24.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of projects.
- C. Adopt Resolution No. 2018-005 of the Board of Directors of the Orange County Transportation Authority.

Regular Calendar

11. 2018 Long-Range Transportation Plan Update
Greg Nord/Kia Mortazavi

Overview

The Long-Range Transportation Plan develops 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 as a policy framework for future transportation investments in Orange County. Scenarios are being developed and evaluated to measure how transportation investments and policies may influence future travel conditions. A summary of initial model results for the proposed financially constrained project list is presented for discussion below.

Recommendation

Receive and file as an information item.



12. Update on the Implementation of Orange County Transportation Authority Corridor Studies

Carolyn Mamaradlo/Kia Mortazavi

Overview

Between 2006 and 2010, five corridor studies were completed by the Orange County Transportation Authority. These studies focused on major travel corridors within Orange County and between neighboring counties. They also identified, evaluated, and recommended improvement options to address mobility challenges. Substantial progress has been made with respect to implementation of the studies' recommended improvements, and a status report is provided for the Board of Directors' information.

Recommendation

Receive and file as information item.

Discussion Items

13. Update on the Interstate 5 Widening Project from State Route 73 to El Toro Road

Niall Barrett/James G. Beil

Staff will provide a project update.

14. Chief Executive Officer's Report

15. Committee Members' Reports

16. Closed Session

There are no Closed Session items scheduled.

17. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, March 5, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



ORANGE COUNTY TRANSPORTATION AUTHORITY

2018 Regional Planning and Highways Committee Meetings

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
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10.3.17

OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting
9:00 a.m., OCTA Headquarters
550 South Main Street, Board Room - Conf. Room 07, Orange CA

Regional Planning &
Highways Committee
10:30 a.m.

OCTA Holidays

2018 OCTA Proposed Committee Meeting Calendar Regional Planning and Highways Committee

Month	2018 Proposed Changes - Comparison with 2017 Calendar
January	No change Due to the New Year Holiday being observed on Monday, January 1st, the Regional Planning and Highways Committee meeting will be held on <u>Thursday</u> , January 4th.
February	No change
March	No change
April	No change
May	No change
June	No change
July	Due to the Fourth of July Holiday being observed on Wednesday, July 4th, reschedule the Regional Planning and Highways Committee meeting to <u>Monday</u> , July 2nd.
August	No change
September	No change Due to the Labor Day Holiday being observed on Monday, September 3rd, the Regional Planning and Highways Committee meeting will be held on <u>Thursday</u> , September 6th.
October	No change
November	No change
December	No change

**Proposed Roles and Responsibilities
of the Board Committees for 2018
(02.05.18)**

Regional Planning and Highways Committee

- Reviews and makes recommendations to the Board of Directors regarding compliance with federal and state regional planning and programming requirements, such as federal/regional transportation program and state congestion management programs;
- Reviews local agency eligibility with respect to Measure M requirements, including guidelines related to Measure M freeway and arterial programs;
- Provides guidance to staff in the development of the Regional Transportation Plan and associated transportation conformity findings and makes recommendations to the Board of Directors on the final report and plan of action;
- Develop policy recommendations for the Board of Directors with respect to regional transportation matters such as goods movement and managed lanes proposals on the state highway system, including the coordination with other Orange County Transportation Authority Committees as appropriate.
- Monitors the planning, development, and implementation of state highway and freeway projects and the operation and maintenance of the state highway system in Orange County, and makes recommendations to the Board of Directors;
- Ensures proper coordination of related countywide plans (i.e., Master Plan of Arterial Highways, Active Transportation Programs, etc.);
- Reviews and makes recommendations to the Board of Directors regarding priorities for timing and uses of federal, state, and local transportation funding for freeway, arterial, and other projects, such as transportation enhancement projects;
- Makes recommendations to the Board of Directors on use and procurement of professional services and contractors to support planning, programming, and delivery of regional planning and highway programs; and
- Reviews and provides recommendations to the Board of Directors on matters pertaining to motorist services.



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

Darrell Johnson, Chief Executive Officer
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 December 4, 2017 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chair Donchak at 10:33 a.m.

Pledge of Allegiance

Committee Vice Chairman Nelson 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 6)

2. Approval of Minutes

A motion was made by Director Do, seconded by Director M. Murphy, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of November 6, 2017.



3. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2017

A motion was made by Director Do, seconded by Director M. Murphy, and declared passed by those present, to approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.

4. Fiscal Year 2017-18 Measure M2 Annual Eligibility Review

A motion was made by Director Do, seconded by Director M. Murphy, and declared passed by those present, to approve all local jurisdictions as conditionally eligible for Measure M2 net revenues for fiscal year 2017-18, and direct staff to return with eligibility findings for local jurisdictions, pending the adoption and submittal of fiscal year 2016-17 expenditure reports by local jurisdictions.

5. 2018 Technical Steering Committee Membership

A motion was made by A motion was made by Director Do, seconded by Director M. Murphy, and declared passed by those present, to approve the proposed 2018 Technical Steering Committee membership.

6. Measure M2 Environmental Mitigation Program Update

A motion was made by Director Do, seconded by Director M. Murphy, and declared passed by those present, to receive and file as an information item.

Regular Calendar

7. Measure M2 Environmental Cleanup Program Updates and Next Steps

Alison Army, Principal Transportation Analyst, Planning Division, provided an update and background on the Measure M2 Environmental Program (Program), reporting that the Program provides competitive funding to Orange County cities as well as the County for water quality improvement projects, which must achieve improvements to water quality above and beyond normal mitigation and must have a transportation nexus.

Committee Chair Donchak inquired if the \$20 million and \$28 million (on the pie charts under Attachments B and C to the Staff Report) are organized at a policy level by district or by consideration of an application. Staff responded that this is based by application, and not assigned by district. Committee Chair Donchak requested that staff provide a copy of the distribution list for both the Tier 1 and Tier 2 distribution lists, organized by the five Districts.



7. (Continued)

A motion was made by Committee Vice Chairman Nelson, seconded by Director M. Murphy, and declared passed by those present, to direct staff to return in early 2018 with updated Environmental Cleanup Program funding guidelines for a 2018 call for projects.

Committee Vice Chairman Nelson asked that when the call for projects is sent out, staff advise the Board of Directors so that they can reach out to the Cities.

Darrell Johnson, Chief Executive Officer (CEO), said staff would be happy to provide this information and reach out.

8. Interstate 405 Improvement Project Update

Jeff Mills, Program Manager for the Interstate 405 Improvement Project, and Christina Byrne, Acting Manager for Public Outreach, provided a project update and PowerPoint presentation on this item as follows:

- Project Location and Key Features;
- Project Travel Time Benefits;
- Background;
- Project Update;
- Ellis Avenue/Euclid Street Interchange;
- Preliminary Bridge Construction Timeline;
- Public Outreach Update; and
- Next Steps.

Darrell Johnson, CEO, reported on his visit to Washington, D.C., last week, where he met with Congressman Alan Lowenthal, and the Congressman was pleased with the status of the project and staff personally invited him to the January 25th Interstate 405 project groundbreaking.

Mr. Johnson, CEO, also reported that he met with Lance Larson, Executive Director, External Affairs, met with the Build America Bureau and provided the status of the project, and staff's anticipated first draw.

A discussion ensued regarding:

- The use of the WAZE App and signage will be provided on the roadway to assist users who are not using mobile applications.



8. (Continued)

- Ellis Avenue interchange, and there would be material cost savings; however there will be some additional costs for re-design and permitting. In addition, stakeholders are aware of the changes.
- Staff has a meeting scheduled with the City of Fountain Valley on December 19, to discuss the Ellis Avenue interchange.

After a discussion, no action was taken on this receive and file information item.

Discussion Items

9. OC Bridges Railroad Grade Separation Completion

Ross Lew, Program Manager, Capital Programs, provided opening remarks and introduced Tresa Oliveri, Community Relation Officer, External Affairs. Mr. Lew and Ms. Oliveri provided a PowerPoint presentation as follows:

- Program Overview;
- Project Timeline;
- Funding; and
- Public Outreach (Short Video Highlighting OCTA's Efforts was Presented).

Committee Vice Chairman Nelson asked for a link to the video to share in his newsletter. He also gave thanks for the Measure M funding received, which allowed OCTA to attract matching funds for these type of projects.

Darrell Johnson, CEO, thanked the Committee Members for the opportunity to share this information and for allowing staff to work on a transformative set of projects in north Orange County. Mr. Johnson also extended his thanks and appreciation to the OCTA team.

Committee Chair Donchak also expressed her appreciation to OCTA staff.

Director Delgleize inquired about the number of projects completed in the last ten years. She also complimented OCTA and staff for its efforts.

No action was taken on this discussion item.



10. Executive Officer's Report

Darrell Johnson, CEO, reported that:

- Last Friday, a short memorandum was sent out to the Board about the California State Auditor releasing its findings from an audit that was conducted to analyze the distribution of our Local Transpiration Funds sales tax revenues. Staff had concerns with the collection and distribution not keeping pace as anticipated, possibly due to the impacts of point-of-sale determination for internet sales.

The audit essentially supported OCTA's theory and made recommendations on how to address this going forward, and staff plans to bring a full discussion to the January 2018 Legislation and Communications Committee.

- OCTA will be hosting a public hearing for the Interstate 405 Improvement Project (between the Interstate 5 and State Route 55) on December 5, 2017, from 5:00 p.m. to 8:00 p.m., at the University Community Park in Irvine, CA.
- On Friday, December 15, 2017, OCTA will be hosting its 25th Annual Stuff-A-Bus Toy Drive, along with ABC7 and Southern California Firefighters, at the Honda Center in Anaheim, CA. The event will take place from 4:30 a.m. to 6:30 p.m.

11. Committee Members' Reports

Committee Vice Chairman Nelson reported that Committee Chair Donchak, Darrell Johnson, CEO, and Lance Larson, Executive Director of External Affairs, were in Washington, D.C., last week and provided an update on the United States (U.S.) President's thoughts against the funding sources for the New Starts Program, which provides funding for the OC Streetcar. However, he reported that the Federal Transit Administration, who works for the President, made clearly that it would spend money if allocated by Congress.

Committee Vice Chairman Nelson added that when Mario Diaz-Balart, U.S. Representative from Florida and Chairman of the Transportation, Housing and Urban Development Subcommittee of the House Committee on Appropriations, walked the OC Streetcar route in August 2-17, he was very impressed and stated that the OC Streetcar project is within his appropriation.



MINUTES

Regional Planning and Highways Committee Meeting

12. Closed Session

A Closed Session was not conducted at this meeting.

13. Adjournment

The meeting adjourned at 11:07 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Thursday, January 4, 2018**, 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



February 5, 2018

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between Oso Parkway and Alicia Parkway

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the Interstate 5 widening project between Oso Parkway and Alicia Parkway.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1426 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$147,584,000, comprised of a construction capital share of \$124,020,000, and a construction management services share of \$23,564,000, for the Interstate 5 widening project between Oso Parkway and Alicia Parkway.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) widening project between State Route 73 (SR-73) and El Toro Road (Project). The Project is part of Projects C and D in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2017.

The Project will add general purpose lanes in each direction on I-5 between Avery Parkway and Alicia Parkway, extend the second high-occupancy vehicle lane from El Toro Road to Alicia Parkway, re-establish existing auxiliary lanes, and construct new auxiliary lanes at various locations. In addition, the Project will reconstruct the Avery Parkway and La Paz Road interchanges, improve

Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between Oso Parkway and Alicia Parkway

Page 2

several existing on- and off-ramps, and convert existing and proposed carpool lanes to continuous access.

Final design for the Project is nearing completion in three segments with the following Project limits:

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

On July 14, 2014, the Board authorized Cooperative Agreement No. C-4-1667 with Caltrans to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contracts for the Project. On October 12, 2015, the Board authorized Cooperative Agreement No. C-5-3661 with Caltrans to complete the Project's right-of-way acquisition. OCTA and Caltrans propose to enter into a cooperative agreement to define the specific roles and funding responsibilities for each agency to provide the construction capital and construction management support services for Segment 2, between Oso Parkway and Alicia Parkway.

Bid documents for Segment 2 are being prepared for the construction contract, which is expected to be advertised by late 2018. The total construction capital funding required for Segment 2 is \$124,020,000, comprised of \$21,820,000 in Surface Transportation Block Grant (STBG) funds and \$102,200,000 in M2 funds. The total construction support funding for the Project is \$23,564,000, comprised of \$11,889,000 in STBG funds and \$11,675,000 in M2 funds.

As the implementing agency for construction of the Project, Caltrans will be responsible for advertisement, bid opening, award, approval, and administration of the construction contract. Under the proposed cooperative agreement, Caltrans and OCTA have agreed to share in the construction management support services for the Project.

Caltrans, as the construction phase implementing agency, will provide the resident engineer and structures representative, and minimal other field personnel, along with construction administrative support and environmental and paleontology monitoring for the Project, at an estimated cost of \$ \$11,889,000. Caltrans will draw down these federal STBG funds directly. OCTA will retain a consultant firm to augment Caltrans field staff with electrical, structural and roadway inspection, surveying, office engineering, materials testing, and claims support services. OCTA's consultant will also provide a field office to house construction staff on the Project. The total estimated cost of OCTA consultant

Cooperative Agreement with the California Department of Transportation for the Interstate 5 Widening Project Between Oso Parkway and Alicia Parkway **Page 3**

construction support is \$11,675,000 in M2 funds. Through separate contracts, OCTA will lead the public outreach and freeway service patrol efforts.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 0017-9085-FC101-06W, and is funded with M2 funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1426 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$147,584,000, comprised of a construction capital share of \$124,020,000, and a construction management services share of \$23,564,000, for Segment 2 of the Interstate 5 widening project between Oso Parkway and Alicia Parkway.

Attachment

None.

Prepared by:



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



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

Approved by:



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



February 5, 2018

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

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

Overview

On June 12, 2017, the Orange County Transportation Authority Board of Directors approved a cooperative agreement with the California Department of Transportation to establish roles, responsibilities, and funding obligations for the 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. Board of Directors' approval is requested to amend this cooperative agreement for additional funding.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-7-1753 between the Orange County Transportation Authority and the California Department of Transportation to update Funding Summary No. 1 and transfer \$500,000 in federal Surface Transportation Block Grant Program funds from the California Department of Transportation to the Orange County Transportation Authority.
- B. Authorize the use of an additional \$3.2 million in federal Surface Transportation Block Grant Program funds, bringing the total funding committed for the plans, specifications, and estimates to \$20.7 million.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above recommendation.

Discussion

The State Route 55 (SR-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 general purpose and high-occupancy vehicle (HOV) lanes in each direction between I-405 and I-5, and will also add auxiliary lanes between interchanges.

OCTA has entered 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) phase overall, 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.

Upon execution of the cooperative agreement on August 10, 2017, Caltrans initiated the 35 percent PS&E which includes the preparation and approval of reports to support exceptions to design standards, including those initially proposed by Caltrans to accommodate the addition of the second HOV lane without additional right-of-way (ROW) impacts. This Caltrans work is funded through the State Highway Operation and Protection Program at no cost to OCTA. OCTA's consultant designer will complete the PS&E using Caltrans' approved 35 percent complete design and OCTA funding for the PS&E, which includes \$13.3 million in federal Surface Transportation Block Grant Program (STBG) funds.

Since this is the first time OCTA and Caltrans have initiated a work-sharing arrangement through a design cooperative agreement, it was determined by OCTA staff that additional effort from OCTA's consultant designer is needed to meet the accelerated design delivery schedule. The additional effort includes oversight and review of Caltrans' 35 percent design, and attendance at weekly coordination meetings to ensure a streamlined transition from Caltrans' completion of the 35 percent design to the consultant's initiation of the 65 percent design. In addition, several 35 percent tasks originally identified to be performed by Caltrans will now be performed by OCTA's consultant, including geotechnical exploration, utility potholing, and hazardous waste investigation. The \$500,000 in STBG funds identified for Caltrans in the cooperative agreement will be shifted to OCTA to fund the transferred work.

During the consultant procurement process, the Board-approved consultant presented a design enhancement in its proposal to realign the northern segment of the SR-55 that could significantly reduce ROW impacts. Since OCTA's consultant has freeway centerline realignment experience from the I-5 HOV improvement (Avenida Vista Hermosa to Avenida Pico) and I-5 improvement (State Route 73 to Oso Parkway) projects, Caltrans requested the consultant's assistance to prepare the horizontal and vertical geometrics for the realigned segment.

Design funding needs to be increased for the consultant to perform this additional work. The Project has been programmed with a combination of local, state, and federal funds through construction. There are sufficient federal STBG funds available in contingency to cover this cost increase. As a result, \$3.2 million in STBG will be redirected from ROW to design. This does require a programming change in the Federal Transportation Improvement Program.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 0017-7519-FF101-F17, and is funded with federal STBG funds.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-7-1753, update Funding Summary No. 1, transfer \$500,000 in federal STBG funds, and increase the federal STBG funds by \$3.2 million to meet the estimated PS&E cost for the Project.

Attachment

- A. California Department of Transportation, Cooperative Agreement
No. C-7-1753 Fact Sheet

Prepared by:



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



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

Approved by:



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

**California Department of Transportation
Cooperative Agreement No. C-7-1753 Fact Sheet**


1. June 12, 2017, Cooperative Agreement No. C-7-1753, \$17,500,000, approved by the Board of Directors (Board).
 - Defines the terms, conditions, and funding responsibilities between the California Department of Transportation (Caltrans) and the Orange County Transportation Authority (OCTA) for the preparation of plans, specifications, and estimates (PS&E), and to advertise and award construction contract for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
 - Includes funding for PS&E in the amount of \$17,500,000.
2. February 12, 2018, Amendment No. 1 to Cooperative Agreement No. C-7-1753, \$3,200,000, pending Board approval.
 - To add \$3,200,000 for additional PS&E services.
 - Transfer \$500,000 in federal Surface Transportation Block Grant Program funds from Caltrans to OCTA.

Total committed to Caltrans after approval of Amendment No. 1 to Cooperative Agreement No. C-7-1753: \$20,700,000



February 5, 2018

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes are presented for review and approval.

Recommendations

- A. Approve cancellation of four projects from the County of Orange, City of Dana Point, and City of San Clemente, for a total of \$5.824 million in savings.
- B. Approve funding three 2016 Bicycle Corridor Improvement Program standby list projects in the cities of Irvine, Newport Beach, and the County of Orange for a total of \$5.025 million in Congestion Mitigation and Air Quality Improvement Program funds, contingent on the California Department of Transportation's approval of project eligibility and the Orange County Transportation Authority Master Plan of Arterial Highways' amendment approval.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Background

The Orange County Transportation Authority (OCTA) issues periodic state and federally-funded calls for projects (calls similar to the Measure M2 Comprehensive Transportation Funding Programs). Examples of prior calls include: Bicycle Corridor Improvement Program (BCIP), Transportation Enhancements (TE) Program, State-Local Partnership Program (SLPP), and Arterial Pavement Management Program (APM).

Revenues for the prior calls include: federal Congestion Mitigation and Air Quality (CMAQ) funds, federal Surface Transportation Block Grant Program, former federal TE (eliminated in the current federal Transportation Act), Federal Transit Administration funds, and state Proposition 1B SLPP funds.

To meet OCTA state and federal requirements, a project-specific amendment is requested by a local agency and is presented below for review and approval.

Discussion

BCIP, TE, SLPP, APM Updates

To date, the Board of Directors (Board) has programmed \$85.898 million in state and federal funds, for a total of 178 project phases of work. The progress and information for each of the active projects is listed in Attachment A. A summary of the progress of phases is provided below.

Project Phase Status	Environmental/ Engineering	Right-of-Way	Construction	Total
Planned	9	2	12	23
Started	2	-	44	46
Completed	7	-	97	104
Cancelled	-	-	5	5
Total	18	2	158	178

NOTE:
BCIP projects may have more than one phase of work
Planned – Phase is planned
Started – Phase has started or nearly completed
Completed – Phase is complete and closed out

Cancellation Requests

For this review period, four projects were cancelled by the cities of Dana Point, San Clemente, and the County of Orange for a total of \$5.824 million. The City of Dana Point projects were cancelled due to the lack of match funding. The City of San Clemente project was cancelled due to additional environmental documentation that was not originally assumed. Finally, the County of Orange received an SB 1 (Chapter 5, Statutes of 2017) Active Transportation Program (ATP) grant and no longer needs the BCIP funds. Details of the cancellations are provided in Attachment A. A total of \$5.025 million from the 2016 BCIP is recommended to stand-by list projects. The remaining funds of \$0.799 million will be made available through the next BCIP call.

2016 BCIP Stand - By List Recommendations

Consistent with the 2016 BCIP stand-by list approval, the Board is requested to approve CMAQ funds for three 2016 BCIP stand-by list projects from the City of Irvine, City of Newport Beach, and the County of Orange for a total of \$5.024 million. The 2016 BCIP stand-by list was developed to ensure that any funding from the 2016 BCIP call that becomes available is programmed to OCTA-vetted projects. This opportunity has come about because of project cancellations and one BCIP funded project receiving SB1 ATP grants, thus freeing up BCIP capacity. Projects are funded first based on highest score and then on the local agency's confirmation that they can deliver the project. If approved, OCTA will enter into a cooperative agreement with the local agency, consistent with the requirements for the 2016 BCIP. Details for each project are provided in Attachment B.

The Comprehensive Funding Plan (CFP), which provides funding information for OCTA-funded capital projects and also highlights the recommended changes included in this item, is provided in Attachment C. The CFP shows the current project programming based on actions recommended in this report and prior Board actions.

Summary

Status reports from the BCIP, TE, SLPP, and APM are provided for review, as well as three project funding requests for Board approval.

Attachments

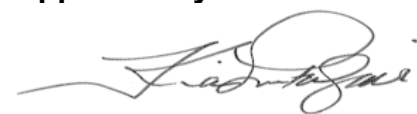
- A. State and Federal Grant Programs Update, State and Federal Grants Projects
- B. 2016 Bicycle Corridor Improvement Program (BCIP) Projects, Stand-By List Project Recommendations
- C. Capital Funding Program Report

Prepared by:



Louis Zhao
Section Manager,
Discretionary Funding Programs
(714) 560-5494

Approved by:



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

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
2012 Bicycle Corridor Improvement Program (BCIP) Projects							
1	Anaheim	Anaheim Regional Transportation Intermodal Corridor to West Anaheim 4th District Bikeway Connector Project	E, C	\$ 325,293	\$ 48,607	\$ 373,900	Completed (E) Started (C)
2	Brea	The Tracks at Brea	C	\$ 836,150	\$ 115,000	\$ 951,150	Started
3	Costa Mesa	Bike Racks at City Facilities	C	\$ 33,974	\$ 5,076	\$ 39,050	Started
4	Costa Mesa	Fairview Park Multi-Purpose Trail	C	\$ 835,959	\$ 411,741	\$ 1,247,700	Planned
5	Costa Mesa	Placentia Avenue Bicycle Signal	C	\$ 212,531	\$ 31,757	\$ 244,288	Started
6	Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	E, C	\$ 746,460	\$ 111,540	\$ 858,000	Started (E) Planned (C)
7	Irvine	Freeway Trail Lighting Improvements ¹	E, C	\$ 746,460	\$ 111,540	\$ 858,000	Completed (E) Started (C)
8	La Habra	Union Pacific Rail Line Bikeway Project	E	\$ 453,000	\$ 68,000	\$ 521,000	Started
9	San Clemente	Pacific Coast Bicycle Route Signage	C	\$ 143,376	\$ 21,424	\$ 164,800	Cancelled
TOTAL 2012 BCIP IN PROGRESS				\$ 4,333,203	\$ 924,685	\$ 5,257,888	
2012 BCIP PRIOR COMPLETED²				\$ 3,457,332	\$ 877,347	\$ 4,334,679	
TOTAL 2012 BCIP PROGRAM				\$ 7,790,535	\$ 1,802,032	\$ 9,592,567	

2014 BCIP Projects							
1	Brea	The Tracks at Brea - Segment 4	C	\$ 229,316	\$ 2,796,684	\$ 3,026,000	Started
2	Costa Mesa	19th Street Bicycle Trail	C	\$ 385,173	\$ 1,319,000	\$ 1,704,173	Planned
3	Cypress	Cerritos Avenue Bike Corridor Improvements (from Denni Street to Walker Street) ¹	C	\$ 82,000	\$ 631,376	\$ 713,376	Started
4	Dana Point	Coast Highway Class 1 Bikeway/Pedestrian Way Extension Project Phase 1	C	\$ 607,187	\$ 82,798	\$ 689,985	Cancelled
5	Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830	Started
6	La Habra	La Habra Union Pacific Rail Line Bikeway ¹	R	\$ 91,760	\$ 708,240	\$ 800,000	Planned
7	San Juan Capistrano	San Juan Capistrano Bikeway Gap Closure ¹	E, C	\$ 66,360	\$ 486,640	\$ 553,000	Complete (E) Started (C)
8	County of Orange	Lambert Road Bikeway Project ¹	C	\$ 40,800	\$ 312,200	\$ 353,000	Started
TOTAL 2014 BCIP PROGRAM				\$ 2,184,856	\$ 6,507,508	\$ 8,692,364	

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
2016 BCIP Projects							
1	Anaheim	Nohl Ranch Open Space Trail	E, R	\$ 650,400	\$ 162,600	\$ 813,000	Planned
2	County of Orange	Hazard Avenue Bikeway Project	C	\$ 3,000,000	\$ 556,291	\$ 3,556,291	Cancelled
3	County of Orange / OC Parks	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000	Planned
4	County of Orange / OC Parks	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	E, R	\$ 1,551,440	\$ 211,560	\$ 1,763,000	Planned
5	Dana Point	Coast Highway Class 1 Bikeway/Pedestrian Way Extension Project Phase 2	C	\$ 2,073,224	\$ 282,712	\$ 2,355,936	Cancelled
6	Fullerton	Citywide Bicycle and Pedestrian Improvement Project	C	\$ 578,886	\$ 78,939	\$ 657,825	Planned
7	Fullerton	Wilshire Avenue Bicycle Boulevard	C	\$ 2,220,267	\$ 302,764	\$ 2,523,031	Planned
8	Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E, C	\$ 1,113,978	\$ 151,905	\$ 1,265,883	Planned
9	Irvine	Jeffrey Open Space Trail and I-5 Freeway Bicycle and Pedestrian Bridge Project	E	\$ 488,434	\$ 711,566	\$ 1,200,000	Planned
10	Santa Ana	Bristol Street Protected Bicycle Lanes	E, C	\$ 2,271,006	\$ 309,681	\$ 2,580,687	Planned
11	Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	E, C	\$ 735,703	\$ 100,326	\$ 836,029	Planned
12	Santa Ana	Hazard Avenue Protected Bike Lanes	E, C	\$ 1,035,242	\$ 141,173	\$ 1,176,415	Planned
13	Santa Ana	Citywide Bike Racks	E, C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Planned
14	Tustin	Main Street / El Camino Real Improvements	C	\$ 2,297,900	\$ 313,350	\$ 2,611,250	Planned
TOTAL 2016 BCIP PROGRAM				\$ 20,000,000	\$ 3,593,347	\$ 23,593,347	

Arterial Pavement Management Program (APM)							
1	Anaheim	Lincoln Avenue - Brookhurst Street to Euclid Street ³	C	\$ 835,347	\$ 1,215,550	\$ 2,050,897	Started
2	Brea	Kraemer Boulevard - Lambert to Golden	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
3	Brea	Lambert - Delta Avenue to West City Limit and Lambert - Wildcat Way to East City Limit	C	\$ 500,000	\$ 758,527	\$ 1,258,527	Started
4	Buena Park	Beach Boulevard - Azalea Drive to La Palma	C	\$ 499,740	\$ 499,740	\$ 999,480	Started
5	Buena Park	Valley View Street - Orangethorpe Avenue to Caballero Boulevard	C	\$ 498,975	\$ 498,975	\$ 997,950	Completed

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
APM (Continued)							
6	Costa Mesa	Bristol Street - Interstate 405 (I-405) to Randolph Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
7	Costa Mesa	Bear Street - Wakeham Place to I-405	C	\$ 300,000	\$ 300,000	\$ 600,000	Started
8	Cypress	Orange Avenue and Ball Road to Walker Street and Valley View Street	C	\$ 449,428	\$ 449,429	\$ 898,857	Started
9	Dana Point	Del Obispo Street - Stonehill Drive to Pacific Coast Highway State Route 1	C	\$ 500,000	\$ 520,360	\$ 1,020,360	Completed
10	Fountain Valley	Edinger Avenue - Brookhurst Street to Euclid Street	C	\$ 500,000	\$ 1,000,000	\$ 1,500,000	Started
11	Fountain Valley	Harbor Boulevard - North City Limit to South City Limit	C	\$ 500,000	\$ 1,100,000	\$ 1,600,000	Started
12	Fullerton	Chapman Avenue - Berkeley to Raymond Knott Street - Garden Grove Boulevard to Lampson Avenue	C	\$ 402,234	\$ 402,234	\$ 804,468	Started
13	Garden Grove	Adams Avenue - Beach Boulevard to Newland Street and Atlanta Avenue - Beach Boulevard to Newland Street	C	\$ 500,000	\$ 818,150	\$ 1,318,150	Completed
14	Huntington Beach	Edinger Avenue - Graham Street to Springdale Street and Warner Avenue - Beach Boulevard to Newland Street	C	\$ 500,000	\$ 881,374	\$ 1,381,374	Started
15	Huntington Beach	Euclid Street - Imperial Highway to South City Limit	C	\$ 378,888	\$ 568,332	\$ 947,220	Started
16	La Habra	Harbor Boulevard - Imperial Highway to South City Limit	C	\$ 262,356	\$ 393,534	\$ 655,890	Started
17	La Habra	La Palma Avenue - Moody Street to Valley View Street	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Completed
18	La Palma	Valley View Street - 183rd Street to Orangethorpe Avenue	C	\$ 250,000	\$ 250,000	\$ 500,000	Completed
19	La Palma	5 Segments - Alicia Parkway, Cabot Road Segment 1 and 2, Los Alisos Boulevard, and Paseo de Valencia	C	\$ 500,000	\$ 770,000	\$ 1,270,000	Started
20	Laguna Hills						

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
APM (Continued)							
21	Laguna Niguel	Niguel Road - Crown Valley Parkway to La Hermosa Avenue	C	\$ 500,000	\$ 661,911	\$ 1,161,911	Started
22	Lake Forest	Portola Parkway - Alton Parkway to El Toro Road	C	\$ 500,000	\$ 568,698	\$ 1,068,698	Started
23	Lake Forest	Alton Parkway - Portola Parkway to Rancho Parkway	C	\$ 250,000	\$ 597,518	\$ 847,518	Started
24	Mission Viejo	Trabuco and Marguerite	C	\$ 500,000	\$ 1,273,780	\$ 1,773,780	Started
25	Newport Beach	MacArthur Boulevard - East Coast Highway to San Joaquin Hills Road	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
26	Newport Beach	MacArthur Boulevard - San Joaquin Hills Road to Bonita Canyon Drive	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
27	Orange	Katella Avenue - Glassell Street to Tustin Street	C	\$ 500,000	\$ 665,000	\$ 1,165,000	Started
28	Orange	Tustin Street - Meats Avenue to Heim Avenue	C	\$ 500,000	\$ 956,178	\$ 1,456,178	Started
29	Orange County	Foothill Boulevard - Newport Avenue to Hewes Street	C	\$ 500,000	\$ 513,730	\$ 1,013,730	Started
30	Orange County	Crown Valley Parkway and Oso Parkway	C	\$ 500,000	\$ 563,950	\$ 1,063,950	Started
31	Placentia	Placentia Avenue - Chapman Avenue to Ruby Drive	C	\$ 500,000	\$ 1,003,318	\$ 1,503,318	Started
32	Rancho Santa Margarita	Santa Margarita Parkway - Buena Suerte to Plano Trabuco Road and Antonio Parkway - Tijeras Creek to Via Ladera	C	\$ 500,000	\$ 759,377	\$ 1,259,377	Started
33	San Clemente	South El Camino Real - East Avenida San Juan to Avenida Mendocino Overpass	C	\$ 395,043	\$ 395,043	\$ 790,086	Started
34	San Juan Capistrano	Camino Capistrano - Oso Parkway to La Zanja Street	C	\$ 457,377	\$ 467,607	\$ 924,984	Completed
35	Santa Ana	Warner Avenue - West City Limit to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
36	Santa Ana	First Street - Harbor Boulevard to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
APM (Continued)							
37	Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
38	Seal Beach	Westminster Boulevard - West City Limit to Seal Beach Boulevard	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
39	Villa Park	Taft Avenue - Santiago Boulevard to Lemon Street	C	\$ 385,997	\$ 385,997	\$ 771,994	Started
40	Westminster	Westminster Avenue - Edwards Street to Goldenwest Street	C	\$ 500,000	\$ 775,000	\$ 1,275,000	Started
41	Yorba Linda	La Palma Avenue - West City Limit to Camino de Bryant	C	\$ 500,000	\$ 2,171,143	\$ 2,671,143	Completed
		TOTAL APM IN PROGRESS		\$ 19,365,385	\$ 30,142,538	\$ 49,507,923	
		TOTAL APM AVAILABLE FROM SAVINGS AND CANCELLATIONS⁴		\$ 64,844	\$ -	\$ 64,844	
		APM PRIOR COMPLETED		\$ 500,000	\$ 815,798	\$ 1,315,798	
		TOTAL APM PROGRAM		\$ 19,930,229	\$ 30,958,336	\$ 50,888,565	
2010 Transportation Enhancements (TE) Program Projects							
		2010 TE IN PROGRESS		\$ -	\$ -	\$ -	
		2010 TE PRIOR COMPLETED⁵		\$ 11,464,709	\$ 9,305,895	\$ 19,770,604	
		TOTAL 2010 TE PROGRAM		\$ 11,464,709	\$ 9,305,895	\$ 19,770,604	

State and Federal Grant Programs Update State and Federal Grant Projects

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
State-Local Partnership Program (SLPP) Projects							
		SLPP PROGRAM IN PROGRESS		\$ -	\$ -	\$ -	
		SLPP PROGRAM PRIOR COMPLETED⁶		\$ 24,528,000	\$ 28,219,918	\$ 52,747,918	
		TOTAL SLPP PROGRAM		\$ 24,528,000	\$ 28,219,918	\$ 52,747,918	
		TOTAL ALL PROGRAMS		\$ 85,898,329	\$ 80,387,036	\$ 165,285,365	

1. Mobile Source Air Pollution Reduction Committee County Transportation Commission Funds.

2. Includes ten completed 2012 BCIP projects.

3. Includes Lincoln - Brookhurst to Muller and Lincoln - Muller to Euclid.

4. Savings from Lincoln - Brookhurst to Euclid project in the City of Anaheim, and funds made available from the cancellation of the Cerritos to West City Limit to Bloomfield in the City of Los Alamitos.

5. Includes 28 completed TE projects.

6. Includes 51 completed SLPP projects.

E - Engineering

R - Right-of-Way

C - Construction

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

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

Completed - Completed indicates that the project work is complete.

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Summary of Cancelled Projects							
1	County of Orange	Hazard Avenue Bikeway Project ¹	C	\$ 3,000,000	\$ 556,291	\$ 3,556,291	Cancelled
2	Dana Point	Coast Highway Class 1 Bikeway/Pedestrian Way Extension Project Phase 1 ²	C	\$ 607,187	\$ 82,798	\$ 689,985	Cancelled
3	Dana Point	Coast Highway Class 1 Bikeway/Pedestrian Way Extension Project Phase 2 ²	C	\$ 2,073,224	\$ 282,712	\$ 2,355,936	Cancelled
4	San Clemente	Pacific Coast Bicycle Route Signage ³	C	\$ 143,376	\$ 21,424	\$ 164,800	Cancelled
		TOTAL CANCELLED PROGRAMS		\$ 5,823,787	\$ 943,225	\$ 6,767,012	

1. The County of Orange (County) is requesting to cancel the Hazard Avenue Bikeway Project. On January 1, 2018, the California Transportation Commission approved providing \$3,566,000 California Active Transportation Program Cycle 3 Augmentation funding to the project. The County no longer needs the Bicycle Corridor Improvement Program funding for the project.

2. The City of Dana Point is requesting to cancel the Coast Highway Class 1 Bikeway/Pedestrian Way Extension Project Phase 1 and Coast Highway Class 1 Bikeway/Pedestrian Way Extension Project Phase 2. The matching funds set aside for the projects are no longer available.

3. The City of San Clemente is requesting to cancel the Pacific Coast Bicycle Route Signage project. On December 14, 2015, the Orange County Transportation Authority Board of Directors (Board) approved a scope change request from the City reducing the total project cost from \$201,800 to \$164,800. The cost of the environmental document made delivery of the project using federal funds infeasible.

2016 Bicycle Corridor Improvement Program (BCIP) Projects **Stand-By List Project Recommendations**

#	Agency	Project/Description	Phase of Work	Prior BCIP Funding	BCIP Funding Request	Matching Funds	Total Project Cost	Percent Match	Score
Stand-By List Recommended for Funding									
1	County of Orange / OC Parks	OC Loop El Cajon Bikeway Gap Closure (Segment H)	Final Design, Construction	\$ -	\$ 2,107,054	\$ 287,326	\$ 2,394,380	12.00%	37.6
2	Newport Beach	Newport Beach Bicycle and Pedestrian Bridge Project	Construction	\$ -	\$ 2,349,600	\$ 587,400	\$ 2,937,000	20.00%	37.4
3	Irvine	Jeffrey Open Space Trail and Interstate 5 (I-5) Freeway Bicycle and Pedestrian Bridge Project ¹	Final Design	\$ 488,434	\$ 567,566	\$ 144,000	\$ 1,200,000	12.00%	36.5
Stand-By List Recommended for Funding Total				\$ 488,434	\$ 5,024,220	\$ 1,018,726	\$ 6,531,380		

Stand-By List									
4	Santa Ana	Various Bike Boulevards	Final Design, Construction	\$ -	\$ 1,854,088	\$ 252,830	\$ 2,106,918	12.00%	35.4
5	Costa Mesa	Merrimac Way Multipurpose Trail from Harbor Boulevard to Fairview Road	Final Design, Construction	\$ -	\$ 776,836	\$ 105,932	\$ 882,768	12.00%	34.8
6	Costa Mesa	Adams Avenue Multipurpose Trail from Placentia Avenue to Mesa Verde Drive East	Final Design, Construction	\$ -	\$ 2,518,032	\$ 343,368	\$ 2,861,400	12.00%	32.6
7	County of Orange	Borrego Canyon Channel Bikeway	Construction	\$ -	\$ 3,000,000	\$ 435,431	\$ 3,435,431	12.67%	30.4
8	Costa Mesa	Adams Avenue at Pinecreek Drive Access Improvements	Final Design, Construction	\$ -	\$ 824,274	\$ 112,401	\$ 936,675	12.00%	30.2
9	Huntington Beach	Delaware Street Bicycle and Pedestrian Facilities	Construction	\$ -	\$ 432,750	\$ 60,000	\$ 492,750	12.18%	28
10	Fountain Valley	Magnolia Bicycle Corridor	Final Design, Construction	\$ -	\$ 1,074,550	\$ 146,530	\$ 1,221,080	12.00%	27.4
11	Seal Beach	Westminster Avenue Class-I Bike Path Project	Final Design, Construction	\$ -	\$ 1,108,800	\$ 151,200	\$ 1,260,000	12.00%	26
12	Mission Viejo	Arroyo Trabuco Multi-Use Trail Access and Regional Connector	Final Design, Construction	\$ -	\$ 1,062,499	\$ 187,500	\$ 1,249,999	15.00%	19.4
13	Laguna Niguel	Oso Creek Trail Under Crown Valley Parkway at Forbes Road	Final Design, Construction	\$ -	\$ 2,850,000	\$ 570,000	\$ 3,420,000	16.67%	17.6
Stand-By List Total				\$ -	\$ 15,501,829	\$ 2,365,192	\$ 17,867,021		

¹ On November 14, 2016, the Board of Directors (Board) approved partially funding the final design of the Jeffrey Open Space Trail and I-5 Freeway Bicycle and Pedestrian Bridge Project for \$0.488 million of the total \$1.056 million request. Staff is recommending the Board approve providing an additional \$0.568 million to the project to fully fund the City of Irvine's original request.



Capital Funding Program Report

Pending Board of Directors (Board) Approval - February 12, 2018

Local Road 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
State-Local Partnership Program (SLPP) Formula Grant Call 1	M1/Q	\$54,445		\$24,945			\$1,280	\$27,249	\$971
Kraemer Boulevard Grade Separation	O	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue Grade Separation	O	\$107,402		\$26,924	\$35,411	\$9,709		\$24,783	\$10,575
Measure M2 Project O Regional Capacity Program Call for Projects	O	\$254,629		\$22,979				\$231,650	
Orangethorpe Avenue Grade Separation	O	\$108,600		\$34,520	\$38,240	\$18,600		\$14,543	\$2,697
Placentia Grade Separation along SS of Orangethorpe	O	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
Raymond Avenue Grade Separation	O	\$124,833		\$90,767				\$26,350	\$7,716
SR-57 Truck Climbing Lane Phase I- Lambert Road Interchange Improvement	O	\$63,787	\$22,100			\$924		\$927	\$39,836
State College Grade Separation	O	\$96,969		\$34,042	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Ave/Rose Drive Grade Separation	O	\$98,254		\$25,473	\$53,376			\$17,642	\$1,763
M2 Project P Regional Signal Synchronization Program Call	P	\$70,471						\$70,471	
M2 Project Q Fair Share Program (FY 16-17 through FY 21-22)	Q	\$341,947						\$341,947	
Measure M2 Project X Environmental Clean Up	X	\$43,214						\$43,214	
Active Transportation Program - Regional Call 1		\$47,507	\$92		\$696	\$41,329			\$5,390
ARRA Transportation Enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program 1		\$50,888			\$19,930				\$30,958
Atlanta Avenue Widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program 2		\$34,093			\$28,427				\$5,666
Bristol Street Widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 Rehab Projects		\$32,369				\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
SCAG Sustainability Planning Grants 1		\$720				\$671			\$49
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo Widening	M1	\$6,419			\$3,740				\$2,679
Local Road Project Totals		\$1,776,368	\$29,692	\$302,509	\$231,518	\$136,569	\$35,780	\$859,988	\$180,312
State Funding Total		\$332,201							
Federal Funding Total		\$368,087							
Local Funding Total		\$1,076,080							
Total Funding (000's)		\$1,776,368							

Local Road 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
Grand Avenue Widening, 1st Street to 4th Street	O	\$12,537			\$6,708				\$5,829
M2 Fair Share State-Local Partnership Grant Program	Q	\$7,032		\$3,516				\$3,516	
Antonio Parkway Widening		\$32,553			\$15,499				\$17,054
Firestone Boulevard Widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz Interchange Improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350

ATTACHMENT C



Capital Funding Program Report

Local Road 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
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), County Wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
Local Road Project Totals		\$73,432		\$7,716	\$27,066		\$5,992	\$3,516	\$29,142
State Funding Total		\$7,716							
Federal Funding Total		\$27,066							
Local Funding Total		\$38,650							
Total Funding (000's)		\$73,432							

Board Notes:

1. Updated funding to reflect current program amounts.

Board Actions:

2. Approve the use of \$5.025 million in CMAQ funds for the 2016 Bicycle Corridor Improvement Program stand-by projects.

Acronyms:

M Code - Project codes in M2 Program

STIP - State Transportation Improvement Program

RSTP/CMAQ - Regional Surface Transportation

Program/Congestion Mitigation and Air Quality Improvement Program

M1/M2 - Measure M1/Measure M2

ARRA - American Recovery and Reinvestment Act

SCAG - Southern California Association of Governments

SR - State Route

I-5 - Interstate 5



February 5, 2018

To: Regional Planning and Highways Committee
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 Westminster has requested an amendment to the Master Plan of Arterial Highways that is recommended for approval. A status update on the active Master Plan of Arterial Highways amendments is also provided.

Recommendations

- A. Approve an amendment to the Master Plan of Arterial Highways to reclassify the following facilities from secondary (four-lane, undivided) arterials to divided collector (two-lane, divided) arterials:
- Garden Grove Boulevard between Interstate 405 northbound off-ramp/State Route 22 eastbound off-ramp/State Route 22 eastbound on-ramp and Edwards Street;
 - Edwards Street between Garden Grove Boulevard and Trask Avenue;
 - Trask Avenue between Edwards Street and Hoover Street;
 - Hoover Street between Garden Grove Boulevard and Bolsa Avenue.

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

If the originally proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendment process, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority'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 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. Details on this proposed MPAH amendment request and a status update on active MPAH amendments are provided below.

Discussion

The City of Westminster (City) has submitted a letter requesting an amendment to the MPAH (Attachment A) and has coordinated with OCTA staff to evaluate the request. Based upon the data provided by the City, future traffic volumes are expected to be accommodated with the proposed changes and are forecasted to remain at acceptable levels of service in the future. Therefore, the requested MPAH amendment is appropriate from a long-range planning perspective and is consistent with the MPAH.

Four facilities have been requested for reclassification in the City: (1) Garden Grove Boulevard between Interstate 405 northbound off-ramp/State Route 22 (SR-22) eastbound (EB) off-ramp/SR-22 EB on-ramp and Edwards Street, (2) Edwards Street between Garden Grove Boulevard and Trask Avenue, (3) Trask Avenue between Edwards Street and Hoover Street, and (4) Hoover Street between Garden Grove Boulevard and Bolsa Avenue. The City has requested reclassification of these secondary (four-lane, undivided) arterials to divided collector (two-lane, divided) arterials (Attachment B). These reclassifications would support the Garden Grove Boulevard Cycle Track Project and allow the accommodation of additional biking and walking facilities within the existing roadway right-of-way. Implementation of this project would require reconfiguration of existing vehicular travel lanes to accommodate new, bikeway facilities. The installation of the proposed bikeway facilities would support completion of the regional bikeways network and help expand travel choices.

In May 2016, the City and the Southern California Associated Governments organized a community event to give a live demonstration of what a complete street could look like. The event, "Experience Hoover," took place in the Sigler Park neighborhood and featured temporary bike lanes, parklets, and a roundabout along Hoover Street, Main Street, and Olive Street, leading into Sigler Park. The event was considered a success and demonstrated the need and desire of the participants for the improvements.

Additionally, the City recently updated their general plan incorporating substantial complete streets considerations. Under this new plan, a layered roadway network is identified, indicating which modes are prioritized on the various roadway typologies. Garden Grove Boulevard is designated as a "connector street" and has a level of service (LOS) D standard, while Trask Avenue and Hoover Street are designated as "bicycle corridors", which have a LOS E standard.

Current and future (year 2035) traffic volumes along the proposed segments are estimated to be 17,000 average daily traffic. Based upon detailed traffic analysis provided by the City, these volumes are expected to be accommodated within the upper limits of proposed roadway reconfigurations. In addition, the City will continue to coordinate with OCTA staff to ensure appropriate accommodations are made for bus service provided along Garden Grove Boulevard. Adjacent jurisdictions include the California Department of Transportation and the City of Garden Grove, who have indicated their support in Attachment C and Attachment D. As such, the proposed reclassifications are expected to be feasible from a technical and local support perspective.

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 the recommendations, OCTA will file a Notice of Exemption from CEQA in support of the proposed amendment to the MPAH.

Status Update

There are currently 31 active amendments proposed for the MPAH (Attachment E). Many of these amendment requests are awaiting local action to amend their respective general plans. Others are either under review, are in the cooperative study process, are pending resolution of issues with other agencies, or are awaiting refinement of development plans.

Additionally, the MPAH map was recently administratively updated to reflect the latest roadway network for Rancho Mission Viejo. The MPAH had previously reflected conceptual alignments for proposed roadways in the development area located along easterly Cow Camp Road. Several roadways have since been constructed and their actual existing alignments are now shown in the 2017 MPAH map.

Summary

The City has requested an amendment to the MPAH. Based upon City-provided traffic analyses, the requirements of the MPAH have been satisfied, and Board approval of staff's recommendations is requested. A summary of active MPAH amendments is also provided for the Board review.

Attachments

- A. Letter from the City of Westminster, from Marwan Youssef, Director of Public Works, to Joseph Alcock, Section Manager, RE: Master Plan of Arterial Highways Amendments of Garden Grove Boulevard, Edwards Street, Trask Avenue, and Hoover Street, dated November 28, 2017
- B. City of Westminster, MPAH Reclassification Request
- C. Letter from the Department of Transportation District 12, from Yatman Kwan, AICP, Caltrans Branch Chief, to Adolfo Ozaeta, City of Westminster Public Works Department, dated November 21, 2017
- D. Letter from the City of Garden Grove, from Dai C. Vu, T.E., Traffic Engineer, to Adolfo Ozaeta, City of Westminster Traffic Engineer, RE: Master Plan of Arterial Highways (MPAH) Amendments of Garden Grove Boulevard, Edwards Street, Trask Avenue, and Hoover Street, dated October 24, 2017
- 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



City of Westminster

8200 Westminster Boulevard, Westminster, CA 92683 714.898.3311
www.westminster-ca.gov

ATTACHMENT A

November 28, 2017

Joseph Alcock
OCTA
P.O. Box 14184
Orange, CA 92863

**RE: Master Plan of Arterial Highways (MPAH) Amendments of Garden Grove Boulevard,
Edwards Street, Trask Avenue, and Hoover Street**

TRI TA
Mayor

TYLER DIEP
Vice Mayor

SERGIO CONTRERAS
Council Member

KIMBERLY HO
Council Member

MARGIE L. RICE
Council Member

EDDIE MANFRO
City Manager

Dear Mr. Alcock:

The City of Westminster is seeking approval from the Orange County Transportation Authority (OCTA) to change the MPAH classification for the following four roadways from Secondary Arterials to Divided Collectors:

1. Garden Grove Boulevard between I-405 NB Off-Ramp/SR 22 EB Off-Ramp/SR 22 EB On-Ramp and Edwards Street
2. Edwards Street between Garden Grove Boulevard and Trask Avenue
3. Trask Avenue between Edwards Street and Hoover Street
4. Hoover Street between Garden Grove Boulevard and Bolsa Avenue

The City is pursuing these requests because we believe that the roadway segments have excess capacity. This belief is supported by recent modeling efforts that demonstrate that the subject roadways are not expected to experience a significant increase in traffic. Sensitivity traffic modeling has been performed by OCTA as part of the requirements to amend the Master Plan of Arterial Highways (MPAH). At the direction of OCTA, the City was required to perform further intersection Level of Service analysis. The City of Westminster retained the services of Fehr & Peers to assist staff in the preparation of this analysis. The analysis has been reviewed by OCTA and Caltrans. It supports the request for the subject MPAH amendment.

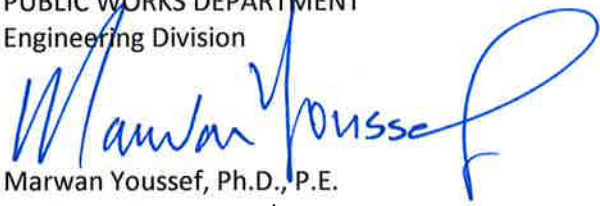
The vision for these corridors is in line with the State's Active Transportation Policy, and the City's Active Transportation Program, Mobility Element, and Complete Streets Policy. Implementing changes on the subject corridors triggers the subject MPAH amendments.

Caltrans and the City of Garden Grove are commenting agencies on this plan change. Their support letters are included as attachments to this letter.

You may contact Adolfo Ozaeta, the City's Traffic Engineer, with questions at your convenience at (714) 548-3462.

Sincerely,

PUBLIC WORKS DEPARTMENT
Engineering Division

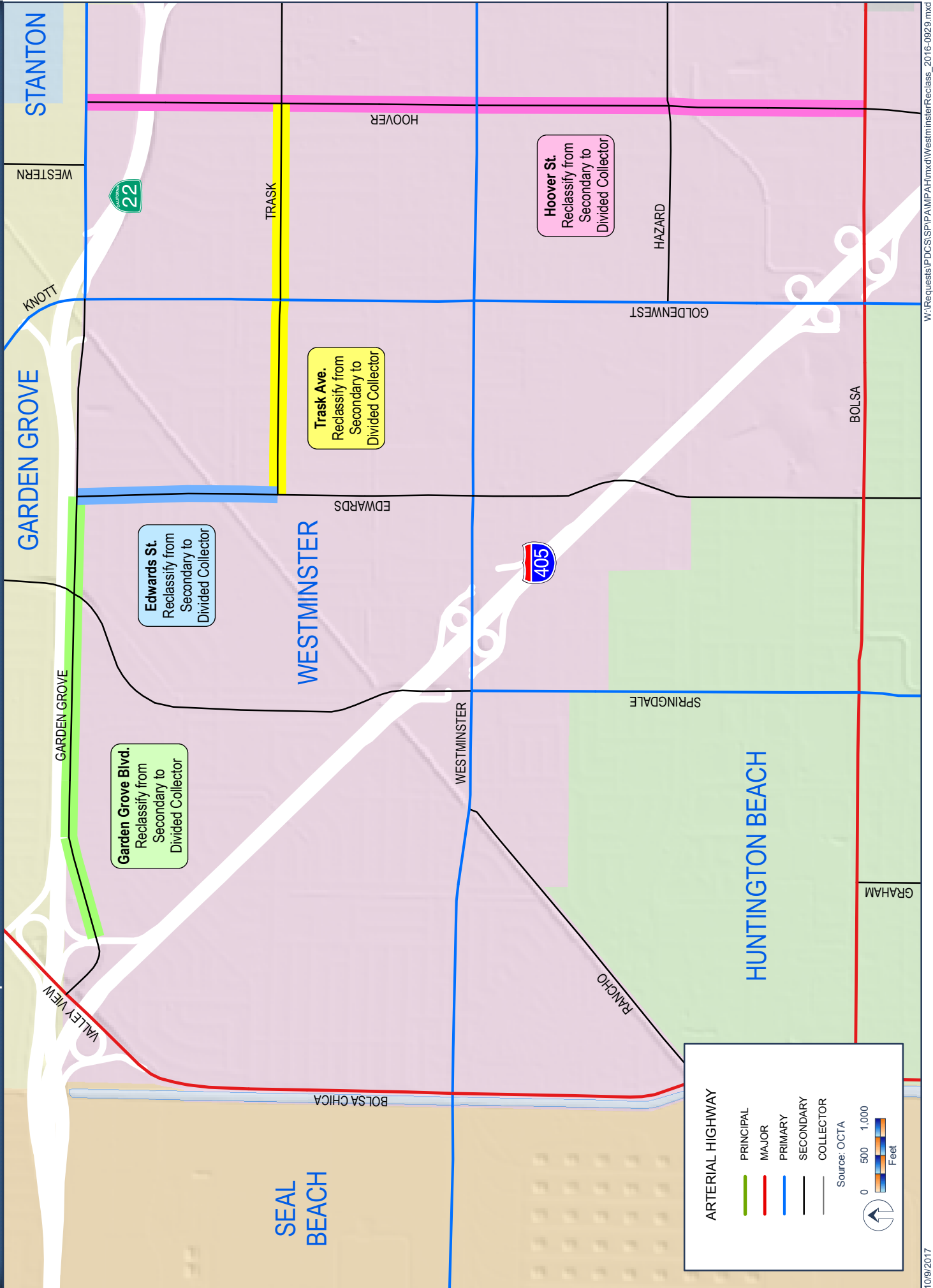
A handwritten signature in blue ink, reading "Marwan Youssef". The signature is fluid and cursive, with a large loop at the end of the last name.

Marwan Youssef, Ph.D., P.E.
Public Works Director/City Engineer

CC: Eddie Manfro - City Manager
Adolfo Ozaeta, P.E., T.E. - City Traffic Engineer
File

City of Westminster

MPAH Reclassification Request



DEPARTMENT OF TRANSPORTATION**DISTRICT 12**

1750 EAST FOURTH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6267

FAX (657) 328-6510

TTY 711

www.dot.ca.gov*Making Conservation
a California Way of Life.*

November 21, 2017

Adolfo Ozaeta
Public Works Department
City of Westminster
8200 Westminster Blvd.
Westminster, CA. 92683

File: IGR/CEQA
SR22 PM R0.66
I-405 PM 20.38

Dear Mr. Ozaeta,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Master Plan of Arterial Highways (MPAH) amendment for the proposed Garden Grove Complete Streets project. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The project will involve the construction of a Class IV separated bikeway (cycletrack) along Garden Grove Boulevard between Bolsa Chica Road/Valley View Street and Edwards Street, as well as Class II bike lanes on Edwards Street Between Garden Grove Boulevard and Trask Avenue, and Class II bike lanes on Trask Avenue between Edwards Street and Hoover Street in the City of Westminster. The project area is in proximity to State Route (SR) 22 and Interstate (I-) 405. Caltrans is a responsible agency and has the following comments:

MPAH Reclassification

The MPAH amendment will change the following roadways from Secondary to Divided Collector:

1. Garden Grove Boulevard between I-405 Northbound Off-Ramp/SR-22 Eastbound Ramps and Edwards Street
2. Edwards Street between Garden Grove Boulevard and Trask Avenue
3. Trask Avenue between Edwards Street and Hoover Street
4. Hoover Street between Garden Grove Boulevard and Bolsa Avenue

Caltrans has provided traffic analysis comments on the concept for the Class IV separated bikeway along Garden Grove Boulevard. We believe further discussion is needed to address the traffic analysis for the separated bikeway. However, Caltrans has no comments regarding the MPAH designation change on Garden Grove Boulevard and the other streets listed above.

We look forward to continued coordination and collaboration regarding the project design concepts being developed at the I-405 NB Off-Ramp/SR-22 EB Ramps/Garden Grove Boulevard intersection. Our meetings in February 2016 provided an opportunity for open dialogue and for discussion of Caltrans concerns. We will provide comments to the City as the project progresses, including the environmental review for the Garden Grove Boulevard Complete Streets project when available.

Please continue to coordinate with Caltrans for any future progress regarding this project that could potentially impact the State Highway System. If you have any questions, please do not hesitate to contact Marlon Regisford at (657) 328-6288 or Marlon.regisford@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'YATMAN KWAN', with a stylized flourish at the end.

YATMAN KWAN, AICP
Branch Chief, System Planning
District 12

c: Jose Hernandez, Caltrans D12 Traffic Operations
Reza Faraz, Caltrans D12 Local Assistance

CITY OF GARDEN GROVE

October 24, 2017

Mr. Adolfo Ozaeta
City Traffic Engineer
City of Westminster
8200 Westminster Blvd.
Westminster, CA 92683

Steven R. Jones
Mayor

Phat Bui
Mayor Pro Tem - District 4

Kris Beard
Council Member - District 1

John R. O'Neill
Council Member - District 2

Thu-Ha Nguyen
Council Member - District 3

Stephanie Klopfenstein
Council Member - District 5

Kim Bernice Nguyen
Council Member - District 6

RE: Master Plan of Arterial Highways (MPAH) Amendments of Garden Grove Boulevard, Edwards Street, Trask Avenue, and Hoover Street.

Dear Mr. Ozaeta:

The purpose of this letter is to indicate our support to amend the following roadways from Secondary Arterials to Divided Collectors in the MPAH.

1. Garden Grove Boulevard between I-405 NB Off Ramp/SR-22 EB On-Ramp and Edwards Street
2. Edwards Street between Garden Grove Boulevard and Trask Avenue
3. Trask Avenue between Edward Street and Hoover Street
4. Hoover Street between Garden Grove Boulevard and Bolsa Avenue

This amendment will allow the City of Westminster to implement road diets, 2-way protected bikeways, and buffered bicycle lanes on these roadways.

If you have any questions or require additional information, please contact me at (714) 741-5189.

Sincerely,



Dai C. Vu, T.E.
City Traffic Engineer

Status Report on Active Master Plan of Arterial Highways Amendments

ATTACHMENT E

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	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.
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 Secondary to 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 was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
16 Placentia	Golden Avenue	Kraemer Boulevard	Eastern City limits	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.

City	Street	From	To	Type of Amendment	Status
San Clemente	North 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.
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.
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.
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.
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.
Santa Ana	Santa Ana Boulevard	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.
Santa Ana	Santa Ana Boulevard	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.
Santa Ana	Santa Ana Boulevard	French Street	Santiago Street	Reclassify from Primary to Divided Collector	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
Santa Ana	Citywide	N/A	N/A	N/A	Coordinating with City of Santa Ana staff on potential changes.
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.
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.
Westminster	Garden Grove Boulevard	I-405 NB off-ramp/SR-22 EB off-ramp/SR-22 EB on-ramp	Edwards Street	Reclassify from Secondary to Divided Collector	This amendment is being considered for Board approval.
Westminster	Edwards Street	Garden Grove Boulevard	Trask Avenue	Reclassify from Secondary to Divided Collector	This amendment is being considered for Board approval.
Westminster	Trask Avenue	Edwards Street	Hoover Street	Reclassify from Secondary to Divided Collector	This amendment is being considered for Board approval.
Westminster	Hoover Street	Trask Avenue	Hazard Street	Reclassify from Secondary to Divided Collector	This amendment is being considered for Board approval.

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Costa Mesa/ Fountain Valley/ Huntington Beach	Garfield Avenue/ Gisler Avenue Crossing over the Santa Ana River	Santa Ana River Westbank	Santa Ana River Eastbank	Reclassify from Secondary to Right-of-Way Reserve Status	The cities of Costa Mesa, Fountain Valley, Huntington Beach, and OCTA entered a 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 Avenue/Gisler Avenue Bridge.
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Memorandum of
Understanding

Acronyms

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

I-405 - Interstate 405
 SR-22 - State Route 22
 EB - Eastbound
 OCTA - Orange County Transportation Authority



February 5, 2018

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Regional Planning Update

Overview

The Orange County Transportation Authority coordinates regularly with planning and other agencies in Southern California. An update on state and regional activities regarding rule-making, greenhouse gas emission reduction target setting and strategies, and planning coordination efforts is provided for information purposes.

Recommendation

Receive and file as an information item.

Background

Regional coordination is conducted at many levels, involving the Orange County Transportation Authority (OCTA) Board of Directors (Board), executives, and technical staff. Some examples of the regional planning forums in which OCTA participates include:

- Southern California Association of Governments (SCAG) Regional Council and policy committees,
- State Route 91 Advisory Committee,
- Regional Chief Executive Officers' (CEO) meeting,
- Regional CEOs' Sustainability Working Group,
- South Coast Air Quality Management Plan Advisory Group,
- Interregional planning coordinators (OCTA, SCAG, the San Diego Association of Governments, and the California Department of Transportation Districts 7, 11, and 12),
- SCAG technical working groups.

Since the last update in July 2017, there have been several important developments regarding ongoing and/or recently completed regional and statewide planning activities led by the Governor's Office of Planning and Research (OPR), the California Air Resources Board (CARB), SCAG, and the Los Angeles County Metropolitan Transportation Authority (Metro). A discussion of these developments is provided below. A summary of additional regional planning activities monitored by OCTA staff is provided in Attachment A.

Discussion

OPR – Proposed Updates to the California Environmental Quality Act (CEQA) Guidelines

SB 743 (Chapter 386, Statutes of 2013) generally states that increases in automobile delay (measured as level of service) will no longer be considered a significant impact under CEQA for infill developments. The statute directs OPR to propose revisions to the CEQA guidance that identify criteria for determining the significance of transportation impacts that promote:

1. The reduction of greenhouse gas (GHG) emissions,
2. The development of multimodal transportation networks,
3. A diversity of land uses.

Proposed CEQA revisions were submitted to the California Natural Resources Agency by OPR on November 27, 2017. OPR's proposal states that the best metric to address these criteria is vehicle miles traveled (VMT). OPR also recommends exercising a provision in law that allows the proposed CEQA revisions to apply statewide, rather than to only projects in more urban areas with higher-frequency transit. It is anticipated that the final rulemaking will be complete by the end of 2018, and that a grace period would be provided through January 1, 2020. Staff intends to remain engaged and provide comments as necessary through the rulemaking process.

The proposal includes a technical advisory component that sets expectations for CEQA significance thresholds. For example, housing and office developments would generally have a significant impact unless the per capita or per employee VMT is reduced 15 percent below existing conditions. In general, significant impacts are identified under CEQA only if conditions with the project are worse than without the project. However, OPR's recommendation presumes that a development that maintains existing VMT levels would have a significant impact, since the law is seeking to reduce GHG emissions.

Transportation projects are expected to measure and mitigate induced VMT, but the proposed guidelines do not identify a specific threshold. Furthermore, the guidelines allow lead agencies on roadway capacity projects (including highways) to identify which metric to use, implying that delay metrics (i.e. level of service) can continue to be used. However, the lead agency would still need to demonstrate consistency with the three criteria listed above. The proposed guidelines also note that project-level analysis can tier from analysis completed through a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), or similar program-level analysis.

These provisions respond to some of the OCTA concerns communicated to OPR by providing more flexibility for roadway projects than previous language proposed by OPR. Details regarding how the tiering works still need to be worked out before this guidance goes into effect in 2020. Regardless, once finalized, it is likely there would be little impact on OCTA's Measure M Freeway Program since almost all the environmental documents are scheduled to be completed prior to 2020. However, if the environmental documents were to be revisited post-2020, the SB 743 requirements would need to be addressed.

CARB – Climate Change Scoping Plan, Zero-Emission Bus (ZEB) Purchase Requirements, and GHG Emission Reduction Targets

2017 Climate Change Scoping Plan

On December 14, 2017, CARB approved the 2017 update of the Climate Change Scoping Plan (Scoping Plan). This update addresses the statewide GHG reduction goal for 2030 (40 percent below 1990 levels), which was established through SB 32 (Chapter 249, Statutes of 2016). It should be noted that the Scoping Plan and the reduction goal established through SB 32 address all sectors, not only transportation.

The Scoping Plan identifies strategies that CARB believes are necessary for achieving the statewide GHG reduction goals. Some transportation sector strategies target zero-emission technologies. These are some of the most effective strategies for reducing emissions. However, CARB also puts a heavy emphasis on strategies related to SB 375 (Chapter 378, Statutes of 2008) that generally intend to promote active transportation or transit, rather than driving. The SB 375-related strategies have a relatively minor impact on emission reductions compared to most zero-emission technology strategies. OCTA comments on the draft document recommended that efforts should focus on cost effective technology improvements (Attachment B).

ZEB Purchase Requirements

CARB released a draft discussion document for the Innovative Clean Transit regulation that is intended to require public transit operators to purchase ZEBs. CARB sees this as a strategy to advance the technology, reduce costs, and ultimately provide a clean heavy-duty fleet in California. The draft document identifies the following goals:

- Support the near-term deployment of ZEBs where the economics are viable and where transit service can be maintained or expanded,
- Improve transit service while working towards meeting a long-term vision for transitioning to zero emission technologies across all transit modes,
- Partner with transit agencies to pilot innovative approaches to improve access to transit systems with zero emission first- and last-mile solutions.

CARB is Proposing the Following ZEB Purchase Requirements:

- 25 percent of vehicles purchased beginning in 2020,
- 50 percent in 2023,
- 75 percent in 2025,
- 100 percent in 2029.

There are concerns being expressed from transit agencies throughout the state that these purchase requirements are being put in place prior to the technology being proven. This is also viewed as an unfunded mandate that may result in transit service cuts due to the cost of ZEB vehicles and infrastructure. Further, despite the stated goals listed above, the discussion document provides no relief if the implementation of the purchase requirement results in service cuts.

A CARB staff report is expected in June to advance the regulation. OCTA will continue participating in workshops to help refine the proposed regulation. It should also be noted that a more focused staff report regarding this issue will be provided to the Legislative and Communications Committee on February 15, 2018, and to the Board on February 26, 2018.

GHG Emission Reduction Targets

CARB is also updating the regional SB 375 GHG emission reduction targets for 2035 that are addressed within the RTP/SCS. Previously, CARB staff recommended increasing the 2035 per capita GHG emission reduction target to 21 percent below 2005 levels, well beyond the 18 percent target that SCAG recommended in coordination with the other three large Metropolitan Planning Organizations (MPOs) in California. OCTA submitted comments in support of the collaborative MPO approach (Attachment C).

Subsequently, CARB twice delayed hearings to finalize the targets, while SCAG and others continued to negotiate for more achievable targets.

On December 14, 2017, CARB held an informational hearing where the recommendation was reduced to a more achievable 19 percent target. The targets are now anticipated to be finalized in spring 2018. Additionally, CARB staff will hold several workshops with stakeholders to continue refining the strategies that will help achieve statewide GHG goals. OCTA will participate in these workshops and continue coordination efforts with SCAG and the other partner agencies.

SCAG

2020 RTP/SCS Development Schedule

SCAG is currently reaching out to local jurisdictions to collect input on land use and growth projections throughout the Southern California region. Transportation-related information from County Transportation Commissions will be collected in November 2018, after OCTA anticipates finalizing the 2018 Long-Range Transportation Plan (LRTP). SCAG will then develop models, regional initiatives, and policies to meet the RTP/SCS goals, including the updated SB 375 targets discussed above. The draft 2020 RTP/SCS is expected to be released for public review in fall 2019, which will provide an opportunity to make any last refinements to the OCTA project submittal. Finally, the 2020 RTP/SCS is scheduled to be adopted by April 2020.

Transportation Control Measure (TCM) Substitution

The Transportation Corridor Agencies sent a letter to SCAG on November 13, 2017, agreeing to initiate a process to remove the TCM designation from the Express Lanes Connector Project between State Route 241 and the 91 Express Lanes. OCTA is currently working with SCAG on this substitution request. The goal of the effort is to transfer the TCM designation to a set of signal synchronization projects that are not currently designated as a TCM, that are programmed for implementation prior to 2021, and that have at least equivalent air quality benefits compared with the Express Lanes Connector. OCTA is currently analyzing this set of projects to ensure they meet all the necessary criteria. This process typically takes between six to 12 months to finalize.

Metro – Preparations for the 2028 Olympics

Metro recently unveiled an ambitious plan to deliver 28 transportation projects before the 2028 Olympics that are being held in Los Angeles.

Two of the proposed projects are near the border of Orange County – the Eastside Gold Line light rail extension into Whittier, and the West Santa Ana Branch light rail line that extends into Cerritos. Since these projects could affect Orange County, and because some venues in Orange County may host Olympic events, OCTA and Metro have signed a memorandum of understanding committing to regular coordination between the agencies and other stakeholders (Attachment D).

OCTA Look Ahead

OCTA continues to prioritize the development of the 2018 LRTP. Because the LRTP is well vetted and reflects many of OCTA's completed studies that have also been vetted, it can serve as a convenient resource and policy platform for many regional planning issues. Staff will also remain engaged in the items discussed herein and continue to monitor other planning activities that may impact transportation in Orange County and development of the LRTP.

Summary

Staff is engaged in ongoing activities impacting transportation planning and project delivery. Several of these involve emission reduction policies, including new requirements for environmental impact reports, revised GHG emission reduction targets at the state and regional levels, as well as proposed purchase requirements for ZEB. Staff is also engaging in coordination efforts with the Los Angeles County Metro for the 2028 Olympics, and with SCAG in preparation of the 2020 RTP/SCS and to initiate a TCM substitution. Most of these activities are still developing and staff will return with updates as necessary.

Attachments

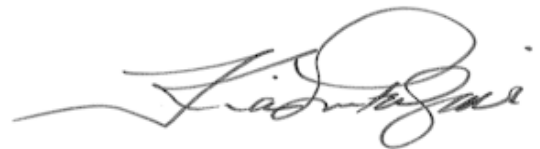
- A. February 2018, Regional Planning Activities
- B. Letter from Kia Mortazavi, Executive Director, Planning, Orange County Transportation Authority, to Mary Nichols, Chair, California Air Resources Board, RE: Comments on the 2017 Climate Change Scoping Plan Update, Dated April 7, 2017
- C. Letter from Darrell Johnson, Chief Executive Officer, Orange County Transportation Authority, to Clerk of the Board, California Air Resources Board, RE: Proposed Update to the SB 375 (Chapter 728, Statutes of 2008) Greenhouse Gas Emission Reduction Targets and Environmental Analysis, Dated July 19, 2017
- D. Memorandum of Understanding Between Los Angeles County Metropolitan Transportation Authority (LACMTA) and Orange County Transportation Authority (OCTA)

Prepared by:



Gregory Nord
Principal Transportation Analyst
(714) 560-5885

Approved by:



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

February 2018 Regional Planning Activities

Summary		Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
United States Environmental Protection Agency (EPA)				
National Ambient Air Quality Standards Update for Eight-Hour Ozone Emissions	<p>The Clean Air Act requires review of air quality standards every five years to "protect the public health with an adequate margin of safety."</p> <p>In October 2015, EPA established a new ozone standard of 70 parts per billion (ppb), which is more stringent than the previous standard of 75 ppb. The new standard is based on research regarding ozone's effects on human health and the environment.</p> <p>Implementation guidelines are being prepared that consider technical feasibility, cost, and time needed to meet the standards. In this process, EPA is expected to work closely with states and local partners to identify flexible and cost-effective implementation measures and programs.</p>	<p><u>October 2015</u> - Final rule (70 ppb)</p> <p><u>2016-17</u> - Develop implementation guidelines</p> <p><u>December 2017</u> - Preliminary designation of South Coast Air Basin as nonattainment</p> <p><u>Winter 2018</u> - EPA to announce 30-day public comment period for the preliminary designation</p> <p><u>Spring 2018</u> - EPA to finalize designation</p> <p><u>2037</u> - Deadline to demonstrate attainment in the South Coast Air Basin</p>	Monitor emission reduction planning efforts for the South Coast Air Basin to ensure no loss of funding.	Coordinate with the Southern California Association of Governments (SCAG) and South Coast Air Quality Management District (AQMD).
Office of Planning and Research (OPR)				
SB 743 (Chapter 386, Statutes of 2013) Updates to the California Environmental Quality Act (CEQA) Guidelines	<p>Automobile delay (level of service) is no longer a criteria for significant impacts within transit priority areas under CEQA.</p> <p>Draft recommends vehicle miles traveled to analyze transportation impacts, and to reduce greenhouse gas (GHG) emissions, develop multimodal networks, and diversify land uses.</p> <p>At OPR's discretion, this can be expanded beyond transit priority areas.</p>	<p><u>January 2016</u> - OPR released a revised draft for additional public review</p> <p><u>February 2016</u> - OCTA submitted comments</p> <p><u>October 2016</u> - OPR discussion of updates</p> <p><u>November 2017</u> - Submitted recommendation to the Natural Resources Agency (NRA) for formal rulemaking.</p>	Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.	Monitor NRA for notice of proposed rule making.
California Department of Transportation (Caltrans)				
Interstate 5 (I-5) priced-managed lanes	Caltrans is moving forward with efforts to implement priced-managed lanes on I-5 between the Los Angeles County line and State Route 55. They have stated that this effort is District 12's highest planning priority at this time.	<p><u>December 2017</u> - Kick-off meeting to begin a study of conceptual operations (ConOps)</p> <p><u>June 2018</u> - Draft ConOps study to be provided for review and comment</p> <p><u>December 2018</u> - Finalize ConOps study</p>	Ensure that corridor-wide (general purpose and carpool lanes) operational benefits and reliability are prioritized.	Coordinate with Caltrans and other partner agencies through development of the conceptual operations report and any subsequent studies.

February 2018 Regional Planning Activities

Summary		Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
Caltrans (continued)				
Regional Transportation Plan (RTP) Guidelines	Caltrans and the California Transportation Commission (CTC) are coordinating to prepare new guidelines for the development of RTPs. Metropolitan Planning Organizations (MPOs), such as the SCAG, will reference these guidelines when preparing their RTPs.	<u>Spring 2016</u> - Initial draft prepared <u>August 2016</u> - OCTA submitted comments <u>Summer 2016</u> - Workgroup meetings <u>November 2016</u> - Revised draft <u>January 2017</u> - Finalized	Ensure that the Guidelines are true to the purpose of the RTP, and that no unnecessary requirements are included.	Complete
Degradation Determination Report and Degradation Action Plan	Identification of high-occupancy vehicle (HOV) lane segments that do not meet the operational standard set by the Federal Highway Administration, and strategies for correcting degradation on those facilities.	<u>October 2017</u> - 2016 Determination Report and Action Plan released	Monitor annual updates for strategies that may conflict with OCTA plans and policies.	Monitoring
District 12 Managed Lanes Feasibility Study	An evaluation of four options for the existing HOV system. These include: the existing network and programmed improvements; a full dual HOV lane network; converting existing HOV lanes to high-occupancy toll (HOT) lanes and adding HOT lanes for a full dual HOT lane network; and converting HOV lanes to HOT lanes with 3+ occupancy.	<u>May 2013</u> - Study kick-off <u>September 2016</u> - Final draft completed <u>November 2016</u> - OCTA submitted comments <u>January 2017</u> - Final report transmitted to OCTA	Ensure consistency with OCTA plans and programs.	Complete
District 12 Managed Lanes Network Study	Evaluating the existing HOV system and implementation options to identify where proposed managed lane(s) strategies are feasible in terms of corridor and system performance, safety, efficiency, and cost and benefit.	<u>July 2014</u> - Study kick-off <u>August 2016</u> - Draft final transmitted to OCTA for review <u>August 2016</u> - OCTA submitted comments <u>January 2017</u> - Final report transmitted to OCTA	Ensure consistency with OCTA plans and programs.	Complete

February 2018 Regional Planning Activities

Summary		Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
California Air Resources Board (CARB)				
SB 375 (Chapter 728, Statutes of 2008) Targets Update	<p>Process to update targets for GHG reduction from passenger vehicles, involving coordination between CARB, MPOs, and stakeholders.</p> <p>The updated targets will not apply to Sustainable Communities Strategies (SCS) until 2019.</p>	<p><u>May 2017</u> - MPOs provide target input</p> <p><u>June 2017</u> - Draft target recommendation staff report released for public review</p> <p><u>July 2017</u> - OCTA submitted comments</p> <p><u>October 2017</u> - Revised draft target recommendation staff report released</p> <p><u>December 2017</u> - Informational hearing postponing target recommendations to Spring 2018</p>	Support maintaining feasible GHG targets for the SCAG region.	<p>Participate in stakeholder workshops</p> <p>Coordinate with SCAG</p>
Climate Change Scoping Plan - 2nd Update	Describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and 40 percent below 1990 levels by 2030.	<p><u>April 2015</u> - Governor Brown signs Executive Order B-30-15, identifying the goal to reduce GHG emissions 40 percent below 1990 levels by 2030</p> <p><u>September 2016</u> - SB 32 (Chapter 249, Statutes of 2016) signed into law, codifying the 2030 target identified by Executive Order B-30-15</p> <p><u>January 2017</u> - Draft Scoping Plan released for public review</p> <p><u>April 2017</u> - OCTA submitted comments</p> <p><u>December 2017</u> - Scoping Plan finalized</p>	<p>Ensure assumptions and considerations are reasonable.</p> <p>Will influence revisions to regional GHG reduction targets associated with SB 375.</p>	Complete
SB 150 (Chapter 646, Statutes of 2017) - Regional GHG Emission Reduction Progress Report	Requires CARB to prepare a report by September 1, 2018 (and every four years thereafter) documenting progress made in achieving regional GHG emission reduction targets. This must also document best practices and challenges from each MPO, including the effect of state policies and funding.	<p><u>October 2017</u> - Signed into law</p> <p><u>September 1, 2018</u> - First progress report</p>	<p>Will drive future updates of regional GHG emission reduction targets.</p> <p>May influence SCS planning by SCAG.</p>	<p>Participate in public meetings</p> <p>Review and comment on draft documents</p>

February 2018 Regional Planning Activities

Summary		Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
CARB (continued)				
Innovative Clean Transit Regulation	State regulation in development that is intended to require transit operators to purchase zero-emission fleet vehicles.	<u>December 2017</u> - Discussion document released for review and comment <u>January 2018</u> - OCTA submitted comments <u>Spring 2018</u> - CARB workshops anticipated <u>June 2018</u> - ARB hearing to consider the regulation	Minimize potential impacts to transit service.	Participate in workshops Review and comment on draft documents
South Coast Air Quality Management District (SCAQMD)				
Air Quality Management Plan (AQMP)	Identifies strategies for achieving attainment with the National Ambient Air Quality Standards in the South Coast Air Basin. Provides input into the California State Implementation Plan (federally required air quality plan).	<u>June 2016</u> - Draft AQMP released for review and comment <u>August 2016</u> - OCTA submitted comments <u>October 2016</u> - Revised Draft AQMP released for review and comment <u>November 2016</u> - Public Hearing <u>December 2016</u> - Released Draft Final AQMP <u>March 2017</u> - AQMP adopted	Support development of attainment strategies that are within SCAQMDs regulatory authority. Ensure economic impacts are considered. Minimize impacts to mobility. Ensure 2016 RTP input is accurately incorporated.	Complete
AQMP Funding Working Group	Stakeholder working group to help identify potential funding for implementing strategies identified in the AQMP. The AQMP estimates that it would require roughly \$1 billion each year to implement the strategies needed to meet federal air quality standards.	<u>August 2017</u> - working group meeting <u>November 2017</u> - working group meeting	Ensure funding sources currently utilized by OCTA are not diverted. Identify opportunities for funding that could benefit OCTA plans and projects.	Participate in working group meetings

February 2018 Regional Planning Activities

Summary		Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
SCAG				
2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)	Federally required transportation planning document. Addresses needs over a 20+ year planning horizon, and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity with budgeted levels set by CARB.	<u>November 2018</u> - County Transportation Commissions to submit projects for inclusion. <u>Fall 2019</u> - release draft RTP/SCS for public review <u>April 2020</u> - SCAG to adopt final 2020 RTP/SCS	Ensure inclusion of projects identified in the 2018 Long-Range Transportation Plan. Support policies that are consistent with OCTA positions.	Coordinate with SCAG and other partner agencies Participate in working groups Monitor SCAG policy committees Review and comment on related materials
Sustainability Program	Grant program that supports implementation of SCS measures by local jurisdictions throughout the SCAG region.	<u>August 31, 2017</u> - Active Transportation call for proposals deadline <u>December 2017</u> - California Transportation Commission approves funding <u>Spring 2018</u> - Project Initiation	Seven Orange County projects were selected for funding through the 2017 Active Transportation Call for Proposals. An additional seven Orange County projects were previously selected through the 2016 call for proposals, including the OCTA Partnerships with Police program.	Coordinate with SCAG and partner agencies, as necessary, to initiate the projects in a timely manner.
Greenline Extension Study	Planning study to identify and evaluate feasible alternatives for extending the Metro Green Line to the Norwalk/Santa Fe Springs Metrolink Station.	<u>Fall 2016</u> - Initiated study <u>January 2017</u> - Open house meetings <u>Spring 2017</u> - Alternatives development and land use planning <u>Summer 2017</u> - Open house meeting <u>Summer 2018</u> - Finalize study	Support alternatives that provide improved access for Orange County Metrolink riders to Metro rail services and the Los Angeles International Airport	Monitoring
2016-40 RTP Amendment #3	Modifications to near-term projects identified in the RTP to ensure successful and timely project development and programming of funds in the Federal Transportation Improvement Program.	<u>January 8</u> - Submitted modifications <u>July 2018</u> - Release draft amendment for public review <u>September 2018</u> - Finalize amendment <u>December 2018</u> - Anticipate federal approval	Ensure project data is updated as needed.	Coordinate with SCAG

February 2018 Regional Planning Activities

Summary		Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
SCAG (continued)				
Transportation Control Measure (TCM) substitution	Substitution is needed for the TCM designation currently on the Express Lanes Connector project between State Route 241 and State Route 91 .	<p><u>December 2017</u> - Letter from TCA agreeing to OCTA's offer to initiate the TCM substitution process.</p> <p><u>February 2018</u> - Initial presentation to the SCAG Transportation Conformity Working Group</p> <p><u>December 2018</u> - Anticipate completing the substitution by end of 2018.</p>	Complete the substitution process to avoid potential impacts to regional transportation funding	Coordinating with SCAG and Transportation Corridor Agencies
Transportation Corridor Agencies (TCA)				
South County Mobility Study	TCA lead study to identify and analyze potential alternatives for addressing mobility issues in southern Orange County	<p><u>January 2016</u> - Community Ascertainment Study completed</p> <p><u>June 2016</u> - Public Forum #1</p> <p><u>October 2016</u> - Public Forum #2</p> <p><u>November 2016</u> - Settlement achieved for SR-241 lawsuits</p> <p><u>June 2017</u> - Public Forum #3</p> <p><u>December 2017</u> - South County Traffic Relief Initial Screening</p>	Monitor and ensure consistency with OCTA plans and projects	Coordinate with TCA and provide comments as necessary
Los Angeles County Metropolitan Transportation Authority (Metro)				
Gold Line Eastside Extension Phase II	Study of two alternatives for extending the Gold Line to more eastern Los Angeles County communities. One alternative traverses the northern side of State Route 60, and the other travels along Washington Boulevard, terminating near Orange County.	<p><u>November 2014</u> - Metro Board direction to study implementation of one or both alternatives, as well as potential connections with the West Santa Ana Branch Corridor project on the Pacific Electric Right-of-Way</p> <p><u>Spring 2016</u> - Metro hosted 5 public meetings to obtain input for the draft studies.</p> <p><u>May 2017</u> - Metro Board approved updates to alternatives</p> <p><u>Spring 2020</u> - Supplemental draft environmental document to be recirculated</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring

February 2018 Regional Planning Activities

Summary		Key Dates	Orange County Transportation Authority (OCTA) Interest	OCTA Role
Metro (continued)				
West Santa Ana Branch Transit Corridor Project	A new 20-mile light rail transit line that would connect downtown Los Angeles to southern LA County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.	<u>Summer 2017</u> - Initiated environmental studies and conducted public scoping meetings <u>Fall 2018</u> - Release draft environmental document for public comment <u>December 2018</u> - Selection of a Locally Preferred Alternative <u>Fall 2019</u> - Finalize environmental document <u>2022</u> - Anticipate breaking ground	Support alternatives that create potential for future connections into Orange County.	Monitoring
Countywide ExpressLanes Strategic Plan	Establishes a vision for a system of Express Lanes for Los Angeles County that is intended to address federal performance standards and provide a more reliable and faster travel option, utilizing existing capacity in carpool lanes.	<u>Pending</u> - Initiation of planning studies and a financial plan for the Tier 1 projects that are intended to be delivered in the next five to ten years	Monitor development of plans and projects that approach the Orange County border.	Monitoring
2028 Olympics	The Greater Los Angeles Area must begin preparing for the 2028 Olympics. This will include greater coordination between OCTA, Metro, and other planning agencies in the area.	<u>November 2, 2017</u> - Memorandum of Understanding signed between OCTA and Metro <u>November 30, 2017</u> - Metro announced the Twenty-Eight by '28 initiative	Coordinate with Metro and the City of Los Angeles as preparations begin for the 2028 Olympics. Monitor implementation of the Twenty-Eight by '28 program of projects	Coordinate with Metro and other partner agencies



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Darrell Johnson
Chief Executive Officer

April 7, 2017

Ms. Mary Nichols
Chair
California Air Resources Board
101 I Street
Sacramento, CA 95814

RE: **Comments on the 2017 Climate Change Scoping Plan Update**

Dear Ms. Nichols:

Thank you for the opportunity to comment on the draft 2017 Climate Change Scoping Plan Update (Scoping Plan) for achieving California's 2030 greenhouse gas (GHG) target. The Scoping Plan goals and the Orange County Transportation Authority (OCTA) mission are complementary in many ways, but OCTA has concerns regarding the approach and expectations that have been developed by the California Air Resources Board (CARB). Specifically, the Scoping Plan includes ambitious goals, such as:

- Quadruple walking trips by 2030 (from a baseline of the 2010–2012 California Household Travel Survey),
- Increase bicycle trips nine-fold by 2030 (from a baseline of the 2010–2012 California Household Travel Survey), and
- Reduce the total light duty vehicle miles traveled by 15 percent by 2050 (no baseline identified).

While OCTA is making investments in pedestrian and bikeway facilities throughout Orange County to expand transportation choices, changes of the magnitude listed above would require significant amendments to local general plans and repurposing of existing land uses. These strategies are not always practical for every community. Further, they carry a level of uncertainty due to local land use policies, fluctuations in market demands, individual and family preferences (for travel, housing, employment, schools, etc.), and many other factors.

The Scoping Plan should, instead, clearly prioritize growth of zero- and near-zero emission vehicles as the primary strategy for achieving GHG emission reductions from the mobility sector. This approach is also supported within the South Coast Air Quality Management District's recently adopted 2016 Air Quality Management Plan, through the "Further Deployment of Cleaner Technologies" measures. By prioritizing this within the Scoping Plan, the state's limited resources would focus on strategies

Ms. Mary Nichols
April 7, 2017
Page 2

that can more quickly reduce GHG emissions by targeting vehicles – an asset that over 92 percent of households in California have (United States Census Bureau, 2011-2015 American Community Survey Five-Year Estimates). This approach also provides the co-benefit of reducing criteria pollutant emissions, which helps non-conforming air basins to achieve attainment with federal air quality requirements.

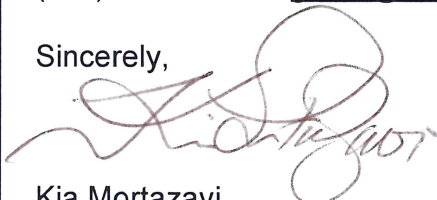
Zero- and near-zero emission vehicles are also available for many applications beyond personal travel, but require incentive program investments from the state to off-set the incremental costs of conventional technologies. This is particularly true for transit vehicles, where higher capital costs could impact funding for service. An example of this approach includes CARB's recent award of \$10 million in state air quality funds to OCTA for hydrogen fuel cell buses. Each bus costs approximately \$1.2 million, and state incentives make this investment possible.

OCTA is taking other actions that reduce GHG emissions and to improve air quality and environmental sustainability. These include upgrades to our bus fleet, such as: utilizing renewable natural gas, repowering 199 buses with 0.2 grams per brake horse-power engines, and ordering 0.02 gram per brake horse-power engines for 98 buses in our fleet. With additional financial support from the state, transit agencies can further advance the market for zero- and near-zero emission technologies that could be transferred to other industries.

In conclusion, the most efficient strategies for achieving the state's emission reduction goals are further incentives for zero- and near-zero emission vehicles. Moreover, investing in technology is better suited for achieving the Scoping Plan's goal of providing models that can be reproduced by other governing entities. Long-term shifts to the built environment and behavior of individuals will face a greater number of challenges to implement, both within California and elsewhere.

Thank you for your consideration of the above comments. Should you have any questions, please contact Greg Nord, Principal Transportation Analyst, at (714) 560-5885 or gnord@octa.net.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kia Mortazavi', with a stylized flourish at the end.

Kia Mortazavi
Executive Director, Planning

KM:gn

c: CARB Clerk of the Board
Greg Nord, OCTA



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CHIEF EXECUTIVE OFFICE

Darrell Johnson
Chief Executive Officer

July 19, 2017

Clerk of the Board
California Air Resources Board
1001 I Street
Sacramento, CA 95814

**Re: Proposed Update to the SB 375 (Chapter 728, Statutes of 2008)
Greenhouse Gas Emission Reduction Targets and Environmental
Analysis**

Dear Clerk of the Board:

The Orange County Transportation Authority (OCTA) appreciates the opportunity to review and provide comments on the updated greenhouse gas (GHG) emission reduction targets (targets) and the environmental analysis, proposed by the California Air Resources Board (CARB). OCTA agrees with CARB's approach to focus the review on the 2035 targets, as 2020 is fast approaching, and metropolitan planning organizations (MPOs) throughout the state are facing significant challenges to meet the current 2020 targets.

Considering these challenges, and the current lack of data regarding the effectiveness of implemented projects and programs that support goals of Sustainable Communities Strategies (SCS), OCTA respectfully requests that CARB take a more conservative approach in this review cycle. As CARB is aware, the targets are eligible to be reviewed again in just four years, and the review process would benefit greatly from data collected through anticipated SCS implementation monitoring efforts. Therefore, OCTA encourages CARB to collect and analyze this data before making drastic changes to the targets.

The CARB draft staff report titled "Proposed Update to the SB 375 (Chapter 728, Statutes of 2008) GHG Emission Reduction Targets" notes under "Next Steps" that CARB intends to track SCS implementation efforts and outcomes to understand whether the SCS strategies are working. Moreover, the current version of SB 150 (Allen, D-Santa Monica), if passed, would require that CARB prepare a report by September 1, 2018, assessing the progress made by MPOs in meeting their targets.

This documentation and analysis, whether required by law or conducted as a CARB initiative, would greatly serve the target review process, and help to ensure that the targets remain ambitious and achievable within financially constrained Regional Transportation Plans and SCSs. Through discussions with the Southern California Association of Governments (SCAG) and other SCAG region stakeholders, there is a common concern that CARB's proposed targets are not achievable.

Clerk of the Board
July 19, 2017
Page 2

At the June 21, 2017, workshop conducted by CARB, several discrepancies between SCAG and CARB target evaluations were discussed that are causing much of this concern. These discrepancies need to be discussed with SCAG and resolved before any further action is taken by CARB to advance the current proposed targets.

SCAG's assumptions were derived through a collaborative effort between SCAG, the San Diego Association of Governments, the Bay Area's Metropolitan Transportation Commission, and the Sacramento Area Council of Governments. This collaboration served to provide CARB with insights through a bottom-up approach for identifying ambitious and achievable targets. OCTA is requesting that CARB reconsider using the targets recommended by these MPOs.

The MPOs have the greatest understanding of opportunities, issues, and modeling capabilities for developing and analyzing an SCS. Further, these agencies have consistently included all feasible GHG emission reduction strategies and best practices to address the current targets, so there is no reason to believe they would do anything less in future SCSs. Therefore, establishing exceedingly high targets does nothing but put these regions at risk of not achieving their targets.

OCTA is requesting that CARB relies on the insights and recommendations that have been provided by the MPOs for the 2018 target setting process. Until sufficient data is gathered and reviewed through the aforementioned monitoring reports, the statutorily required consultative process with the MPOs is the best available measure of what should be considered ambitious and achievable. Should you have any questions regarding this letter, please contact Greg Nord, Principal Transportation Analyst, at (714) 560-5885 or gnord@octa.net.

Sincerely,



Darrell Johnson
Chief Executive Officer

DJ:gn

c: OCTA Board of Directors;
OCTA Executive Staff;
Hassan Ikhata, Executive Director, SCAG;
Marnie Primmer, Executive Director, OCCOG

MEMORANDUM OF UNDERSTANDING BETWEEN
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
(LACMTA)
AND
ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

WHEREAS, LACMTA is the transportation coordinator, designer, builder and operator in Los Angeles County, California

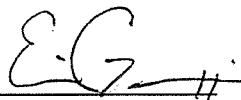
WHEREAS, OCTA is the transportation coordinator, designer, builder and operator in Orange County, California.

NOW, THEREFORE, the parties hereby agree as follows:

1. Provide annual reports to each board that highlights planning and coordination efforts between both agencies for the following transportation efforts:
 - a. ExpressLanes/Manage Lanes coordination and planning efforts
 - b. Transit connectivity coordination and planning efforts
 - c. Olympics and Stadium special events transportation coordination efforts
2. Coordinate with Caltrans and Southern California Association of Governments (SCAG) on regional intercounty transportation planning efforts.
3. Partnering on possible joint Federal and State grant and funding opportunities for multi-county transportation projects.

IN WITNESS THEREOF, THIS MEMORANDUM OF UNDERSTANDING has been executed on this 2nd day of NOVEMBER, 2017, and shall remain in effect for a period of years, unless this Memorandum of Understanding is earlier terminated or extended by a further writing executed by the undersigned parties.

RECOMMENDED FOR APPROVAL

By: 

Eric Garcetti

LACMTA Chair

By: 


Mike Hennessy

OCTA CHair



February 5, 2018

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: 2019 Federal Transportation Improvement Program and Financial Plan

Overview

The Orange County Transportation Authority is responsible for the biennial preparation of the Federal Transportation Improvement Program for Orange County. This document is required under state and federal laws and includes the financial information for all regionally significant transportation improvement projects in Orange County, with a total value of approximately \$2.959 billion. A summary of the Federal Transportation Improvement Program and a supporting resolution are submitted for Board of Directors' approval.

Recommendations

- A. Authorize programming actions for, and the submittal of, the Federal Transportation Improvement Program project list and financial plan for fiscal year 2018-19 through fiscal year 2023-24.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of projects.
- C. Adopt Resolution No. 2018-005 of the Board of Directors of the Orange County Transportation Authority.

Background

The Federal Transportation Improvement Program (FTIP) is the programming document that implements the Regional Transportation Plan.

The FTIP is comprised of projects of regional significance and projects which are approved to receive state or federal funding. Regionally significant projects are those that would have significant impacts on regional travel and air quality.

Federal and state laws require that the FTIP is updated at least every two years and is financially constrained to reasonably anticipated revenues. Federal law also requires that the FTIP include a financial plan that demonstrates how the proposed improvements will be funded and implemented. The financial plan must include a list of all public and private funding sources reasonably expected during the life of the program.

The Southern California Association of Governments (SCAG) conducts a region-wide air quality assessment for the FTIP. Any project that is likely to receive federal funding for implementation must be included in the FTIP or added through an amendment process to demonstrate that it has been evaluated for air quality purposes.

Discussion

The 2019 FTIP contains a total of \$2.959 billion in reasonably anticipated federal, state, and local funding sources for projects throughout Orange County which are scheduled to begin some phase of work between fiscal year (FY) 2018-19 and FY 2023-24. The Orange County Transportation Authority (OCTA) is required to certify that the projects programmed in the first four years of the FTIP (FY 2018-19 through FY 2021-22) are of high-priority and will be implemented in accordance with each project's respective schedule. FTIP Guidelines further require that the projects programmed in the first four years of the plan must be fully funded, with an emphasis on projects programmed in the first two years for implementation. All local agencies with projects programmed in the FTIP provide a resolution from their governing board confirming that the projects or project components are fully funded in accordance with FTIP Guidelines. With respect to OCTA, the FTIP includes projects that have previously been approved for funding through prior Board of Directors (Board) actions.

The Transportation Corridor Agency (TCA) submitted for the 2018 FTIP full funding for all phases of the State Route 241 Connector to the 91 Express Lanes. This is inconsistent with OCTA Board direction from the December 11, 2017 Board meeting, and OCTA staff has updated the project in the FTIP accordingly. Right-of-way and construction funds, including a repurposed federal earmark for \$7.119 million, are no longer included in the FTIP. An update to the January 9, 2018, submittal to SCAG will remove these phases of work. OCTA staff met with the TCA on January 16, 2018 and advised TCA regarding the direction and rationale regarding these updates. Additionally, TCA submitted the environmental and engineering work underway for the TCA's Foothill Transportation Corridor South Project. This submittal is reflected in the project list.

With Board approval, a financial plan (Attachment A) and resolution certifying OCTA's FTIP project submittals, referenced as Orange County Transportation Improvement Program (Attachment B), will be submitted to SCAG for review. Once SCAG has completed its review, SCAG will model the program and determine air quality benefits. SCAG is expected to present the FTIP to the public, regional transportation commissions, transportation committees, and regional council for review and comment by July 2018.

Following the public comment period, SCAG's Board will consider the 2019 FTIP, which, if approved, will be forwarded to the California Department of Transportation and the Federal Highway Administration for final review and approval. The 2019 FTIP is anticipated to be fully approved in December 2018. A list of draft FTIP projects is included in Attachment C.

In order to meet SCAG's review deadline of March 2, 2018, minor changes or amendments to the FTIP project list may be necessary after the preparation of this report. Staff is recommending that the Board authorize staff to submit the FTIP project list to SCAG, as well as submit any project changes provided by local agencies, or validated changes requested by SCAG. This strategy will allow the most up to date project information to be included in the 2019 FTIP.

Summary

OCTA developed the 2019 FTIP and associated financial plan, including approximately \$2.959 billion of projects. Staff has worked with local agencies and consulted Board-approved plans and previous funding actions to develop the 2019 FTIP. With Board approval, the 2019 FTIP and associated funding plan will be submitted to SCAG.

Attachments

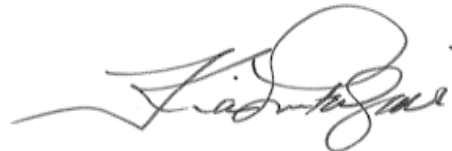
- A. Federal Transportation Improvement Program and Financial Plan Summary, Fiscal Year 2018-19 Through Fiscal Year 2023-24
- B. Resolution No. 2018-005 of the Board of Directors of the Orange County Transportation Authority, Fiscal Year 2018-19 to Fiscal Year 2023-24, Federal Transportation Improvement Program
- C. 2019 Federal Transportation Improvement Program Project List

Prepared by:



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

Approved by:



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

Federal Transportation Improvement Program and Financial Plan Summary

Fiscal Year 2018-19 Through Fiscal Year 2023-24¹

PROGRAMMED REVENUE

(dollars in \$1,000s)

PROGRAM DESCRIPTION	TOTAL
FEDERAL	\$ 418,261
Federal Transit Administration - 5307 Urbanized Area Formula	\$ 208,775
Federal Transit Administration - 5337 State of Good Repair	\$ 76,976
Highway Bridge Replacement and Rehabilitation - Local	\$ 41,227
Regional Surface Transportation Program	\$ 38,452
Federal Transit Administration - 5339 Bus and Facilities	\$ 23,227
Congestion Mitigation and Air Quality	\$ 19,934
Federal Transit Administration - 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	\$ 8,795
Other Discretionary Federal Funds	\$ 875
STATE	\$ 755,234
State Highway Operations and Protection Program	\$ 408,690
State Transportation Improvement Program	\$ 261,873
High-Speed Passenger Train Bond Program	\$ 46,000
Active Transportation Program	\$ 35,106
Cap and Trade Program	\$ 3,046
State Transit Assistance	\$ 519
LOCAL	\$ 1,785,221
Private Funds	\$ 962,794
Agency	\$ 277,881
Orange County Transportation Authority Measure M1/Measure M2	\$ 268,399
Transportation Development Act	\$ 240,704
City/County Funds	\$ 30,170
Local Transportation Funds	\$ 4,564
Fare Revenues	\$ 617
Air Resources Board	\$ 92
TOTAL REVENUE	\$ 2,958,716

¹ Revenue is only the amount programmed for projects in the Federal Transportation Improvement Program from fiscal year 2018-19 through fiscal year 2023-24, and may not reflect all revenue.

**RESOLUTION NO. 2018-005 OF THE BOARD OF DIRECTORS OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY**

FISCAL YEAR 2018-19 TO FISCAL YEAR 2023-24

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION
AUTHORITY, WHICH CERTIFIES THAT OCTA HAS THE RESOURCES TO
FUND THE PROJECTS IN THE FEDERAL FISCAL YEAR 2018-19 – 2023-24
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS
COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a federal transportation improvement program for the metropolitan planning area; and

WHEREAS, the FAST Act also requires that the Federal Transportation Improvement Program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (OCTA) is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, OCTA is responsible for the development of the Orange County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, OCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, OCTA has adopted the federal fiscal year (FFY) 2018-19 through FFY 2023-24 Orange County TIP with funding for FFY 2018-19 and FFY 2019-20 available and committed, and reasonably committed for FFY 2020-21 through FFY 2023-24.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2018-19 through FFY 2023-24 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2018-19 through FFY 2023-24 Orange County TIP Financial Plan identifies the resources that are available, and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2018-19 through FFY 2023-24 Orange County TIP are consistent with the proposed 2018 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission (CTC) in April 2018; and
2. All of the projects in the Orange County TIP have complete funding identified in the program, except those which will require additional funding in the 2018 STIP cycle. The STIP is the County's number one priority for funding. The Orange County 2018 STIP Regional Transportation Improvement Program, as identified in the financial plan, will include sufficient transportation funds to complete the project. Therefore, as required by the FAST Act, the CTC finds that full funding can reasonably be anticipated to be available for the STIP within the time period contemplated for completion.
3. Orange County has the funding capacity in its County Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program appropriation to fund all of the projects in the FFY 2018-19 through FFY 2023-24 Orange County TIP; and
4. The local match for projects funded with federal STBG and CMAQ program funds is identified in the Orange County TIP, including the use of toll credit or transportation development credits.
5. All the Federal Transit Administration-funded projects are programmed within the FAST Act guaranteed funding levels.

PASSED, APPROVED AND ADOPTED this _____ day of _____, _____.

AYES:

NOES:

ABSENT:

ATTEST:

Laurena Weinert
Clerk of the Board

Lisa Bartlett, Chair
OCTA

2019 Federal Transportation Improvement Program Project List
(dollars in \$1,000s)

Project #	Project ID	Project Title	Lead Agency	Fiscal Year							Total
				Prior	FY 2018/2019	FY 2019/2020	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	
1	ORA152211	Nohl Ranch Open Space Trail	Anaheim, City of	\$264	\$0	\$0	\$549	\$0	\$0	\$0	\$813
2	ORA171602	Buena Park School District Safe Routes to School Improvements	Buena Park, City of	\$50	\$176	\$1,428	\$0	\$0	\$0	\$0	\$1,654
3	ORA000820	SR-57 Truck Climbing Lane	Caltrans	\$0	\$0	\$0	\$0	\$0	\$4,300	\$0	\$4,300
4	ORA001102	Collision reduction projects in various locations	Caltrans	\$0	\$35,529	\$141,307	\$0	\$0	\$0	\$0	\$176,836
5	ORA001103	Roadway preservation projects in various locations	Caltrans	\$0	\$11,385	\$59,957	\$0	\$0	\$0	\$0	\$71,342
6	ORA001104	Roadside preservation projects in various locations	Caltrans	\$0	\$1,260	\$0	\$0	\$0	\$0	\$0	\$1,260
7	ORA001105	Mobility projects in various locations	Caltrans	\$0	\$10,204	\$119,357	\$0	\$0	\$0	\$0	\$129,561
8	ORA001108	Mandate projects in various locations	Caltrans	\$0	\$7,165	\$20,631	\$0	\$0	\$0	\$0	\$27,796
9	ORA001109	Bridge preservation projects in various locations	Caltrans	\$0	\$0	\$4,400	\$0	\$0	\$0	\$0	\$4,400
10	ORA082603	Emergency projects in various locations	Caltrans	\$0	\$2,813	\$0	\$0	\$0	\$0	\$0	\$2,813
11	ORA084402	Facilities projects in various locations	Caltrans	\$0	\$580	\$0	\$0	\$0	\$0	\$0	\$580
12	ORA113004	Fairview Park Multipurpose Trail	Costa Mesa, City of	\$0	\$0	\$0	\$1,247	\$0	\$0	\$0	\$1,247
13	ORA130105	Bicycle Racks at City Facilities	Costa Mesa, City of	\$0	\$0	\$0	\$39	\$0	\$0	\$0	\$39
14	ORA131704	19th Street Bicycle Trail	Costa Mesa, City of	\$0	\$1,704	\$0	\$0	\$0	\$0	\$0	\$1,704
15	ORA152207	Citywide Bicycle and Pedestrian Improvement	Fullerton, City of	\$0	\$0	\$0	\$658	\$0	\$0	\$0	\$658
16	ORA152208	Wilshire Avenue Bicycle Boulevard	Fullerton, City of	\$0	\$0	\$0	\$2,523	\$0	\$0	\$0	\$2,523
17	ORA170202	City of Garden Grove, Bicycle Corridor Improvements	Garden Grove, City of	\$0	\$0	\$0	\$1,266	\$0	\$0	\$0	\$1,266
18	ORA131708	Utica Avenue Bicycle Boulevard	Huntington Beach, City of	\$0	\$0	\$0	\$853	\$0	\$0	\$0	\$853
19	ORA113009	Peters Canyon Off-Street Bikeway	Irvine, City of	\$108	\$0	\$0	\$859	\$0	\$0	\$0	\$967
20	ORA170801	Jeffrey Open Space Trail and I-5 Freeway Bicycle and Pedestrian Bridge Project	Irvine, City of	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0	\$1,200
21	ORA113011	La Habra Union Pacific Rail Line Bikeway	La Habra, City of	\$521	\$800	\$0	\$0	\$0	\$0	\$0	\$1,321
22	ORA990933	Transit Operating Assistance (Laguna Beach)	Laguna Beach, City of	\$9,890	\$2,389	\$2,449	\$2,510	\$2,572	\$0	\$0	\$19,810
23	ORA000173	La Paz Road widening from four to six lanes	Mission Viejo, City of	\$2,250	\$8,574	\$0	\$0	\$0	\$0	\$0	\$10,824
24	ORA151508	OC Loop Coyote Creek Class I Bikeway - Segments O, P, Q	Orange County	\$0	\$3,455	\$2,064	\$0	\$0	\$0	\$0	\$5,519
25	ORA152209	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	Orange County	\$1,500	\$0	\$0	\$563	\$0	\$0	\$0	\$2,063
26	ORA170204	Peters Canyon Bikeway Extension	Orange County	\$0	\$0	\$0	\$0	\$1,004	\$0	\$0	\$1,004
27	ORA170205	Hazard Avenue Protected Bike Lanes	Orange County	\$0	\$3,566	\$0	\$0	\$0	\$0	\$0	\$3,566
28	ORA020106	Preventive Maintenance (Mission Viejo)	OCTA	\$38,557	\$18,512	\$18,383	\$18,383	\$15,283	\$0	\$0	\$109,118
29	ORA020118	Purchase Replacement Paratransit Vans (262)	OCTA	\$15,318	\$2,535	\$2,764	\$2,764	\$5,864	\$0	\$0	\$29,245
30	ORA021202	Bus Operating Assistance for Paratransit	OCTA	\$10,254	\$5,267	\$5,440	\$5,599	\$5,763	\$0	\$0	\$32,323
31	ORA021203	Preventive Maintenance (Mission Viejo)	OCTA	\$9,176	\$9,179	\$9,365	\$9,365	\$9,365	\$0	\$0	\$46,450
32	ORA030612	Placentia Transit Station	OCTA	\$20,525	\$14,300	\$0	\$0	\$0	\$0	\$0	\$34,825
33	ORA040607	Orange County - Countywide activities: Planning, Programming and Monitoring	OCTA	\$14,880	\$1,481	\$0	\$0	\$1,848	\$1,848	\$0	\$20,057
34	ORA080803	Capital Cost of Contracting	OCTA	\$123,494	\$57,405	\$60,200	\$60,200	\$64,850	\$0	\$0	\$366,149
35	ORA080909	OC Streetcar	OCTA	\$156,910	\$148,955	\$0	\$0	\$0	\$0	\$0	\$305,865
36	ORA100511	SR-55 widening between I-405 and I-5	OCTA	\$153,108	\$0	\$0	\$174,255	\$0	\$0	\$0	\$327,363

2019 Federal Transportation Improvement Program Project List
(dollars in \$1,000s)

Project #	Project ID	Project Title	Lead Agency	Fiscal Year							Total
				Prior	FY 2018/2019	FY 2019/2020	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	
37	ORA110303	Purchase (11) Mid-size 32' Alternative Fuel Replacement Buses	OCTA	\$0	\$0	\$0	\$0	\$2,454	\$0	\$0	\$2,454
38	ORA110305	Laguna Niguel/Mission Viejo Station Improvements	OCTA	\$4,824	\$0	\$3,700	\$0	\$0	\$0	\$0	\$8,524
39	ORA111209	Laguna Niguel to San Juan Capistrano passing siding	OCTA	\$27,830	\$3,000	\$0	\$0	\$0	\$0	\$0	\$30,830
40	ORA111801	I-5 widening from Alicia Parkway to El Toro Road - Segment 3	OCTA	\$37,545	\$0	\$118,507	\$0	\$0	\$0	\$0	\$156,052
41	ORA130099	Purchase (28) Expansion Paratransit Vans (OCTA)	OCTA	\$0	\$847	\$1,154	\$1,032	\$1,054	\$1,232	\$1,260	\$6,579
42	ORA130302	I-5 widening from I-405 to SR-55	OCTA	\$8,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$33,000
43	ORA130303	State College Grade Separation (Anaheim)	OCTA	\$0	\$0	\$0	\$92,000	\$0	\$0	\$0	\$92,000
44	ORA131301	SR-55 Improvement project I-5 to SR-91	OCTA	\$5,000	\$0	\$0	\$0	\$0	\$0	\$50	\$5,050
45	ORA131303	SR-57 Improvement project from Orangewood to Katella	OCTA	\$2,500	\$0	\$0	\$0	\$0	\$0	\$50	\$2,550
46	ORA131304	I-405 Improvement project from I-5 to SR-55	OCTA	\$8,000	\$0	\$0	\$0	\$0	\$50	\$0	\$8,050
47	ORA131711	I-5 widening from SR-73 to Oso Parkway - Segment 1	OCTA	\$46,479	\$133,610	\$0	\$0	\$0	\$0	\$0	\$180,089
48	ORA131712	I-5 widening from Oso Creek to Alicia Parkway - Segment 2	OCTA	\$62,157	\$134,010	\$0	\$0	\$0	\$0	\$0	\$196,167
49	ORA150110	SR-91 Improvement project from SR-57 to SR-55	OCTA	\$9,000	\$0	\$0	\$0	\$0	\$0	\$50	\$9,050
50	ORA170005	I-605/Katella Avenue Interchange Improvement project	OCTA	\$1,200	\$0	\$0	\$0	\$0	\$50	\$0	\$1,250
51	ORA171401	Six 40' Compressed Natural Gas Buses (Route 529)	OCTA	\$0	\$0	\$0	\$0	\$0	\$3,595	\$0	\$3,595
52	ORA174	Bus Operating Assistance for Paratransit	OCTA	\$52,038	\$17,515	\$27,133	\$27,205	\$27,279	\$0	\$0	\$151,170
53	ORA37111	Capital Maintenance on Metrolink System	OCTA	\$51,348	\$15,754	\$16,024	\$16,024	\$16,024	\$0	\$0	\$115,174
54	ORA37115	Operating Assistance for Commuter Rail	OCTA	\$105,645	\$23,368	\$22,169	\$0	\$0	\$0	\$0	\$151,182
55	ORA131701	Golden Avenue over Carbon Canyon Channel Replace Bridge	Placentia, City of	\$590	\$0	\$0	\$0	\$0	\$2,688	\$0	\$3,278
56	ORA151503	Edinger Protected Bike Lanes Project	Santa Ana, City of	\$442	\$1,924	\$0	\$0	\$0	\$0	\$0	\$2,366
57	ORA152210	Bristol Street - Edinger Avenue Class II Bike Lanes	Santa Ana, City of	\$114	\$0	\$0	\$0	\$723	\$0	\$0	\$837
58	ORA152212	Bristol Street Protected Bicycle Lanes	Santa Ana, City of	\$0	\$0	\$0	\$0	\$2,580	\$0	\$0	\$2,580
59	ORA152213	Citywide Bike Racks	Santa Ana, City of	\$185	\$0	\$0	\$1,065	\$0	\$0	\$0	\$1,250
60	ORA152214	Hazard Avenue Protected Bike Lanes	Santa Ana, City of	\$114	\$0	\$0	\$1,063	\$0	\$0	\$0	\$1,177
61	ORA170802	First Street Pedestrian Improvements	Santa Ana, City of	\$0	\$540	\$4,032	\$0	\$0	\$0	\$0	\$4,572
62	ORA170803	West Willits Street Protected Bicycle Lanes	Santa Ana, City of	\$0	\$495	\$2,475	\$0	\$0	\$0	\$0	\$2,970
63	ORA170804	Safe Routes to School Davis Elementary ADA Compliance	Santa Ana, City of	\$0	\$920	\$4,834	\$0	\$0	\$0	\$0	\$5,754
64	ORA171601	Lampson Ave Bike Lane Gap Closure Project	Seal Beach, City of	\$35	\$1,230	\$0	\$0	\$0	\$0	\$0	\$1,265
65	ORA159801	San Juan Creek Bridge Replacement	Southern Calif. Regional Rail Authority	\$37,458	\$875	\$0	\$0	\$0	\$0	\$0	\$38,333
66	10254	San Joaquin Hills Transportation Corridor - I-5 to SR-73 (15 MI)	TCA	\$64,988	\$143,100	\$143,100	\$0	\$0	\$0	\$0	\$351,188
67	ORA050	Eastern Transportation Corridor SR-241/SR-261/ SR-133) (From SR-91 to SR-241/Foothill Transportation Corridor North and I-5) (26.4 miles)	TCA	\$339,902	\$146,000	\$146,000	\$0	\$0	\$0	\$0	\$631,902

2019 Federal Transportation Improvement Program Project List
(dollars in \$1,000s)

Project #	Project ID	Project Title	Lead Agency	Fiscal Year							Total
				Prior	FY 2018/2019	FY 2019/2020	FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	
68	ORA051	Foothill Transportation Corridor North Oso Parkway to Eastern Transportation Corridor (12.7miles)	TCA	\$167,933	\$50,556	\$50,556	\$0	\$0	\$0	\$0	\$269,045
69	ORA052	Foothill Transportation Corridor South - Oso Parkway to San Diego County Line (10.3 miles)	TCA	\$204,251	\$49,617	\$18,493	\$14,000	\$18,000	\$107,986	\$75,386	\$487,733
70	ORA111207	241/91 Express Lane Connector North Bound SR-241 to EB SR-91, WB SR-91 to SB SR-241	TCA	\$22,698	\$0	\$0	\$0	\$0	\$0	\$0	\$22,698
71	ORA170203	Main Street/EI Camino Real Improvements	Tustin, City of	\$0	\$0	\$0	\$0	\$2,611	\$0	\$0	\$2,611
72	ORA020501	Highway Bridge Program	Various Agencies	\$27,065	\$7,904	\$873	\$0	\$0	\$26,903	\$0	\$62,745
73	ORA150104	Regional Active Transportation Program	Various Agencies	\$5,348	\$3,334	\$1,271	\$0	\$0	\$0	\$0	\$9,953
74	ORA150107	Statewide Active Transportation Program	Various Agencies	\$5,131	\$3,063	\$0	\$0	\$0	\$0	\$0	\$8,194
75	ORA151507	Garden Grove Boulevard Complete Street Project	Westminster, City of	\$330	\$2,810	\$0	\$0	\$0	\$0	\$0	\$3,140
Total (Prior through FY 2023-2024)				\$1,854,955	\$1,087,706	\$1,008,066	\$435,222	\$177,274	\$173,652	\$76,796	\$4,813,671
2019 FTIP Total (FYs 2018-2019 through 2023-2024)											\$2,958,716

FY - Fiscal year

SR-57 - State Route 57

Caltrans - California Department of Transportation

I-5 - Interstate 5

OCTA - Orange County Transportation Authority

SR-55 - State Route 55

I-405 - Interstate 405

I-5 - Interstate 5

SR-91 - State Route 91

I-605 - Interstate 605

ADA - American Disabilities Act

SR-73 - State Route 73

TCA - Transportation Corridor Agencies

SR-241 - State Route 241

SR-261 - State Route 261

SR-133 - State Route 133

EB - Eastbound

WB - Westbound

FTIP - Federal Transportation Improvement Program



February 5, 2018

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

Overview

The Long-Range Transportation Plan develops 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 as a policy framework for future transportation investments in Orange County. Scenarios are being developed and evaluated to measure how transportation investments and policies may influence future travel conditions. A summary of initial model results for the proposed financially constrained project list is presented for discussion below.

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 (SCAG) 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2018 LRTP will analyze travel conditions based on a 2040 horizon year, which assumes ten percent growth in population and 17 percent growth in employment in Orange County. These assumptions are based on projections from the Center for Demographic Research at California State University, Fullerton.

In October 2017, an approach to analyzing projects, policies, and other factors influencing transportation was presented to the Board of Directors (Board). Staff was then directed to model 2040 scenarios and recommend a financially constrained program of projects, as well as a conceptual (financially unconstrained) listing that identifies projects requiring further study.

Discussion

Recent efforts have focused on defining a program of projects that addresses the 2018 LRTP goals within the reasonably anticipated revenue forecast of approximately \$43 billion (between fiscal years 2019 and 2040). Priority was given to committed projects such as Measure M2 projects and programs, projects listed in the Federal Transportation Improvement Program that are progressing in a timely manner, and maintaining existing programs and transit service levels. The committed projects account for about 84 percent of available revenues. The remaining funds are proposed for implementing projects emerging from the Transit Master Plan, planned bikeways, and commuter rail improvements (\$6 billion). Finally, several improvements are also proposed for freeways and roadways (\$1 billion) that carry over from the 2014 LRTP. Freeway capacity expansion projects proposed as discretionary improvements only occur in areas where right-of-way is available, and these include:

- Interstate 5 (I-5) – add managed-lane capacity from Avenida Pico to the San Diego County line;
- I-5 – add managed-lane capacity from State Route 57 to State Route 91;
- State Route 73 – add managed-lane capacity from Interstate 405 to MacArthur Boulevard.

These financially constrained projects are proposed to comprise the Trend 2040 scenario. This scenario is intended to serve as the primary input for SCAG's 2020 RTP/SCS. A more detailed listing of these projects is provided in Attachment A. These projects must complete all required analyses, public review, and approvals prior to implementation. Therefore, the modeled representations of the projects are subject to change.

A proposed conceptual project list identifies projects and services that go beyond the financially constrained scenario, but require more research, development, funding, and/or public input (Attachment B). These projects have typically been vetted through high-level planning efforts, such as major investment studies, and potentially support the goals and objectives of the LRTP. As these concepts become defined through additional stakeholder input and environmental analyses, OCTA may consider adding them to the financially constrained scenario, subject to completion of supporting studies and funding availability. The conceptual projects are not included in any of the modeled LRTP scenarios.

Initial model results for the Trend 2040 scenario show improvements over the No Build 2040 scenario. Additionally, it performs nearly as well as the 2015 base year, even though population and employment continue growing. It also shows improvements in transit ridership (Table 1).

Table 1: Initial 2018 LRTP Performance Metrics

Metrics (daily)	2015 Base Year	2040 No Build	Trend 2040
Vehicle passenger delay per capita (minutes)	8.3	12.5	8.5
Vehicle passenger travel time per capita (minutes)	54.5	58.5	55.7
Delay as a percent of travel time	15.2%	21.4%	15.3%
Transit trips	149,000	165,000	177,000
Mainline freeway - AM peak average speed (mph)	36	32	35
Managed-lanes - AM peak average speed (mph)	48	41	49
Arterials - AM peak average speed (mph)	26	24	26

mph – miles per hour

The model results summarized in Table 1 include the assumption that high-occupancy vehicle (HOV) lanes will continue to require two passengers. However, compliance with federal managed-lane performance standards (45 mph during peak periods) must still be addressed. The 2014 LRTP assumed HOV occupancy requirements at three passengers (HOV 3+) to achieve 45+ mph on Orange County managed-lanes. This was not a policy recommendation within the 2014 LRTP, but it was a cost-effective assumption that addressed the degradation issue.

At that time, the California Department of Transportation (Caltrans) District 12 stated that converting the managed-lane system to HOV 3+ would not be considered by Caltrans as a standalone solution. Since then, Caltrans has conducted a series of studies regarding conversion of managed-lanes to priced managed-lanes. These studies have indicated that managed-lanes operating as HOV 3+, along with tolled access for other vehicles (high-occupancy toll {HOT 3+}), would likely meet federal performance standards while potentially improving overall corridor performance. As a result, Caltrans is moving forward with project initiation documents to begin developing a HOT 3+ network in Orange County.

As part of the LRTP development, staff has taken the following into consideration: the above-mentioned Caltrans initiatives, federal managed-lane performance standards, and the discussions held by the OCTA Board at the August 28, 2017 Managed-lanes Workshop. As a result, network-level analyses are being conducted by OCTA to examine the performance of the system under various managed-lane conditions. Initial model results are shown in Table 2 comparing HOV 2+ to HOV 3+ using the proposed Trend 2040 network.

Table 2: Trend 2040 - HOV 2+ vs HOV 3+

Metrics (daily)	Trend 2040 HOV 2+	Trend 2040 HOV 3+
Vehicle passenger delay per capita (minutes)	8.5	8.9
Vehicle passenger travel time per capita (minutes)	55.7	55.9
Delay as a percent of travel time	15.3%	15.9%
Transit trips	177,000	178,000
Mainline freeway - AM peak average speed (mph)	35	34
Managed-lanes - AM peak average speed (mph)	49	63
Arterials - AM peak average speed (mph)	26	26

Under the HOV 3+ scenario, speeds significantly improve on managed-lane facilities compared to the HOV 2+ scenario, but the mainline lanes become slightly more congested. This is reflected in the increased “delay as a percent of travel time” and an overall decrease in average mainline freeway speeds during the AM peak period. Because of the increase in congestion, there is also a slight mode shift to transit.

However, it is estimated that less than one-third of the managed-lane capacity is being used in the HOV 3+ scenario during peak periods. Therefore, it is likely that converting to priced managed-lanes would help to relieve mainline congestion and increase overall corridor throughput.

Next Steps

Analysis of a HOT 3+ scenario is underway. Once completed, the model results will be shared with the Regional Planning and Highways Committee and Board. Additionally, assumptions for the innovation and policy scenarios are being refined. These scenarios will use the same network defined by the Trend 2040 financially constrained project list, but they will overlay assumptions intended to account for private-sector innovations, as well as potential policies being discussed primarily by regional and state agencies. These assumptions will target model inputs that influence travel behavior, such as cost of driving and improved access to telecommuting, ridesharing, and active transportation options. These scenarios will also analyze the potential impact of autonomous and connected vehicles by assuming increased lane capacities.

The intent of the innovation and policy scenarios is to supplement the Trend 2040 analysis by providing a concept of how external factors may impact transportation. This information can then be used as a reference for determining what types of strategies OCTA may want to pursue as part of the 2018 LRTP.

Community input is another key factor for developing the proposed strategies within the LRTP. The primary goals of the LRTP outreach activities are to inform target audiences about transportation options, key issues and challenges, and gather input. Outreach activities completed to date include the development of informational and educational materials, and numerous presentations. LRTP items were presented at roundtables with elected officials and local agency planning directors, as well as shared with OCTA's public committees, including Citizens Advisory and Special Needs Advisory committee members and diversity leaders.

A qualitative online survey has also been developed with questions related to congestion relief within various modes of travel, ranking transportation improvements, and identifying the most influential emerging technologies and innovations. More than 11,000 surveys have been collected and are currently being tabulated and analyzed. An overview of outreach efforts and results will be shared with the Regional Planning and Highways Committee and Board in spring 2018.

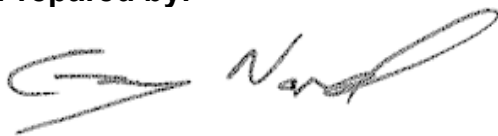
Summary

A proposed financially constrained project list has been developed for the 2018 LRTP. Initial model results indicate that, although Orange County's population and employment are projected to grow significantly, planned investments can nearly maintain 2015 travel conditions. These investments were selected consistent with the previously identified goals of delivering on commitments, improving system performance, expanding system choices, and supporting sustainability.

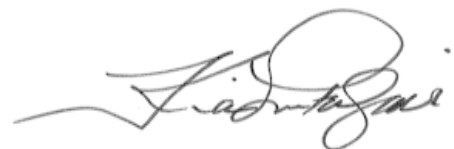
Additional analysis was completed to compare how occupancy requirements for managed-lanes impact the transportation system. Initial results indicate that increasing requirements to three passengers has a slight impact on overall system performance; however, it appears that the managed-lanes become underutilized. Staff will return to the Board in spring 2018 with an analysis of how implementation of priced managed-lanes affects the performance of the system. At that time, staff will also present results from the innovation and policy scenarios and a summary of outreach efforts that have been completed.

Attachments

- A. 2018 Long-Range Transportation Plan - Trend 2040, Proposed Project List
- B. 2018 Long-Range Transportation Plan - Conceptual Plan, Proposed Project List

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 - Trend 2040
Proposed Project List**

#	Type	Project Description	FY 2019-2040 Cost (in thousands)
1	Local Arterial	Arterial Pavement Rehabilitation	\$ 5,828,125
2	Local Arterial	Grade Separations along LOSSAN corridor at 17th Street, State College, and Santa Ana Boulevard	\$ 435,800
3	Local Arterial	OC Bikeways	\$ 745,752
4	Local Arterial	Project O - MPAH capacity	\$ 6,785,702
5	Local Arterial	Project O - OC Bridges grade separation projects along BNSF corridor at Raymond Avenue and State College Boulevard	\$ 590
6	Local Arterial	Project P - Synchronize signals program	\$ 311,280
7	Other	Bond Interest	\$ 1,012,093
8	Other	Orange County Taxi Administration Program	\$ 21,259
9	Other	Project X - Transportation-related water quality program	\$ 340,867
10	Highway	Project A - I-5 - Add one HOV each direction from SR-55 to SR-57, plus auxiliary lanes as needed	\$ 32,996
11	Highway	Project B - I-5 - Add one GP lane NB from truck bypass on ramp to SR-55; Add one GP lane SB from SR-55 to Alton Parkway; Improve merging	\$ 707,200
12	Highway	Project C - I-5 - Add one GP in each direction from Oso Parkway to Alicia Parkway, plus auxiliary lanes as needed and improve La Paz Road interchange	\$ 167,938
13	Highway	Project C - I-5 - Add one GP in each direction from SR-73 to Oso Parkway, plus auxiliary lanes as needed and improve Avery Parkway interchange	\$ 172,686
14	Highway	Project C - I-5 - Add one HOV each direction from Alicia Pkwy to El Toro Road, plus auxiliary lanes as needed	\$ 154,324
15	Highway	Project C - I-5 - Add one HOV in each direction from Pacific Coast Highway to Avenida Pico, and reconfigure interchange at Avenida Pico	\$ -
16	Highway	Project D - I-5 - Improve access and merging in the vicinity of El Toro Road (PM 17.9 to 19.3)	\$ 109,300
17	Highway	Project F - SR-55 - Add one GP lane and one HOV lane each direction from I-405 to I-5, and fix chokepoints	\$ 397,882
18	Highway	Project F - SR-55 - Add one GP lane each direction and fix chokepoints from I-5 to SR-22; and other operational improvements from I-5 to SR-91	\$ 224,600
19	Highway	Project G - SR-57 - Add one GP lane NB between Orangewood Avenue and Katella Avenue	\$ 45,300
20	Highway	Project G - SR-57 - Add one NB Truck Climbing Lane from Lambert Road to Los Angeles County line	\$ 167,550
21	Highway	Project H - SR-91 - Add one GP WB from I-5 to SR-57	\$ -
22	Highway	Project I - SR-91 - Add one GP WB from SR-55 to Tustin Avenue	\$ -
23	Highway	Project I - SR-91 - Add one GP lane EB from SR-55 to SR-57; add one GP lane westbound from Glassell Street to State College Boulevard; improve interchanges and merging from Lakeview Avenue to Raymond Avenue	\$ 450,300
24	Highway	Project J - SR-91 - Add one GP each direction from SR-241 to County line; RCTC to add one GP from County line to SR-71	\$ 292,530
25	Highway	Project K - I-405 - Add one GP and one HOT lane each direction from I-605 to SR-73, convert existing HOV to HOT, and provide additional capital improvements	\$ 1,467,775
26	Highway	Project L - I-405 - Add one GP lane each direction from I-5 to SR-55, and add southbound auxiliary lane from SR-133 to Irvine Center Drive	\$ 315,600
27	Highway	Project M - I-605 - Improve interchange at Katella Avenue	\$ 28,000
28	Highway	I-405 - Add auxiliary lanes from University Drive to Sand Canyon Avenue, and from Sand Canyon Avenue to SR-133	\$ 13,612

**2018 Long-Range Transportation Plan - Trend 2040
Proposed Project List**

#	Type	Project Description	FY 2019-2040 Cost (in thousands)
29	Highway	I-405 Express Lanes - Operations and maintenance	\$ 487,800
30	Highway	I-5 - Add one HOV lane each direction from Avenida Pico to San Diego County line	\$ 236,965
31	Highway	I-5 - Add 1 HOV lane each direction from SR-57 to SR-91	\$ 305,924
32	Highway	I-5 - Barranca Parkway HOV interchange improvement - Add SB HOV on-ramp and northbound HOV off-ramp	\$ 39,479
33	Highway	SR-133 - Add new interchange at Trabuco Road/Great Park Boulevard (North Irvine Transportation Mitigation Program)	\$ 101,154
34	Highway	SR-241 - Add Express Lane Connector to SR-91 Express Lanes	\$ 180,000
35	Highway	SR-55 - Improve access and merging in the vicinity of Meats Avenue	\$ 48,080
36	Highway	SR-57 - Interchange Improvement at Lambert Road	\$ 58,987
37	Highway	SR-73 - Add one HOV lane each direction from MacArthur Boulevard to I-405	\$ 207,577
38	Highway	SR-91 - Construct overcrossing and interchange at Fairmont Boulevard	\$ 76,800
39	Highway	SR-91 Express Lanes - Operations and maintenance	\$ 2,199,480
40	Highway	Eastern Transportation Corridor (SR-241/261/133) - Existing 2 toll lanes each direction. Add 2 toll lanes each direction from SR-91 to I-5 (via SR-261 and SR-133), plus climbing and auxiliary lanes.	\$ 292,000
41	Highway	Foothill Transportation Corridor North (SR-241) - Existing two toll lanes in each direction. Add two toll lanes, plus climbing and auxiliary lanes.	\$ 101,112
42	Highway	San Joaquin Hills Transportation Corridor (SR-73) - Existing three toll lanes each direction. Add one toll lane each direction plus climbing and auxiliary lanes.	\$ 286,200
43	Highway	Freeway Service Patrol and Callbox Program	\$ 179,906
44	Transit	Bus Transit - Baseline - Capital	\$ 1,266,547
45	Transit	Bus Transit - Baseline - Operations and maintenance	\$ 9,259,930
46	Transit	LOSSAN - Laguna Niguel to San Juan Capistrano Passing Siding	\$ 3,000
47	Transit	Metrolink Capital (Baseline - 54 weekday trains)	\$ 725,245
48	Transit	Metrolink Capital (increase from 54 to 86 weekday trains) - includes MSEP (Project R)	\$ 252,608
49	Transit	Metrolink Operations (Baseline - 54 weekday trains)	\$ 1,224,723
50	Transit	Metrolink Operations (increase from 54 to 86 weekday trains) - includes Metrolink Service Expansion Program (Project R)	\$ 93,459
51	Transit	OC Streetcar - Initial Capital	\$ 188,260
52	Transit	Transit Master Plan - Capital	\$ 57,766
53	Transit	Transit Master Plan - Corridor Improvements	\$ 3,563,218
54	Transit	Transit Master Plan - Operations & Maintenance	\$ 1,047,769
55	Transit	Project R - MSEP station improvements	\$ 19,990
56	Transit	Safe Transit Stops	\$ 23,372
57	Transit	Senior Mobility Program	\$ 127,082
58	Transit	Senior Non-Emergency Medical Transportation Program	\$ 105,902
59	Transit	Transit Security and Operations Center	\$ 25,300
60	Transit	Vanpool	\$ 52,642

2018 Long-Range Transportation Plan - Trend 2040 Proposed Project List

Acronyms

FY - Fiscal Year
LOSSAN – Los Angeles-San Diego-San Luis Obispo
MPAH - Master Plan of Arterial Highways
BNSF - Burlington Northern Santa Fe
I-5 - Interstate 5
HOV - High-occupancy vehicle
SR-55 - State Route 55
SR-57 - State Route 57
GP - General Purpose
NB - Northbound
SB - Southbound
SR-73 - State Route 73
PM - Post Mile
I-405 - Interstate 405
SR-22 - State Route 22
SR-91 - State Route 91
WB – Westbound
EB - Eastbound
SR-241 - State Route 241
RCTC – Riverside County Transportation Commission
SR-71 - State Route 71
HOT - High-occupancy toll
I-605 - Interstate 605
SR-133 - State Route 133
MSEP - Metrolink Service Expansion Program

**2018 Long-Range Transportation Plan - Conceptual Plan
Proposed Project List**

#	Type	Project Description
1	Local Arterial	Crown Valley Parkway - I-5 to Greenfield Drive lane additions beyond MPAH
2	Local Arterial	Cabot Road - Paseo De Colinas to Camino Capistrano lane additions beyond MPAH
3	Local Arterial	Harbor Boulevard / Ball Road grade separated intersection
4	Local Arterial	Harbor Boulevard - Warner Avenue to 17th Street lane additions beyond MPAH
5	Local Arterial	Laguna Canyon Road - El Toro Road to Canyon Acres Drive
6	Local Arterial	OC Intersections Assessment recommendations
7	Local Arterial	MPAH Complete Streets Assessment recommendations
8	Local Arterial	OC Active recommendations
9	Local Arterial	Countywide Communications Study (ITS) recommendations
10	Highway	Ortega Highway - Operational Improvements
11	Highway	I-5 - Avenida Pico to Avenida Vaquero truck lane
12	Highway	Freeway chokepoints (TBD)
13	Highway	Direct access ramps (TBD) - Managed lane and high capacity transit support
14	Highway	SR-73 / Glenwood intersection improvement (Phase III) TCA project
15	Highway	FTC-South - Oso Parkway to I-5 (San Diego) - TCA project
16	Highway	SR-241 / Crown Valley Parkway interchange TCA project
17	Highway	SR-241 / Cow Camp Road interchange TCA project
18	Other	OC Goods Movement Study recommendations
19	Transit	Metrolink expansion (increase from 86 to 98 weekday trains)

Acronyms

I-5 - Interstate 5

MPAH - Master Plan of Arterial Highways

SR-133 - State Route 133

OC - Orange County

ITS - Intelligent Transportation System

I-405 - Interstate 405

TBD - To be determined

HOV - High-occupancy vehicle

SR-73 - State Route 73

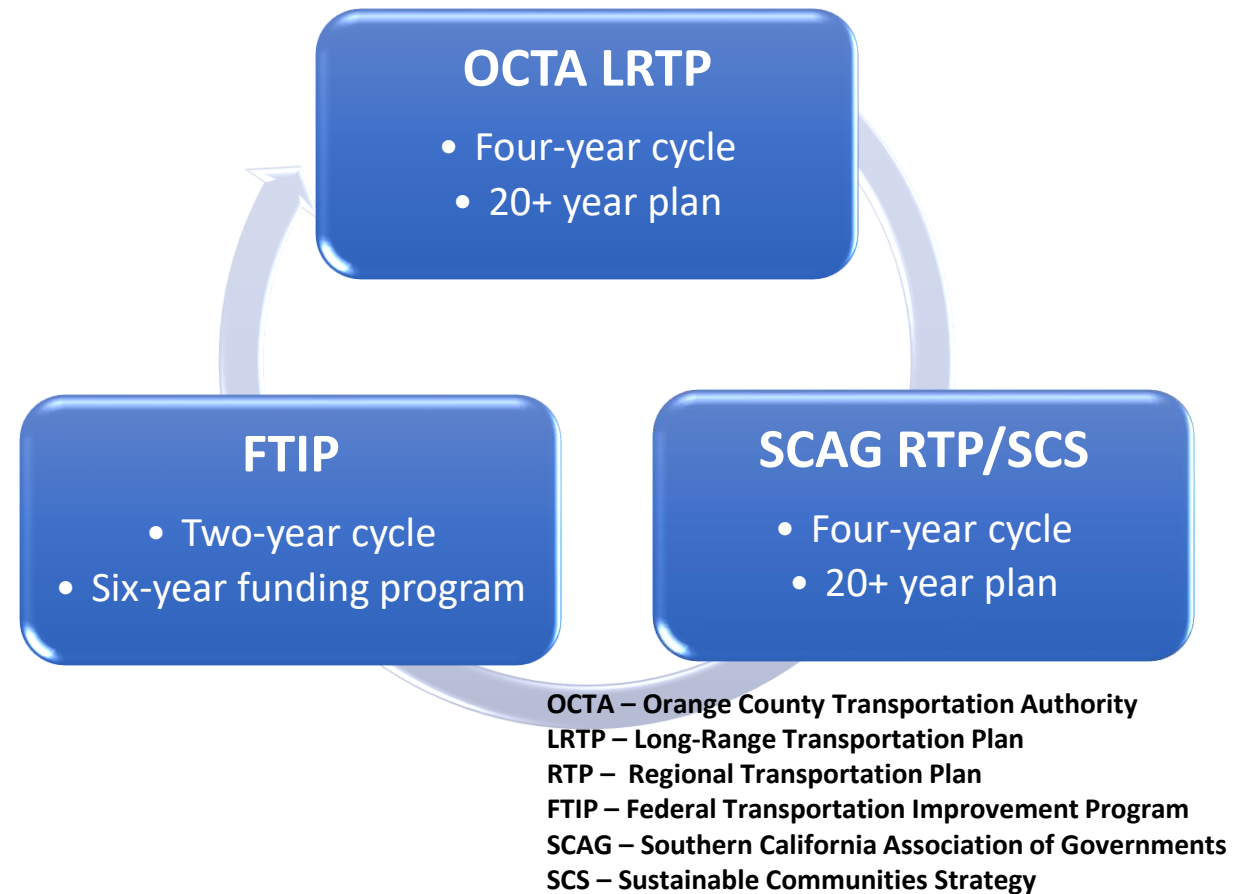
TCA - Transportation Corridor Agencies

SR-241 - State Route 241

2018 Long-Range Transportation Plan Update



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



Trend 2040 – Proposed Projects

Committed Projects

- Measure M2 Projects and Programs
- FTIP
- Maintain transit service levels
- Maintain motorist services program

84% of funding
projected
through 2040

Discretionary Projects

- Implement OC Transit Vision
- Enhanced Metrolink service
- Implement planned bikeways network
- Freeway/roadway projects within available right-of-way

16% of funding

Trend 2040 – Results

Metrics (daily)	2015 Base Year	2040 No Build	Trend 2040
Vehicle passenger delay per capita (minutes)	8.3	12.5	8.5
Vehicle passenger travel time per capita (minutes)	54.5	58.5	55.7
Delay as a percent of travel time	15.2%	21.4%	15.3%
Transit trips	149,000	165,000	177,000
Mainline freeway - AM peak average speed (mph)	36	32	35
Managed lanes - AM peak average speed (mph)	48	41	49
Arterials - AM peak average speed (mph)	26	24	26

These scenarios assume managed-lane occupancy requirement of 2+

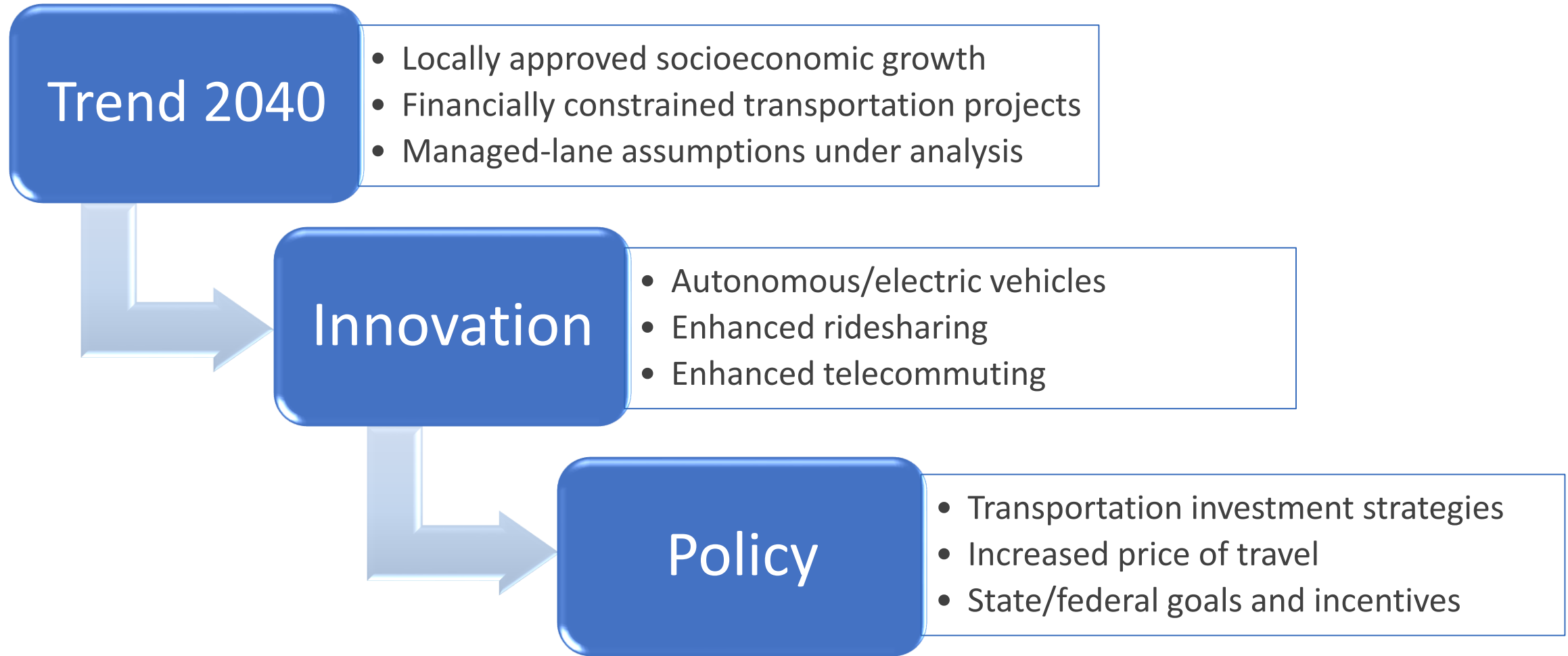
mph – miles per hour

Trend 2040 – Managed Lanes Analysis

Metrics (daily)	Trend 2040 HOV 2+	Trend 2040 HOV 3+
Vehicle passenger delay per capita (minutes)	8.5	8.9
Vehicle passenger travel time per capita (minutes)	55.7	55.9
Delay as a percent of travel time	15.3%	15.9%
Transit trips	177,000	178,000
Mainline freeway - AM peak average speed (mph)	35	34
Managed lanes - AM peak average speed (mph)	49	63
Estimated managed lane capacity utilization	70%	30%
Arterials – AM peak average speed (mph)	26	26

HOV – high-occupancy vehicle

2018 LRTP Scenarios Approach



Next Steps

Near-term objectives

Complete priced managed lane analysis

Model innovation and policy scenarios

Return with model results and outreach update

Major milestones


Draft 2018 LRTP public review	Spring 2018
Finalize 2018 LRTP	Fall 2018





February 5, 2018

To: Regional Planning & Highways

From: Darrell Johnson, Chief Executive Officer 

Subject: Update on the Implementation of Orange County Transportation Authority Corridor Studies

Overview

Between 2006 and 2010, five corridor studies were completed by the Orange County Transportation Authority. These studies focused on major travel corridors within Orange County and between neighboring counties. They also identified, evaluated, and recommended improvement options to address mobility challenges. Substantial progress has been made with respect to implementation of the studies' recommended improvements, and a status report is provided for the Board of Directors' information.

Recommendation

Receive and file as information item.

Background

The Orange County Transportation Authority (OCTA) regularly conducts long-range planning studies to address the long-term transportation needs of Orange County. Corridor and major investment studies (MIS) are key components of the long-range planning process. These studies provide focused analysis of corridor-specific transportation issues and develop and recommend targeted cost-effective improvement solutions.

The primary outcome of these types of studies is consensus on a set of recommended long-term transportation improvements. These recommendations are also sometimes referred to as locally preferred strategies (LPS) when a preferred alternative is selected by the Board of Directors (Board).

With respect to the five major corridor studies discussed in this staff report (listed below), numerous policy and technical advisory committee meetings,

public workshops, and/or surveys were conducted in order to fully engage stakeholders.

- Riverside/Orange County MIS;
- Interstate 405 (I-405) MIS;
- Orange County/Los Angeles County (OC/LA) Intercounty Study;
- South Orange County MIS (SOCMIS);
- Central Orange County Corridor Study (CCCMIS).

These consensus-building efforts generally involved key elected officials, local jurisdiction's technical staff, transportation and environmental resource agencies, business and homeowner associations, and other key community organizations in the study screening and decision-making processes. As such, the improvement recommendations (identified in the discussion section) for each of the studies represent the most prudent, locally supported, and cost-effective improvement recommendations for each of the five corridors' long-term needs.

Discussion

Over a decade has passed since OCTA first initiated the major corridor studies identified above. Since that time, significant components of each of the studies' recommended improvements have either been implemented and/or further advanced through subsequent project development activities. Progress on each studies' major recommended improvements are summarized below.

Riverside/Orange County MIS (January 2006)

This MIS was initiated in cooperation with the Riverside County Transportation Commission (RCTC). It focused on identifying capital and operational improvements to the State Route 91 (SR-91) corridor.

The MIS' preferred strategy (Attachment A) included widening sections of the SR-91, potential managed lane modifications, continued studies for a new tunneled highway, and operational improvements to State Route 74 (SR-74)/Ortega Highway. Recommended transit enhancements included a new Intermodal Transportation Center in Corona, as well as shuttle/circulator feeder buses, local and express buses, preferential treatment for high-occupancy vehicles (HOV), enhanced Metrolink service, and coordination with high-speed rail and proposed Maglev projects.

To date, significant progress has been made with respect to implementation of the MIS' recommendations. Much of this progress is documented in the SR-91 Implementation Plan, which highlights major capacity improvements along the SR-91 corridor. These include lane additions between State Route 55 (SR-55) and State Route 241 (SR-241), as well as in the eastbound direction between the SR-241 and State Route 71 (SR-71). Auxiliary lane extensions have also been completed between the County line and the SR-71. In March 2017, RCTC opened the 91 Corridor Improvement Project which added one general-purpose lane in each direction from SR-71 to Interstate 15 (I-15), extended the 91 Express Lanes from the countyline to I-15, and improved numerous interchanges, bridges, ramps, and local streets. A number of other improvements, such as a connection between SR-241 and the 91 Express Lanes, as well as improvements to the SR-91/SR-71 interchange are also under consideration.

The LPS also recommended improving operations on SR-74/Ortega Highway. To date, moderate progress has been made with additional intersection capacity improvements at Antonio Parkway. The County of Orange (County) has also widened portions of SR-74/Ortega Highway between Antonio Parkway and the City of San Juan Capistrano easterly city limit. The County is also currently developing the environmental impact report for widening other portions of SR-74/Ortega Highway to planned Master Plan of Arterial Highways (MPAH), four-lane configuration.

Several major transit improvements have also been completed, including the extension of the Metrolink Perris Valley Line between Riverside Downtown and Perris South. Additionally, a new Metrolink station in the City of Placentia serving the Metrolink 91 Line is scheduled to begin construction in 2018, contingent on railroad approvals.

I-405 MIS (February 2006)

The I-405 MIS analyzed transportation issues and considered potential improvements for the 13-mile portion of the I-405 between Interstate 605 (I-605) and State Route 73 (SR-73). The LPS (Attachment B) recommended an additional general-purpose lane in each direction between the I-605 and Brookhurst Street. It also included auxiliary lanes at numerous locations along the corridor, as well as improvements to arterial transit service.

Significant progress has been made on the implementation of the I-405 MIS LPS. The current "405 Improvement Project" will add one travel lane in each direction between Euclid Street and the I-605, and improve freeway ramps and bridges. The project will also add the 405 Express Lanes, which will incorporate existing carpool lanes and a new lane in each direction between the SR-73 and I-605, thereby providing two tolled express lanes in each direction.

The 405 Improvement Project is currently in the design/build phase and construction is scheduled to begin this year. The 405 Improvement Project is also expected to improve arterial intersection levels of service.

OC/LA Intercounty Study (July 2008)

The OC/LA Intercounty Transportation Study explored five concepts (Attachment C) for improving transportation infrastructure and services between Orange and Los Angeles counties. These include the following concepts:

- Transportation System Management/Transportation Demand Management – which called for increased local bus coordination, traffic signal coordination, and freeway traffic monitoring. It also included additional park-and-ride lots in the cities of Artesia/Cerritos, Buena Park, La Habra, Seal Beach/Los Alamitos, and Whittier;
- Street-Rapid Bus – concentrated on increasing arterial roadway capacity, improving freeway interchanges, providing new rapid bus service, Metrolink Station shuttle service, and grade-separated Bus Rapid Transit (BRT) service in the Pacific Electric Right-of-Way (PE ROW);
- Freeway – increased capacity on all study area freeways by providing new general-purpose lanes, where appropriate;
- Transit – improved transit service for both short-and long-distance trips, improved efficiency of local transit service, increased Metrolink service, enhanced planned Rapid Bus routes, and intermodal connectivity;
- Public-Private Partnership – assumed privately-financed improvements to supplement publicly-funded projects, potentially including toll lanes, truck toll lanes, and high-speed transit service in the PE ROW.

Some progress has been made on advancement of these recommendations. For instance, the California Department of Transportation (Caltrans) is currently constructing the “Interstate 5 (I-5) South Corridor Improvement Project” in Los Angeles County. This project will widen the I-5, upgrade bridges and overcrossings, and add one HOV lane and one general-purpose lane between the OC/LA border and the I-605. Caltrans has also initiated development of a project study report (PSR) for potential high-occupancy toll managed lanes on the I-5 from the SR-55 to the Los Angeles County line. Improvements for State Route 57 are also being advanced for the addition of truck climbing lanes from Lambert Road to the Los Angeles County line, and for the addition of general-purpose lanes between Orangewood Avenue and Katella Avenue. In terms of roadways, Brea Canyon Road widening, between Canyondale Drive and the OC/LA border, is currently in the engineering phase.

Additionally, State Route 39 (SR-39)/Beach Boulevard has been identified as a transit opportunity corridor in the OC Transit Vision and is being evaluated for transit signal priority as part of OCTA's implementation of Bravo! Route 529. Another major transit improvement is expected with the addition of a third track to increase Metrolink/Amtrak service between the City of Fullerton and Los Angeles.

In 2008, the Southern California Association of Governments initiated a study to analyze transit alternatives for the PE ROW. The OCTA Board took an opposing position to that study's recommendations due to the inclusion of low-speed Maglev as an alternative. In doing so, the Board reaffirmed its policy and guiding principles for emerging transit technologies and ROW protection principles for the PE ROW. Since that time, OCTA has continued to coordinate with local jurisdictions on lease and license policies to maximize revenues and protect a potential future transit option. In addition, the portion of the PE ROW, between Harbor Boulevard/Westminster Avenue and Raitt Street in Santa Ana, will be used for the OC Streetcar Project, which is scheduled to begin construction this year. OCTA has also partnered with corridor cities to implement active transportation facilities along portions of the PE ROW west of Harbor Boulevard.

SOCMIS (November 2008)

The SOCMIS LPS (Attachment D) called for additional general-purpose lanes and managed-lanes on the freeway system. It also sought to achieve more balance between freeway and toll road systems. This included coordination with TCA on an adjusted toll price structure, additional capacity, and new tolled interchanges. For the arterial highway system, the LPS emphasized completion of MPAH, as well as studying the potential for east-west capacity expansion. With regard to transit, the LPS recommended new types of bus service (including beach and special event routes) to address a variety of travel markets.

Significant progress has been made on the LPS' freeway strategies. Measure M2's (M2) projects will provide one general-purpose lane in each direction on the I-5, between the SR-55 and I-405, and the SR-73 and Oso Parkway; including the reconstruction of the Avery Parkway interchange. Further south, three miles of HOV lanes in each direction are under construction on the I-5 from State Route 1/Pacific Coast Highway to Avenida Pico. Numerous freeway interchange improvements have also been completed on the I-5 including the reconstruction of the Pico Avenue interchange, SR-74/Ortega Highway, and La Novia Avenue/Camino Capistrano.

Recommended freeway interchange improvements at La Paz Road, and El Toro Road are in the environmental and design phase and will be included as part of the larger M2 projects. OCTA is also conducting a PSR for additional capacity on the I-5 between Avenida Pico and the San Diego County line. Additional general-purpose lanes will also be added to the I-405, between the I-5 and SR-55, at key segments as part of M2 Project L. This improvement is currently in the environmental phase.

For the toll road system, a project is currently underway to add a lane to the SR-73 northbound on-ramps at Laguna Canyon Road. In addition, TCA is currently conducting a planning process to evaluate and determine potential replacement options for the SR-241 (green alignment).

There has also been significant progress on recommended roadway improvements. Approximately five miles of new arterials on the MPAH were constructed with the extension of Avenida La Pata and Cow Camp Road. In addition to the SOCMIS recommendations, Los Patrones Parkway, a four-lane arterial highway with connections at Oso Parkway, Chiquita Canyon Drive, and Cow Camp Road, is also being advanced. Widenings and intersection improvements on Oso Parkway and SR-74/Ortega Highway have also been implemented or are underway. Railroad grade separations have also been constructed at Jeffrey Road and Sand Canyon Avenue.

The SOCMIS recommended transit strategies have also advanced substantially. M2 Project V, special event and beach trolley/shuttle service, as well as vanpools and shuttles between Metrolink rail stations and major employment centers, have been implemented through much of the study area. Also, as part of the OC Transit Vision, a north-south freeway BRT service between the Fullerton Metrolink Station and the Laguna Niguel/Mission Viejo Metrolink Station (along the I-5) is being evaluated. To improve access to OCTA bus service, the Jeffrey Park-and-Ride lot has also been expanded with 400 additional parking spaces. Access improvements for Metrolink stations have also been implemented, including the installation of new canopies and Americans with Disabilities Act compliant ramps at the Laguna Niguel/Mission Viejo Metrolink Station. OCTA has also coordinated with station cities to plan for biking and walking improvements for first/last mile trips to and from all Metrolink stations. Special event services included trolley rides to the beach in San Clemente and bus rides to the OC Fair & Event Center. Further, weekend roundtrips on the Orange County and Inland Empire/Orange County lines have also doubled.

To address better integration of passenger rail systems in the region, OCTA, the BNSF Railway, RCTC, and Los Angeles County Metropolitan Transportation Authority (Metro) continue to coordinate regularly on track-sharing issues, operating constraints, and funding. OCTA also convenes a Rail Technical Advisory Committee on a quarterly basis to plan station improvements throughout the County.

Regarding transit-oriented development, the City of Laguna Niguel completed a Gateway Specific Plan in 2011, and has since approved 3,000 new dwelling units near their Metrolink Station. OCTA has also conducted a joint-development study at the Laguna Hills Transportation Center to determine if providing transit oriented development at this location is a viable option.

CCCMIS (December 2010)

The CCCMIS LPS (Attachment E) focused upon enhancing and adding interchanges and HOV lane continuity. Arterial components focused on optimizing key corridors and critical intersections, improvements at key SR-55 interchanges (at Paularino Avenue and Baker Street), and solutions to meet future north-south demand on SR-39/Beach Boulevard and Harbor Boulevard. Transit components focused on improving travel times and reliability, as well as BRT routes.

Implementation of this LPS has progressed at a moderate level. M2 Project A which is adding a second HOV lane on the I-5 between the SR-55 and SR-57 is scheduled to begin construction in early 2018. Also, the northern portion of M2 Project F (on the SR-55 between State Route 22 and SR-91) is currently in the environmental phase, and is anticipated to provide much needed operational improvements. Numerous improvements to the roadway system have also been completed, including signal synchronization for nine key corridors and intersection improvements for nine critical intersections. Additionally, construction of frontage road improvements for Baker Street (at the SR-55) are scheduled to be complete in summer 2018.

Transit improvements included the completion of the Anaheim Regional Transportation Intermodal Center (ARTIC) and the addition of commuter shuttles to/from the ARTIC, operated by Anaheim Resort Transit. Bus transit improvements include an ongoing study for transit signal priority along SR 39/Beach Boulevard as part of OCTA's Bravo! Route 529 service. Also, as part of the OC Transit Vision, both the I-5 and SR-39/Beach Boulevard are being considered as transit opportunity corridors.

Next Steps

In total, significant progress has been made with regard to implementation of the recommendations identified above in the various corridor studies. Most notable is the progress made in implementing the Riverside/Orange County MIS; I-405 MIS; and SOCMIS LPS. With respect to the other corridor studies, there has been moderate progress. OCTA will continue working both internally and with area stakeholders and project sponsors to ensure continued momentum on all these efforts.

Future corridor planning efforts may also need to consider revisiting studies for periodic updates as planning and funding priorities and assumptions change over time. For example, these corridor studies evaluated limited bike and pedestrian improvements, which are now a key component of OCTA's overall work program. They also did not factor in passage of Metro's Measure M transportation sales tax, its Countywide Managed Lanes Strategic Plan, or selection of the City of Los Angeles for the 2028 Olympics. As such, staff is proposing to complete an update to the OC/LA Intercounty Study in the next fiscal year in order to better factor these developments into OCTA's long-range planning and coordination processes along the OC/LA boarder. Staff also anticipates performing similar update efforts to the other corridor studies, as conditions evolve, and changes become necessary.

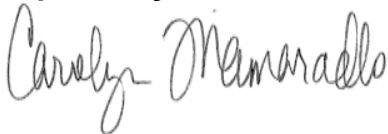
Summary

As Orange County's regional transportation planning agency, OCTA conducts long-range planning studies to ensure that the County's vision and goals are clearly identified and support effective decision-making. To fulfill this role, OCTA has conducted several MIS's that involved extensive technical analyses and consensus-building efforts. The resulting recommendations from these studies reflect the most effective transportation improvements for specific major corridors in the County. Over the past decade, implementation of the studies' improvement recommendations has made significant progress and are reported on above.

Attachments

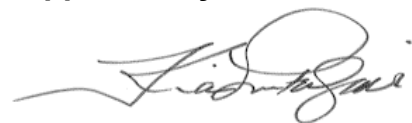
- A. Riverside County - Orange County MIS, Locally Preferred Strategy
- B. I-405 Major Investment Study
- C. OC/LA Intercounty Transportation Study
- D. Locally Preferred Strategy (LPS) for the South Orange County Study Area
- E. Central County Corridor Major Investment Study, Final Evaluation of Alternatives Report

Prepared by:



Carolyn Mamaradlo
Senior Transportation Analyst
(714) 560-5748

Approved by:



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

LPS COMPONENTS

- Maximize transit system
- Ultimate widening to SR-91*
- Possible managed lane changes for SR-91 or Corridor A (including reversible lanes)
- Continued study of Corridor A
- Continued study of Corridor B
- SR-74 operational improvements

NOTES

*Baseline SR-91 improvements include two lanes from SR-241 to I-15, and an EB auxiliary lane from SR-241 to SR-71 (Not shown on diagram at left).

**Maglev representative seed alignment shown (Illustrative only).

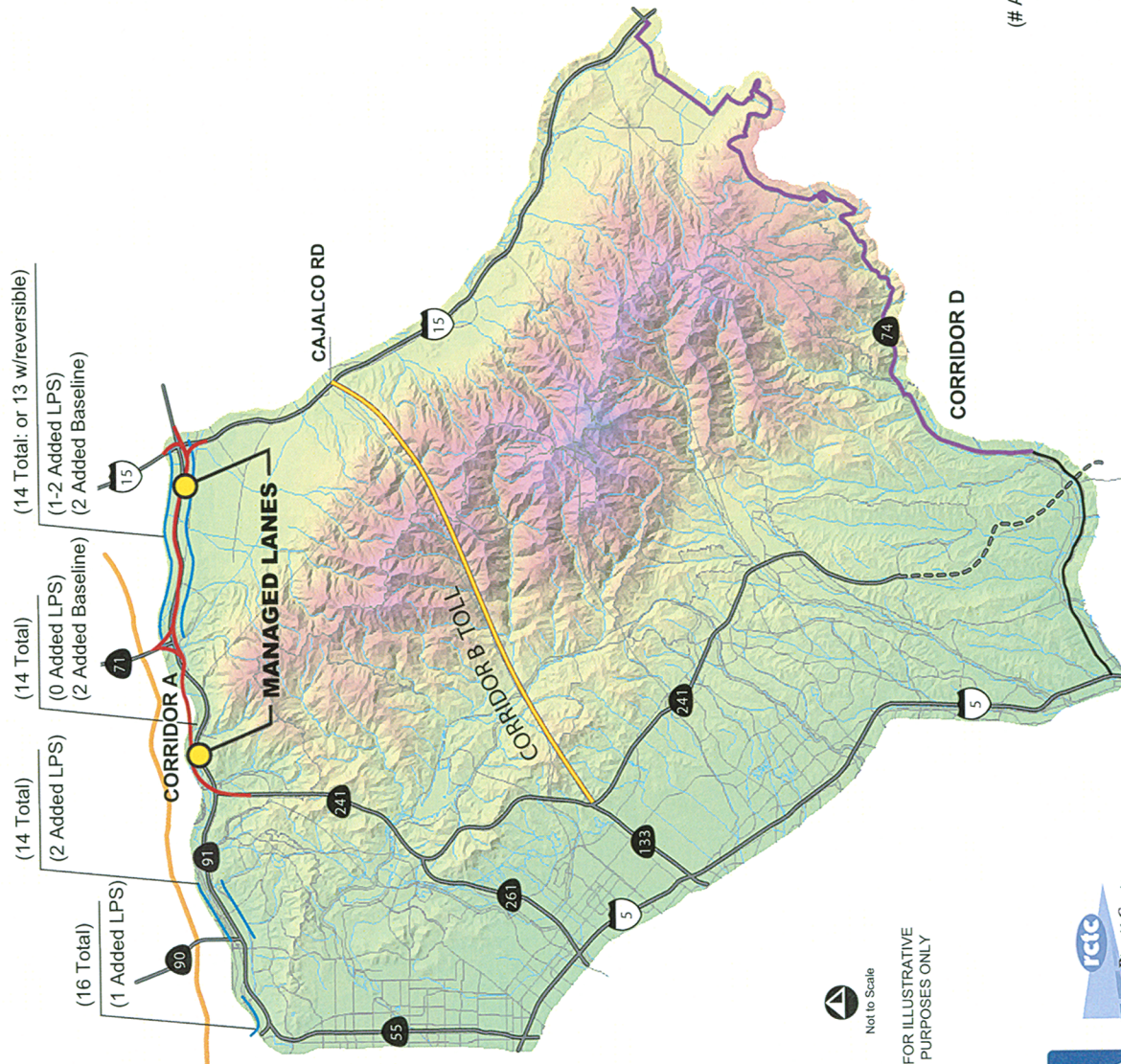
LEGEND

- Existing Highway
- Proposed SR-91 LPS Improvements
- Proposed Extension of SR-241
- Proposed Corridor A Alignment
- Proposed Corridor B Route
- Proposed SR-74 Improvements
- Proposed Maglev Alignment (By others)**

(# Total) Number of Total SR-91 Lanes (Incl. baseline*)

(# Added LPS) Number of Added SR-91 Project Lanes (Does not incl. aux. lanes)

(# Added Baseline) Number of Added Baseline Lanes*



Not to Scale

FOR ILLUSTRATIVE
PURPOSES ONLY



RIVERSIDE COUNTY - ORANGE COUNTY MIS
LOCALLY PREFERRED STRATEGY

EXHIBIT 7

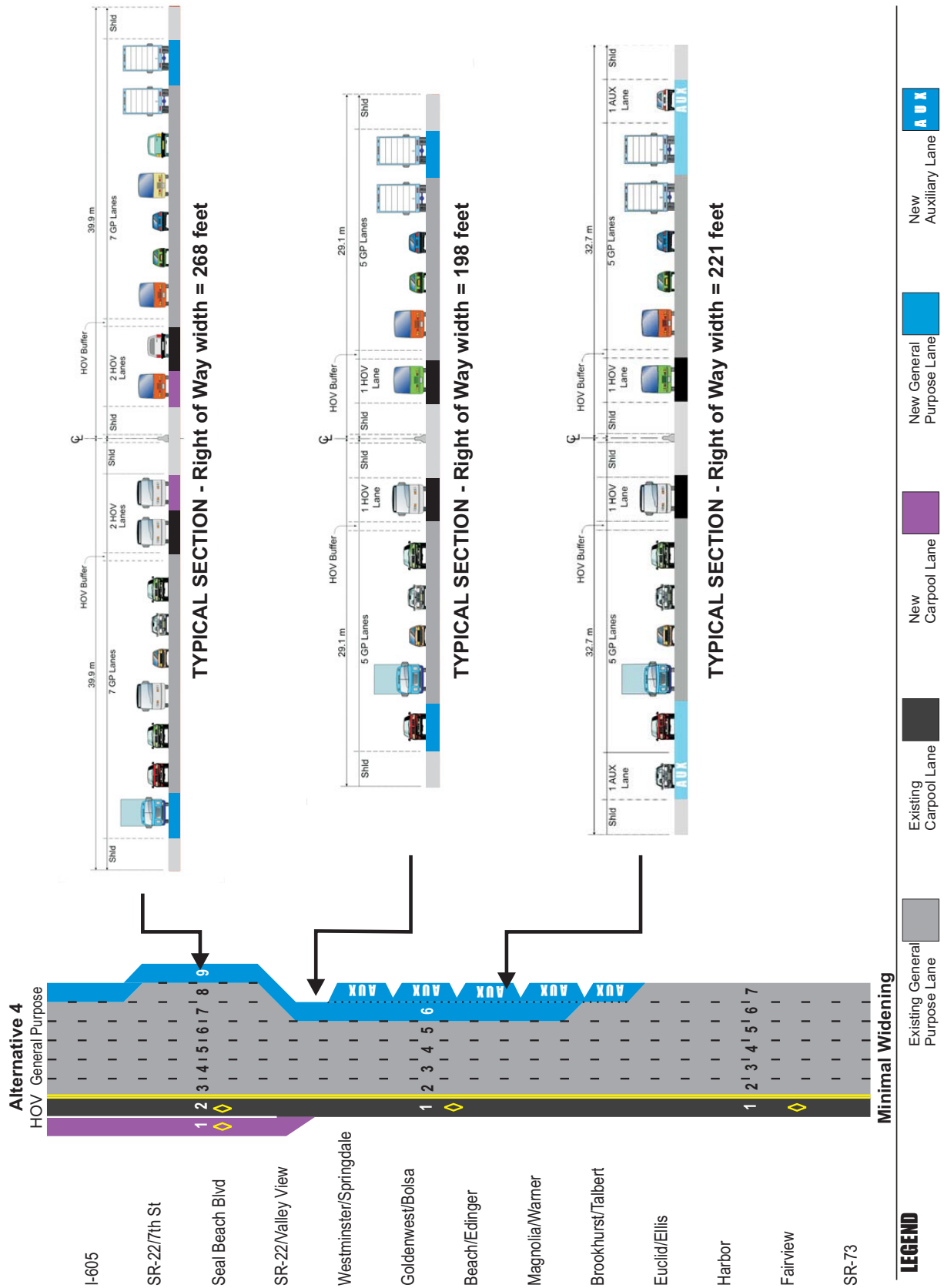
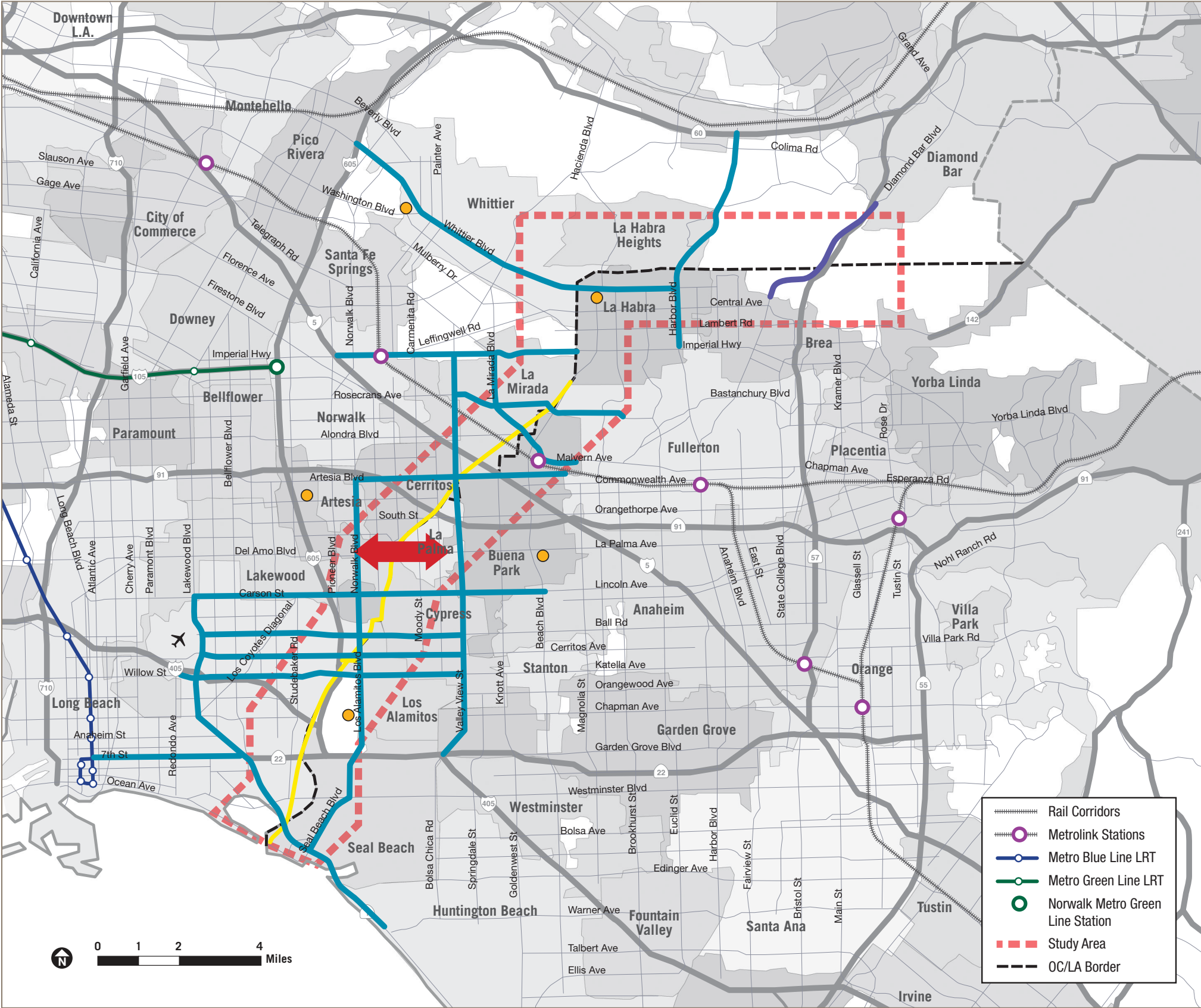


Figure 5-4. Locally Preferred Strategy: Alternative 4



The Transportation System Management (TSM) and Transportation Demand Management (TDM) Concept includes strategies to increase the efficiency of the transportation system and improve mobility across the OC/LA county line. The TSM/TDM concept focuses on increasing local bus coordination, implementing traffic signal coordination on streets near and across the county line to reduce congestion, and increased freeway traffic monitoring. This alternative also includes the construction of additional park-and-ride and transit center facilities. The TSM/TDM Concept is included in all of the following alternatives.

Note: Includes Year 2030 Baseline Improvements

Freeways/Roadways

- Include Goods Movement Intelligent Transportation Systems (ITS) Integration
- Upgrade freeway traffic surveillance on all study area freeways
- Upgrade freeway ramp metering at various locations
- Enhance arterial roadways (Traffic Signal Coordination, bus turn-outs, and other improvements) on the following corridors:
 - Pacific Coast Hwy from Warner Ave to Lakewood Blvd
 - 7th St from SR-22 to Long Beach Blvd
 - Willow St/Katella Ave from Valley View St to Redondo Ave
 - Carson St/Lincoln Ave from Beach Blvd to Lakewood Blvd
 - Lakewood Blvd from Pacific Coast Hwy to Carson St
 - Artesia Blvd from Gilbert St to Norwalk Blvd
 - Rosecrans Ave from Gilbert St to Valley View St
 - La Mirada Blvd from Burlingame Ave to Imperial Hwy
 - Imperial Hwy from County line to Pioneer Blvd
 - Whittier Blvd from Harbor Blvd to I-605
 - Harbor Blvd from Imperial Hwy to SR-60
 - Cerritos Ave/Spring St from Valley View St to Lakewood Blvd
 - Ball Rd/Wardlow Rd from Valley View St to Lakewood Blvd
 - Seal Beach Blvd/Los Alamitos Blvd from Pacific Coast Hwy to Artesia Blvd
 - Valley View St. from SR-22 to Imperial Hwy.
- Offer Carpool/Vanpool incentives
- Interlink city Traffic Management Centers (TMC) and Caltrans District 7 and 12 TMCs
- Increase CCTV locations
- Implement real-time traffic information
- Add alternative work hours
- Add incident management
- Implement safety and operational improvements consistent with Caltrans State Highway Operation and Protection Plan on Brea Canyon Road.

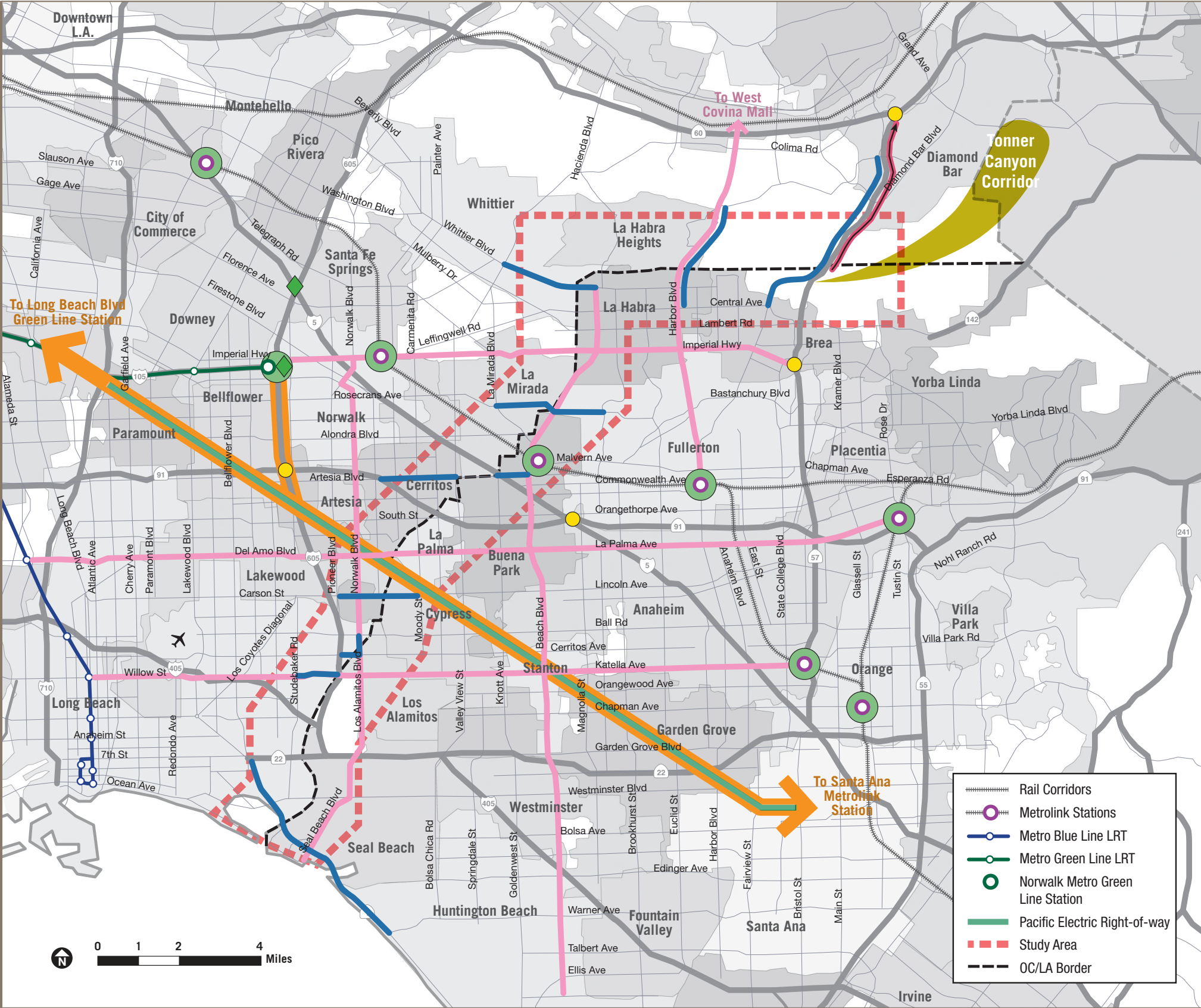
Transit

- Increase local bus coordination between counties
- Increase local bus service frequency and span of service
- Add Park and Ride Lots in cities of Artesia/Cerritos, Buena Park, La Habra, Seal Beach/Los Alamitos and Whittier
- Improve transit service information distribution (i.e. kiosks at malls and transit centers)

Bike/Pedestrian

- Enhance Coyote Creek Bikeway
- Add new bicycle corridors over Coyote Creek and along rail lines

- ↔ Increase Local Bus Coordination
- Arterial Corridor Improvements
- Safety and Operational Improvements
- Bikeway Enhancement
- New Park-and-Ride Lot



The Street/Rapid Bus Concept is a multimodal concept that concentrates on increasing arterial roadway capacity, especially in the congested areas of the Coastal and Northern Sub Areas, and improving freeway interchanges. New Rapid Bus services near and across the OC/LA county line are proposed, along with a grade-separated Bus Rapid Transit service in the Pacific Electric Right of Way (PE ROW) and improved bus shuttle services to Metrolink Stations. The Street/ Rapid Bus Concept is included in all of the following alternatives.

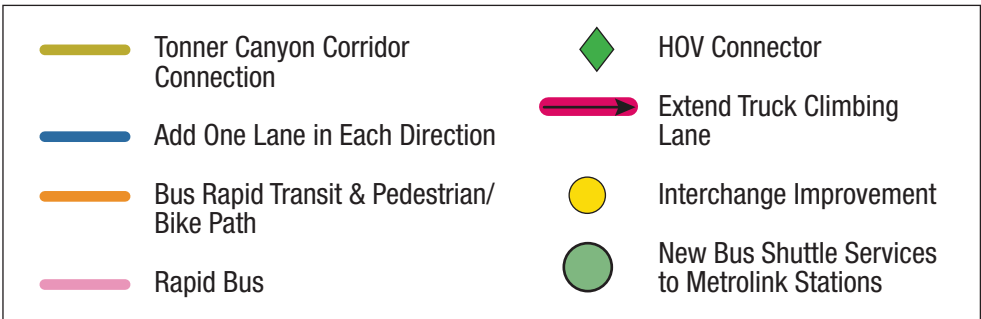
This concept includes Year 2030 Baseline and TSM/TDM improvements

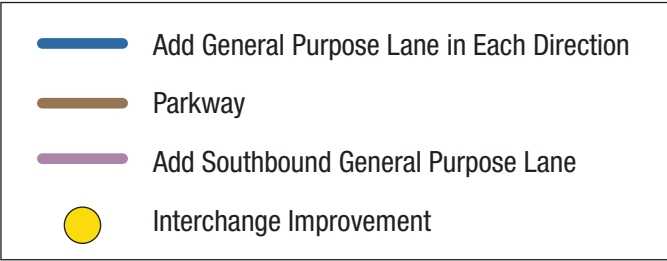
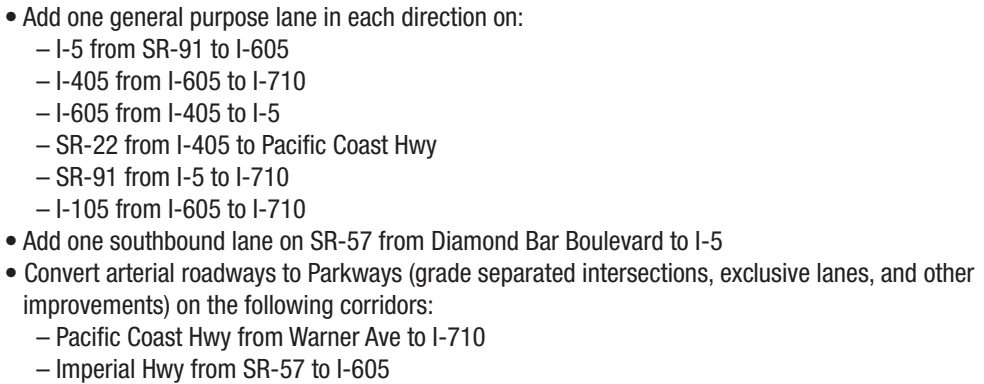
Freeway/Roadway

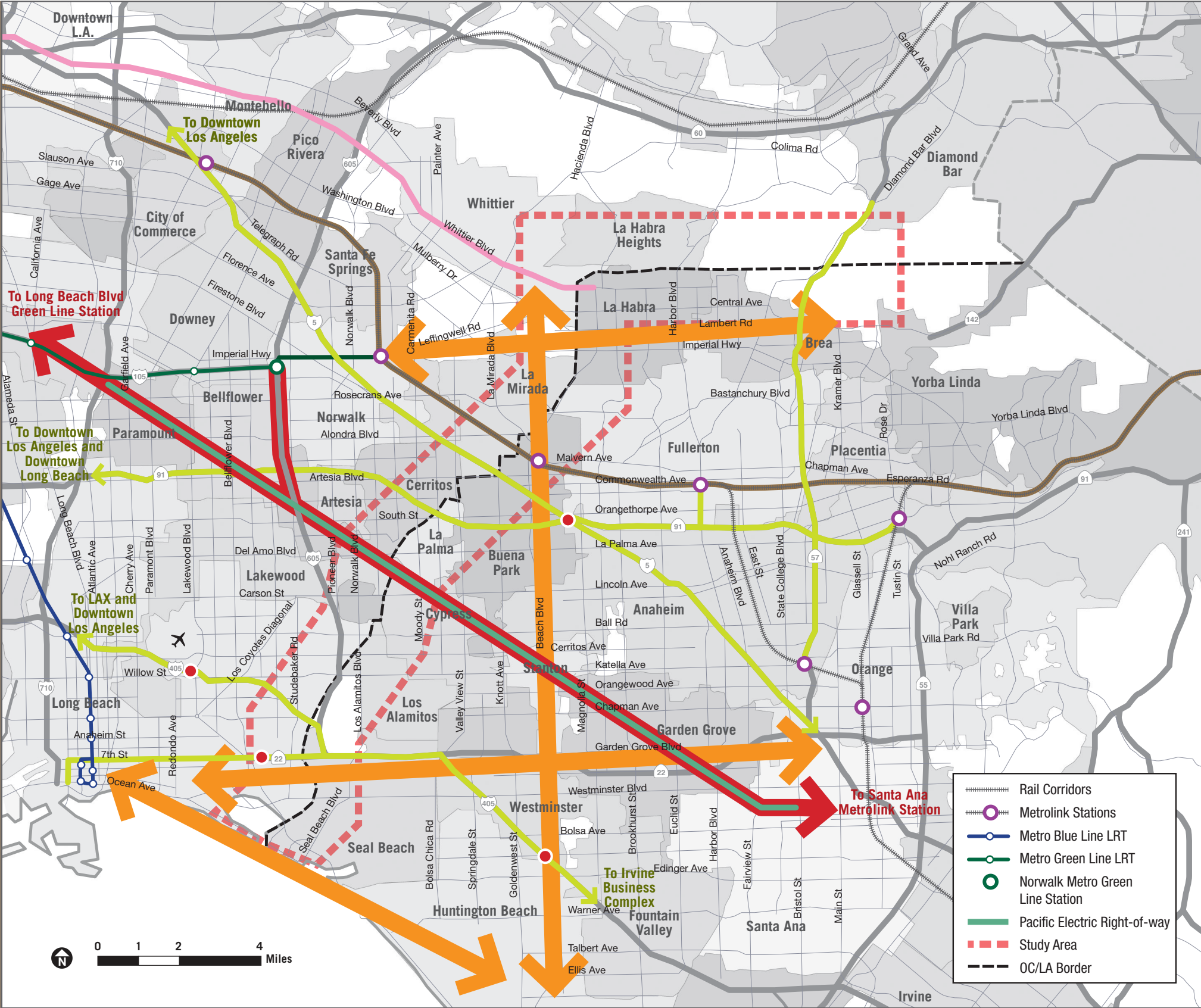
- Improve interchanges at the following locations: SR-57/SR-60, SR-57/Imperial Hwy, I-5/SR-91 and I-605/SR-91
- Add new HOV connector at I-5/I-605 and I-105/I-605 interchanges
- Extend truck climbing lane on northbound SR-57
- Add one general purpose lane in each direction on various streets, including:
 - Pacific Coast Hwy from Warner Ave to 7th St
 - Willow St from the I-605 to Studebaker Rd
 - Carson St/Lincoln Ave from Moody St to Pioneer Blvd
 - Artesia Blvd from Beach Blvd to Knott Ave and Valley View St to SR-91
 - Rosecrans Ave from Gilbert St to La Mirada Blvd
 - Whittier Blvd from Beach Blvd to Colima Rd
 - Harbor Blvd from La Habra Blvd to Pathfinder Rd
 - Brea Canyon Road from Central Ave to Pathfinder Rd
- Extend Tonner Canyon Rd to Grand Ave
- Improve / widen bridges on Cerritos Ave and Los Alamitos Blvd over Coyote Creek

Transit

- Increase transit frequencies and coordination on local bus routes
- Add shuttles/feeders to Metrolink stations
- Implement grade-separated Bus Rapid Transit on the PE ROW with connection to Norwalk Green Line Station or Long Beach Blvd Green Line Station
- Implement Rapid Bus along:
 - Imperial Hwy from Brea Mall to the Norwalk Green Line Station
 - Del Amo Blvd/La Palma Ave from the Anaheim Canyon Metrolink Station to Metro Blue Line Del Amo Blvd stop
 - Willow St/Katella Ave from Anaheim Metrolink Station to Metro Blue Line Willow St stop
 - Seal Beach Blvd/Los Alamitos Blvd/Norwalk Blvd from Pacific Coast Hwy to the Norwalk/Santa Fe Springs Metrolink Station
 - Beach Blvd from downtown Huntington Beach to Whittier Blvd
 - Harbor Blvd from Fullerton Metrolink Station to West Covina Mall





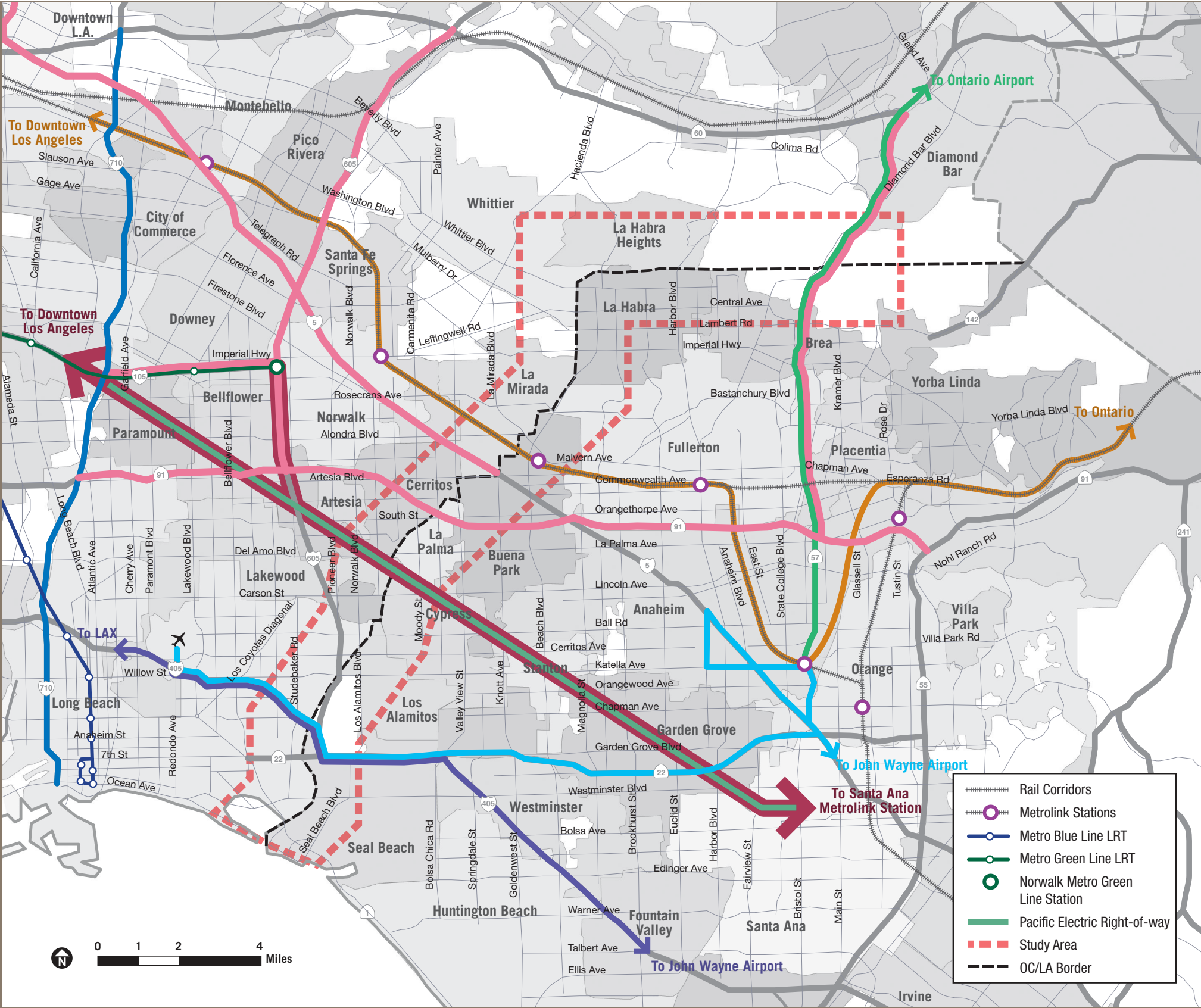


The Transit Concept looks exclusively at transit oriented alternatives to accommodate future travel demand. The objectives of this concept are to improve transit services for both short and long distance trips, improve the efficiency of local transit services, increase Metrolink service, enhance planned Rapid Bus routes, and provide connections between different modes of transportation.

This concept includes Year 2030 Baseline, TSM/TDM and Street/Rapid Bus improvements

Transit

- Increase Metrolink weekday frequency on the Orange County Line from Fullerton to Downtown Los Angeles and 91 Line from Corona to Downtown Los Angeles (Assumes 3rd main track and grade separations)
- Implement Rapid Bus on Whittier Blvd from Beach Blvd to Downtown Los Angeles
- Extend Metro Green Line Light Rail Transit (LRT) to Norwalk/Santa Fe Springs Metrolink Station
- Add Express bus services along the following corridors:
 - Irvine Business Complex to Long Beach Transit Mall via I-405 and SR-22
 - Irvine Business Complex to Downtown Los Angeles via I-405 and I-110
 - Santa Ana Metrolink Station to Downtown Los Angeles via I-5
 - Anaheim Canyon Metrolink Station to Downtown Long Beach via SR-91 and I-710
 - Anaheim Metrolink Station to Diamond Bar via SR-57
- Replace the grade separated Bus Rapid Transit (BRT) service in the Pacific Electric Right of Way (PE ROW) with a fully elevated transit service (bus or rail). Maintain the proposed connection to the Metro Green Line and an at-grade pedestrian / bike path within the corridor.
- Enhance selected rapid bus lines proposed in the Street / Rapid Bus Concept to full Bus Rapid Transit service operating in exclusive rights of way (specific alignment to be determined) connecting:
 - Huntington Beach to Whittier
 - Brea to Norwalk
 - Long Beach to Anaheim/Santa Ana
 - Long Beach to Irvine



The Public-Private Partnership Concept focuses on identifying privately financed improvements to freeways, streets, and transit that could supplement the improvements that are possible with public funds. Concepts include toll lanes and truck toll lanes on freeway corridors and high-speed transit service in the Pacific Electric Right of Way (PE ROW).

This concept includes Year 2030 Baseline, TSM/TDM and Street/Rapid Bus improvements

- Add truck toll lanes on I-710 from Ocean Ave to SR-60
- Add High Occupancy Toll (HOT) or Toll Lanes on:
 - I-5 from OC/LA County Line to downtown Los Angeles
 - I-105 from I-605 to I-710
 - I-605 from SR-91 to SR-60
 - SR-91 from SR-55 to I-710
 - SR-57 from SR-91 to SR-60
- Add Bus Shuttle Service connection from John Wayne Airport to Anaheim and Long Beach Airport via I-405 and SR-22
- Add Bus Shuttle Service connection from John Wayne Airport to Long Beach Airport and Los Angeles International Airport via I-405
- Add Bus Shuttle Service connection from Anaheim to Ontario Airport via SR-57
- Implement elevated High Speed Transit system on the PE ROW to Downtown Los Angeles with possible connection to Norwalk Green Line Station

- High Speed Transit
- High Speed Rail (Proposed by others. Alignment to be determined.)
- HOT or Toll Lanes
- Truck Toll Lanes
- John Wayne Airport - Anaheim - Long Beach Airport Bus Shuttle
- John Wayne Airport - Long Beach Airport - LAX Bus Shuttle
- Anaheim - Ontario Airport Bus Shuttle

LOCALLY PREFERRED STRATEGY (LPS) for the South Orange County Study Area

The **LOCALLY PREFERRED STRATEGY (LPS)** integrates selected transportation elements from the South Orange County Major Investment Study to form a recommended package of conceptual transportation improvements. The recommended Locally Preferred Strategy represents a plan for added level investment in south Orange County's transportation infrastructure needed to address projected travel patterns and conditions within the study area on top of the Renewed Measure M (M2) program of projects. The Locally Preferred Strategy is multimodal and encompasses improvements to the freeway system, the toll road system, arterial system, and transit system that are regional in scope. The **LPS** includes the following transportation improvements:

All 2030 BASELINE Improvements

All Transportation Systems Management / Travel Demand Management (TSM/TDM) Improvements

ARTERIAL SYSTEM

- Safety and operation improvements at key locations on selected arterials within the study area (primarily near the freeway and toll road interchanges).
- Full Build-Out of the Master Plan of Arterial Highways (MPAH) System. [Note: Ultimate build-out (construction/encumbering funds) of designated MPAH facilities would require initiation by the jurisdictions within which the facilities are located.]
- Grade separate selected arterial locations (3-4 locations).
- ATMS (Arterial/Freeway Corridor Management): Provide more green time to arterials parallel to freeway corridors via adaptive control during congested periods and incidents to provide additional corridor capacity (e.g., Moulton Pkwy, Muirlands Blvd, Irvine Center Dr.).

FOR FURTHER STUDY AT THE DISCRETION OF LOCAL GOVERNMENTS:

- Add new 4 lane limited access roadway connecting both I-5 and SR-73 to Antonio Parkway and Cow Camp Road (SR-73/SR-241 Roadway Connector)
- Upgrade and expand Oso Parkway from I-5 to Antonio Parkway
- Upgrade and expand Ortega Highway from I-5 to Antonio Parkway

FREEWAY SYSTEM

- Add 1 General Purpose lane in each direction on I-5 in the following locations: i) Avenida Pico to Ortega Highway; ii) Avery Parkway to Alicia Parkway; and (iii) vicinity of SR-133 to the SR-55 ramps.
- Add 1 HOV lane in each direction on I-5 from the San Diego County Line to Pacific Coast Highway (PCH)
- Interchange Modifications on I-5: Avenida Pico, El Camino Real, Pacific Coast Highway, Stonehill Dr. [SB ramps], La Novia/Camino Capistrano, Ortega Hwy. (SR-74), Avery Pkwy, Oso Pkwy, La Paz Rd, El Toro Rd, Jamboree Rd.
- Conduct further study of new access to I-5 in the section of I-5 between SR-73 and Crown Valley Parkway in the vicinity of Saddleback College.
- Add truck climbing lane on NB I-5 from Avd. Pico through Avd. Vaquero.
- Add 1 General Purpose lane in each direction on I-405 from the El Toro "Y" to SR-133.
- Add 2 General Purpose lanes in each direction on I-405 from SR-133 to the vicinity of Culver Drive.
- Add 1 General Purpose lane in the NB direction on I-405 from Culver Drive to the vicinity of MacArthur Blvd for lane continuity / balance.
- Provide interchange improvement on I-405 at the SR-133 (e.g., ramp connector SB I-405 to NB SR-133).

TOLL ROAD SYSTEM / PRICING OPTION

- Adjust the pricing structure of the toll road system by providing a reduced toll to the user via a shadow toll to attract more users, thereby balancing travel demand across the full roadway network within the study area.
- Add 1 General Purpose lane in each direction on SR-133, SR-73, and SR-241 to maintain a competitive level of service for toll paying users.
- Improve connectivity, flow, and access at the SR-73 / Laguna Canyon Rd / El Toro Rd interchange
- New interchanges at Jeffrey Rd/SR-241; at Crown Valley Pkwy/SR-241; at "CC" Street/SR-241

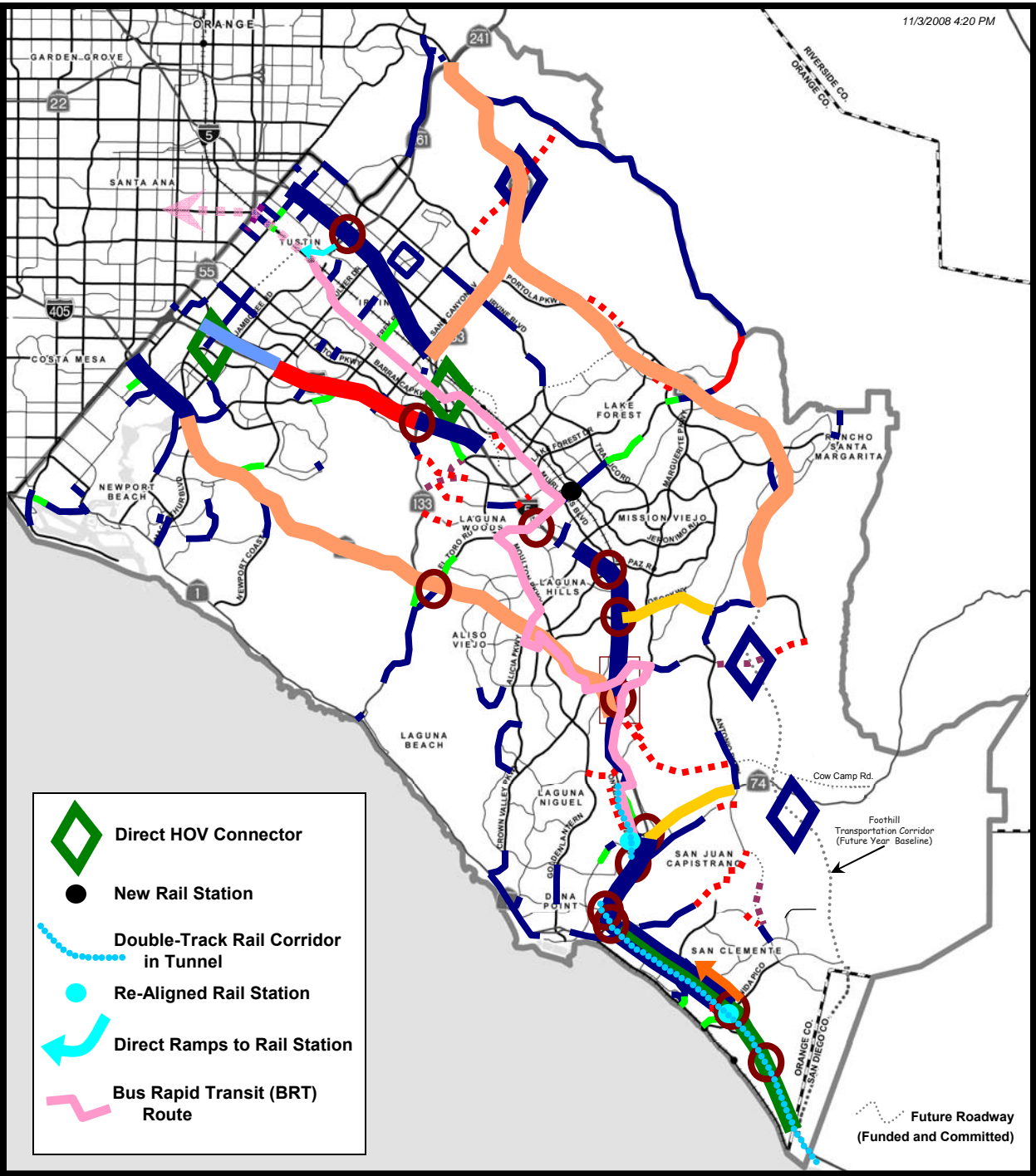
Note: The development and further examination of toll pricing options, including assessment of travel demand as well as the financial implications, must be coordinated with the TCA.

BUS TRANSIT / INTERMODAL FACILITIES

- Increase fixed route bus service by ~20% over the TSM/TDM level of improvements.
- Increase express bus service by ~10% over TSM/TDM levels.
- Substantial investment in Community Based Shuttles (more than doubles the level of this service proposed in TSM/TDM levels). [Note: increases in bus transit service are characterized by increases in revenue vehicle service hours, which reflect added/extended routes, improved frequencies, and/or increased span of service.]
- Beach buses and special event buses.
- North-south Bus Rapid Transit (BRT) Corridor from Tustin Station to downtown San Juan Capistrano, serving transit centers and major activity centers along the route.
- Direct HOV connector ramps at existing overcrossings: Von Karman Ave and I-405 and at Barranca Pkwy and I-5 (missing ramps)
- Multimodal centers with HOV, bus, BRT, specialty bus, carpool, vanpool, and parking facilities.

RAIL TRANSIT / FEEDER SERVICE / FIXED GUIDEWAY

- New Metrolink station in Lake Forest with feeder bus that includes a connection to Laguna Hills Transportation Center
- Longer Platforms/Train sets.
- Add 2-3 additional train round trips on weekends between Orange County and San Diego County.
- Increase station parking by ~25% over 2030 Baseline Alternative
- Increased access near stations (street improvements, intermodal support facilities).
- Direct ramps from Jamboree Road to Tustin Station in the southbound direction only.
- Increase in Metrolink rail feeder/distributor bus service (~100% over TSM/TDM level of improvements).
- Implement rubber tire "Go Local" connectors to Metrolink stations.
- Double track LOSSAN Corridor in San Juan Capistrano via one of two potential alignment options: i) from south of Junipero Serra in cut and cover tunnel adjacent to Trabuco Creek to south of Del Obispo then rejoining existing rail right-of-way, or ii) in twin-bore tunnel under I-5 starting from existing alignment just north of Trabuco Creek then exiting tunnel and rejoining existing rail right-of-way north of Avenida Aeropuerto.
- Double track LOSSAN Corridor from just north of Avenida Aeropuerto in San Juan Capistrano under I-5 via trench/split tunnel with new station at Avenida Pico continuing to Basilone Road then rejoining existing rail right-of-way.
- Increase rail service by 25% over 2030 Baseline levels (e.g., mostly south of Laguna Niguel/Mission Viejo station).
- High capacity fixed guideway transit line at selected Metrolink stations (e.g. Irvine).
- Accommodate City initiatives for Transit Oriented Development (TOD) near stations.
- Inter-jurisdictional policy mechanisms to plan and develop selected transportation systems with a regional view:
 - Policy committee to plan Metrolink station improvements (Cities with Metrolink stations)
 - Integrate passenger rail systems for Los Angeles, Orange, and San Diego counties (Metrolink, Coaster, Amtrak)





Central County Corridor Major Investment Study
Final Evaluation of Alternatives Report

Figure ES-10
Proposed Arterial System Improvements

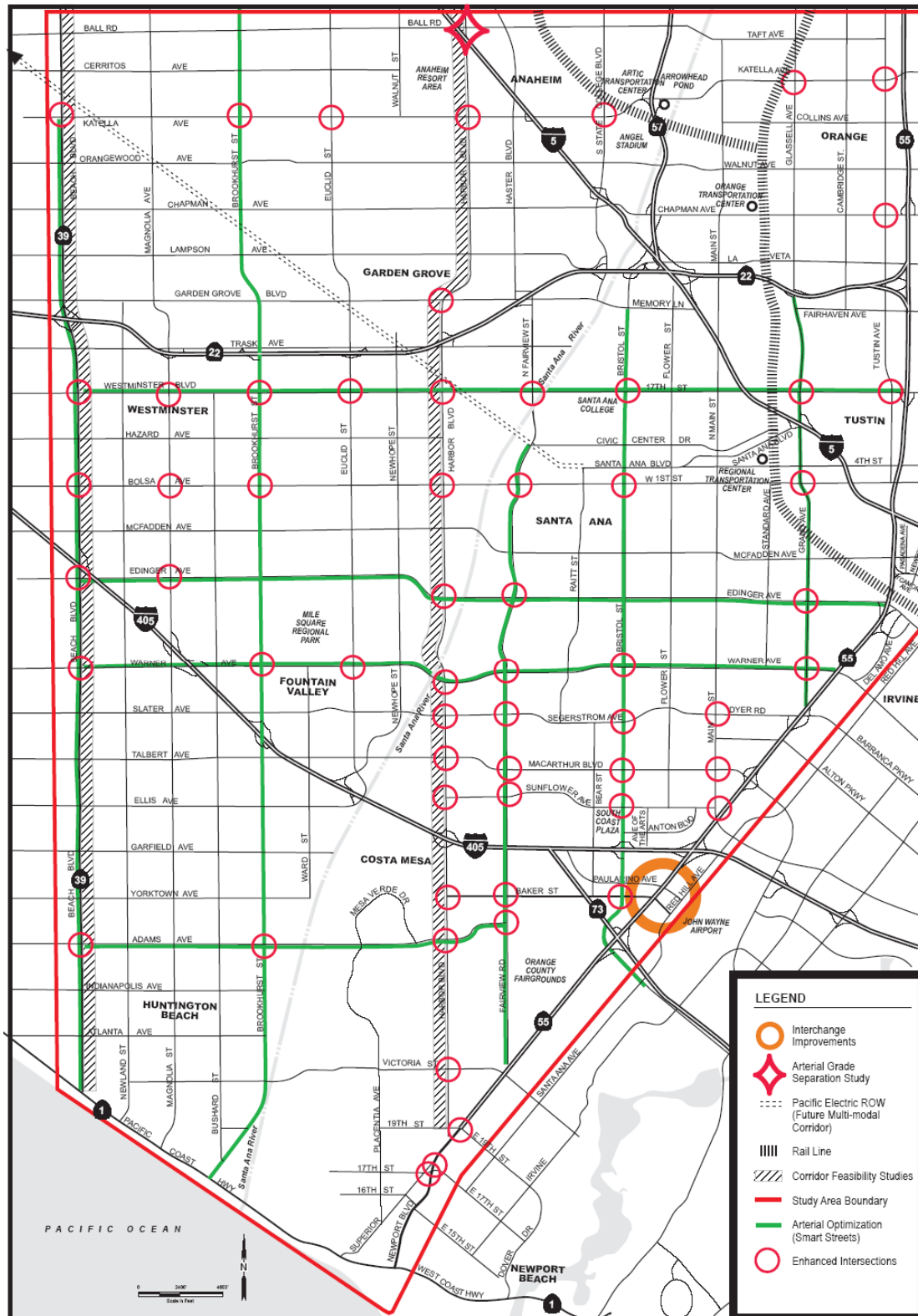


Figure ES-12
Proposed Freeway System Improvements



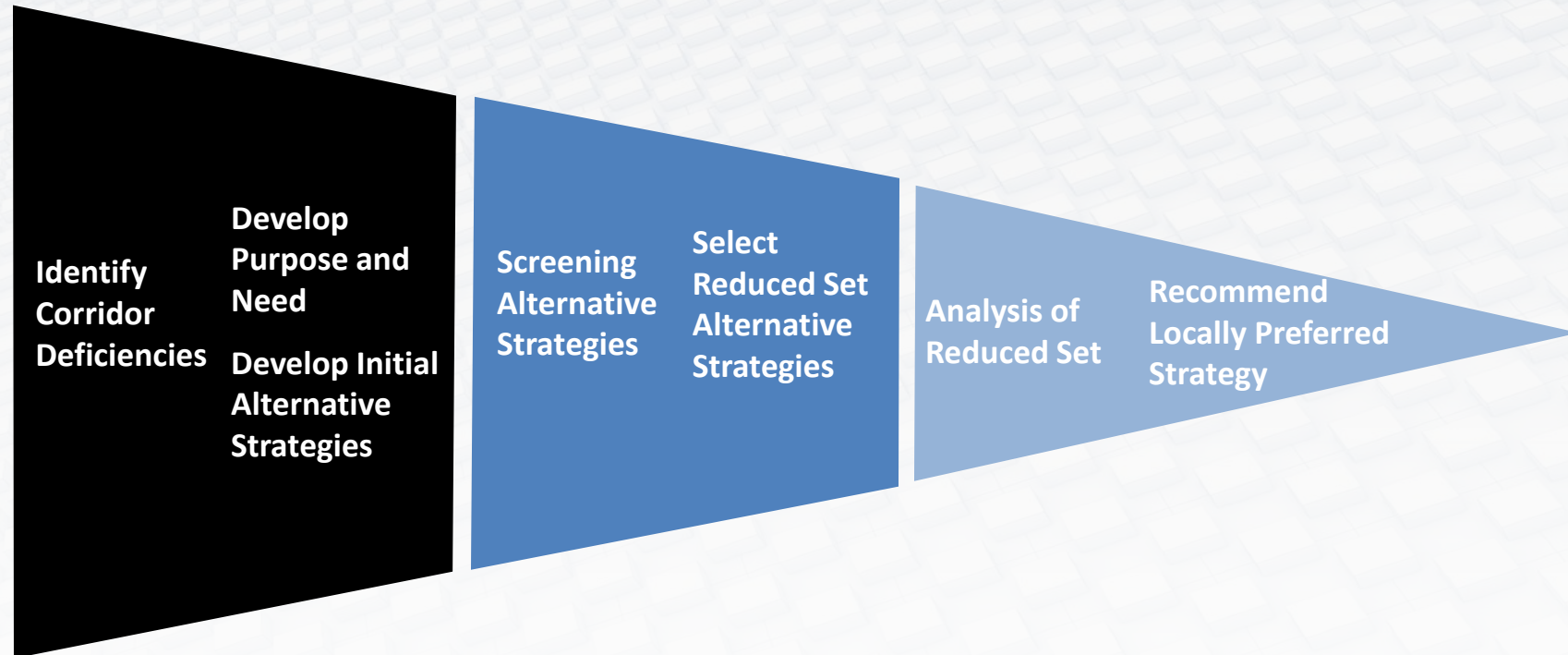
Figure ES-14
Proposed Transit System Improvements



Update on the Implementation of Orange County Transportation Authority Corridor Studies



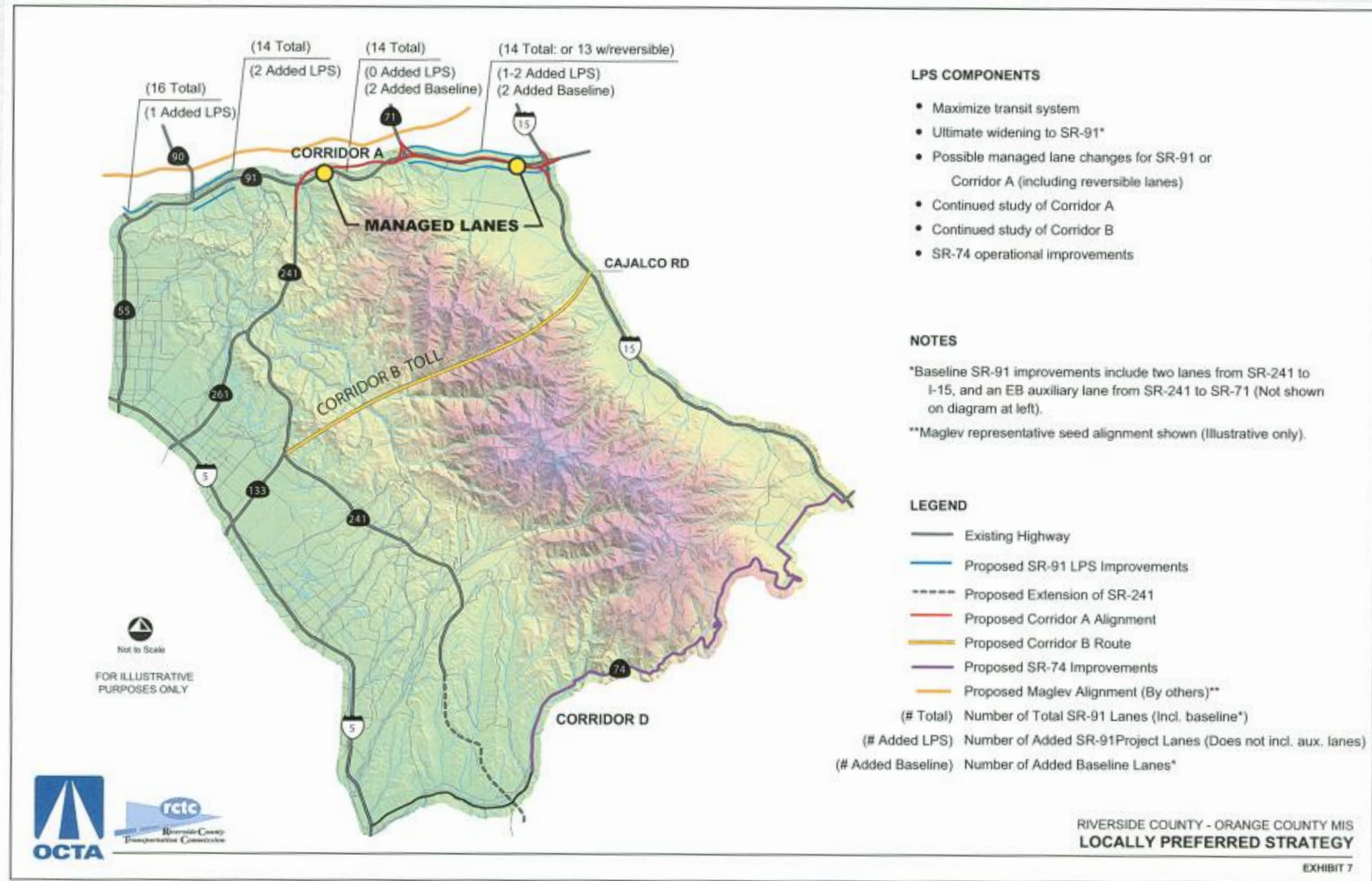
Major Investment Study Process



Completed Corridor Studies

- Riverside-Orange County MIS – January 2006
- Interstate 405 MIS – February 2006
- Orange County/Los Angeles (OC/LA) Intercounty Transportation Study – July 2008
- South Orange County MIS – November 2008
- Central County Corridor MIS – December 2010

Riverside – Orange County MIS



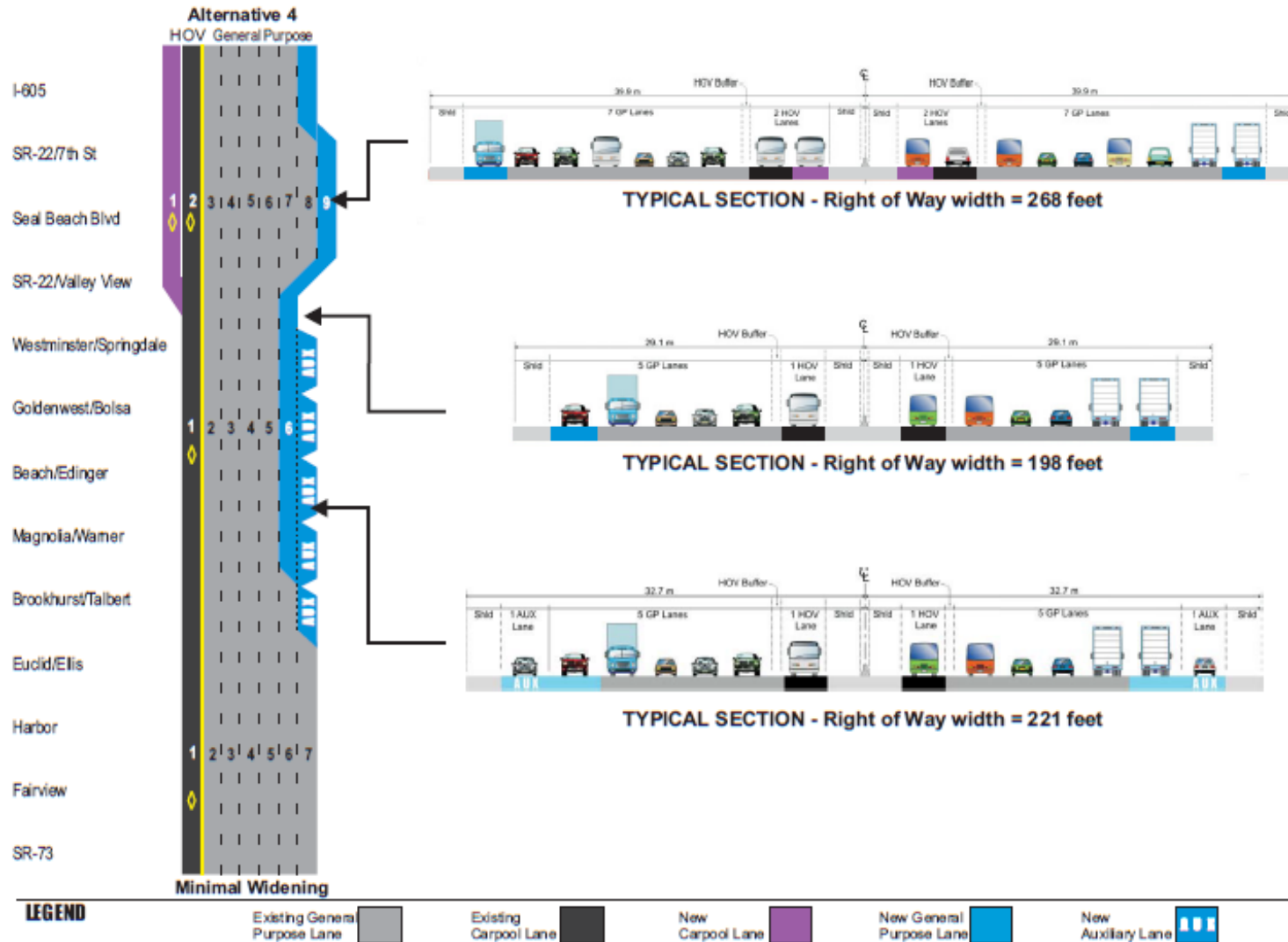
Interstate 405 MIS

PARSONS

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Final Report: February 2006

Figure 5-4. Locally Preferred Strategy: Alternative 4



405 I-405 Major Investment Study



OC/LA Intercounty Study

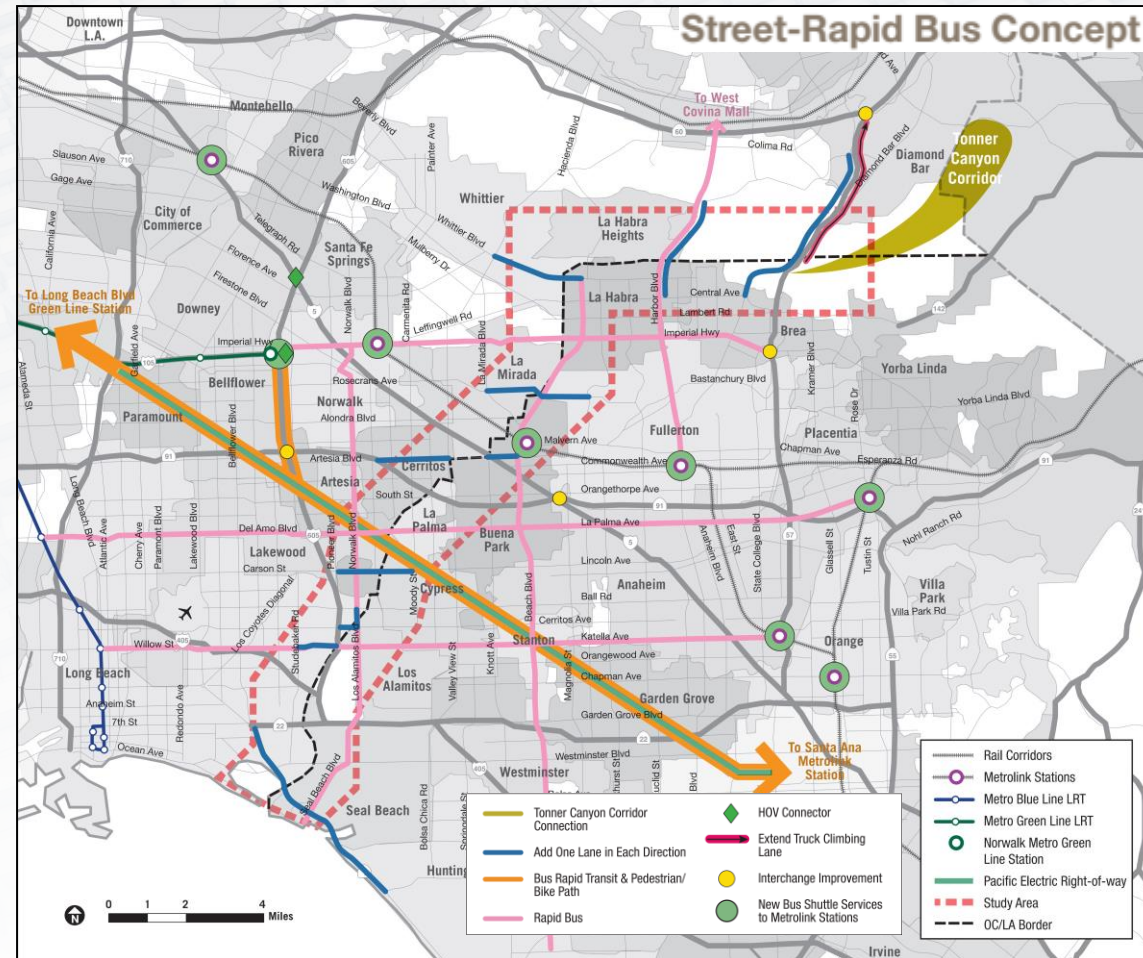
- TSM/TDM Concept
- Street-Rapid Bus Concept
- Freeway Concept
- Transit Concept
- Public-Private Partnership Concept

TSM/TDM – Transportation System Management/Transportation Demand Management

OC/LA Intercounty Study (continued)

Key Components

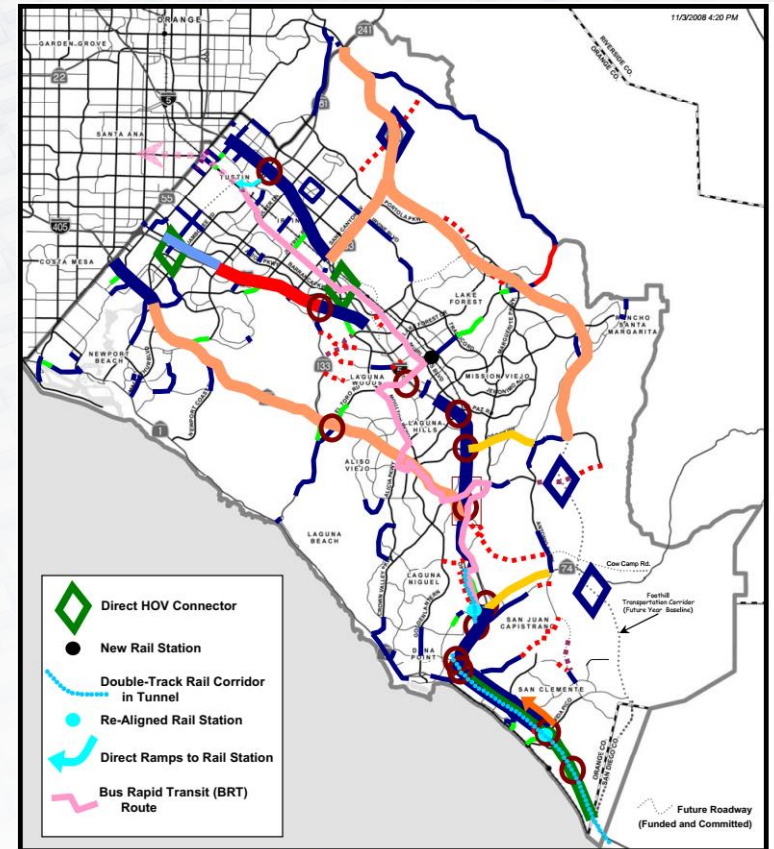
- Local bus coordination
- Arterial and freeway capacity
- Rapid bus and Bus Rapid Transit
- PE ROW transit
- HOT or toll lanes



PE ROW – Pacific Electric Right-of-Way
HOT – High-occupancy toll

South Orange County MIS

- Additional freeway capacity
- Balance between freeways and toll roads
- Additional east-west capacity
- Beach and special event bus service



Central County Corridor MIS

Key Components

- HOV lane continuity
- Arterials and intersection optimization
- Addressing north-south demand
- Bus travel time reliability

HOV – High-occupancy vehicle



Next Steps

- Continued coordination with stakeholders and project sponsors
- Potential corridor study updates
 - OC/LA Intercounty Study



Update on the Interstate 5 Widening Project from State Route 73 to El Toro Road

Project Area



Project/Segment Limits

Segment No. 1

State Route 73 to south of Oso Parkway

Segment No. 2

South of Oso Parkway to south of Alicia Parkway

Segment No. 3

South of Alicia Parkway to north of El Toro Road

Total length: 6.5 miles



- 1** Add one northbound (NB) and southbound (SB) general purpose lane
- 2** Extend second high-occupancy vehicle lane in both the NB and SB directions from El Toro Road to Alicia Parkway
- 3** Reconstruct Avery Parkway and La Paz Road interchanges
- 4** Add and reconstruct auxiliary lanes
- 5** Realign and/or improve on- and off-ramps

Total estimated cost: \$548 million

Avery Parkway – Interchange Improvements



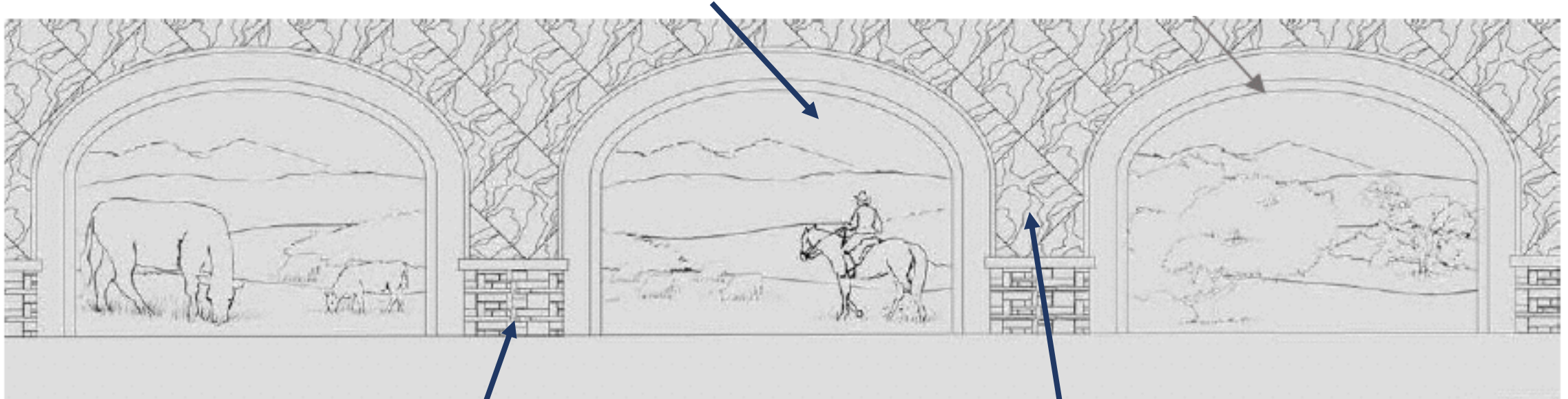
- Replace Interstate 5 bridge
- Ten lanes on Avery Parkway
- Three westbound (WB) and three eastbound (EB) thru lanes
- Two WB and two EB left-turn lanes
- Eight-foot bike lanes in each direction
- Standard shoulders
- Sidewalks in each direction

La Paz Road – Interchange Improvements



- Increase vertical clearance to 15 feet
- Total number of thru lanes
 - Two WB thru lanes
 - Three EB thru lanes
- Bike lanes and sidewalks

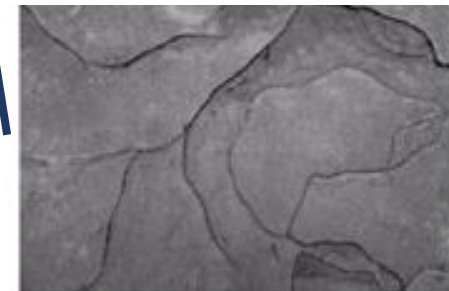
Pastoral Ranch-Themed Scenes (Retaining Wall 110)



Stacked Stone Texture



Slate Stone Texture



- Final design is nearing 100 percent completion
- Right-of-way (ROW) acquisition is underway
 - The California Department of Transportation (Caltrans) is the lead agency for all ROW activities
 - Acquisition proceeding for Segment 2
(Oso Parkway to Alicia Parkway)
 - Acquisition scheduled to begin in 1st quarter 2018 for Segment 1
(State Route 73 to Oso Parkway)
 - Acquisition scheduled to begin in 2nd quarter 2018 for Segment 3
(Alicia Parkway to El Toro Road)
 - A total of 61 properties are needed for all three segments with 26 percent of the acquisitions complete
 - Discussions are ongoing with 11 publicly and privately-owned utility companies who own facilities that are required to relocate as a result of the Project



- Proactive and comprehensive program
- Pre-construction through construction completion
- City, stakeholder, and business outreach
- Project updates, detour alerts, media relations
- City and neighborhood meetings
- Direct mail, e-blasts, and social media
- Ongoing constituent/community services

Milestone	Date
Complete Final Design	July 2018
Complete ROW	August 2019
Construction Phase	January 2019 - October 2024
- Segment No. 2	January 2019 - August 2023
- Segment No. 1	October 2019 - October 2024
- Segment No. 3	April 2020 - May 2024

- City Council updates to start in April 2018
 - Laguna Hills
 - Lake Forest
 - Mission Viejo
 - Laguna Niguel
 - Laguna Woods
- Pre-construction stakeholder and community outreach
- Procurements for construction management and outreach consultant services
- Cooperative agreements with Caltrans for construction phase
- Groundbreaking in early 2019