



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Joe Muller

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California

Monday, January 4, 2021 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.

Guidance for Public Access to the Board of Directors/Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>



AGENDA

Regional Planning and Highways Committee Meeting

Guidance for Public Access to the Board of Directors/Committee Meeting (Continued)

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to ClerkOffice@octa.net.

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **30 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Committee Chairman Murphy

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 8)

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

2. Approval of Minutes

Approval of the minutes of the Regional Planning and Highways Committee meeting of December 7, 2020.



- 3. Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5**
Ross Lew/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2726 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$255,320,000, comprised of a construction capital share of \$213,460,000, and a construction management services share of \$41,860,000, for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

- 4. Supplemental Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 - Archaeological Treatment Plan**
Jeff Mills/James G. Beil

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A supplemental contract change order is needed to implement and maintain an archaeological treatment plan and continue archaeological monitoring.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 57.2 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$2,500,000, to implement and maintain an archaeological treatment plan and continue archaeological monitoring for the Interstate 405 Improvement Project from State Route 73 to Interstate 605.



5. Measure M2 Environmental Mitigation Program Update
Lesley Hill/Kia Mortazavi

Overview

Measure M2 includes a program to deliver comprehensive mitigation for specific environmental impacts of 13 freeway projects in exchange for streamlined project approvals from the state and federal resources agencies. A biannual status report of these efforts and program update is presented.

Recommendation

Receive and file as an information item.

6. Amendments to the Master Plan of Arterial Highways
Stephanie Chhan/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 jurisdictions. The County of Orange and the City of San Clemente have requested amendments to the Master Plan of Arterial Highways that are recommended for approval. An update on pending Master Plan of Arterial Highways amendments is also provided.

Recommendations

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways to reclassify the facilities listed below in the unincorporated area of the County of Orange and/or the City of San Clemente:

County of Orange

- Reclassify Chiquita Canyon Drive between north of Fauna Drive and Esencia Drive from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided);
- Reclassify Fauna Drive between Chiquita Canyon Drive and Esencia Drive from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided) arterial; and
- Reclassify Esencia Drive between Andaza Street and Fauna Drive from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided) arterial.



6. (Continued)

County of Orange and City of San Clemente

- Delete planned Cristianitos Road south of Cow Camp Road and replace with Los Patrones Parkway extension from south of Cow Camp Road to Avenida La Pata as a primary (four-lane, undivided) arterial.

City of San Clemente

- Reclassify Camino Vera Cruz between Camino De Los Mares and Carreterra from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided); and
- Reclassify Camino De Los Mares between Camino Del Rio and the City of San Clemente's eastern limit from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided).

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

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

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

- B. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.
- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.



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

Denise Arriaga Ibarra/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.

Recommendations

- A. Approve the requests to delay the City of Costa Mesa Adams Avenue and Pinecreek Drive Intersection Project and the County of Orange OC Loop Carbon Canyon Bikeway Gap Closure (Segment D) Project.
- B. 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. State Route 55 Improvement Project from Interstate 405 to Interstate 5 Funding Plan Update and SB 1 (Chapter 5, Statutes of 2017) Grant Acceptance

Adriann Cardoso/Kia Mortazavi

Overview

In early December 2020, the California Transportation Commission awarded the Orange County Transportation Authority \$140 million in competitive SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program and SB 1 Local Partnership Program-Competitive funding. Board of Directors' approval is requested to formally accept the grant awards and program additional federal funds to support the implementation of the State Route 55 Improvement Project from Interstate 405 to Interstate 5.



8. (Continued)

Recommendations

- A. Adopt Resolution No. 2021-001, to accept the Trade Corridor Enhancement Program Grant Award from the California Transportation Commission for \$115 million, to commit to the required match of 30 percent for the State Route 55 Improvement Project from Interstate 405 to Interstate 5, and to negotiate and execute any grant required agreements.
- B. Adopt Resolution No. 2021-002, to accept the Local Partnership Program-Competitive Grant Award from the California Transportation Commission for \$25 million, to commit to the required match of 50 percent for the State Route 55 Improvement Project from Interstate 405 to Interstate 5, and to negotiate and execute any grant required agreements.
- C. Authorize the use of up to \$36 million in additional federal Surface Transportation Block Grant Program funds, up to \$22 million in federal Congestion Mitigation and Air Quality Improvement Program funds, and the reduction of Measure M2 Freeway Program funds of \$29.5 million for the State Route 55 Improvement Project from Interstate 405 to Interstate 5.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of the project.

Regular Calendar

9. Interstate 405 Improvement Project Update

Jeff Mills/James G. Beil

Overview

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

Recommendation

Receive and file as an information item.



Discussion Items

10. Chief Executive Officer's Report

11. Committee Members' Reports

12. Closed Session

There are no Closed Session items scheduled.

13. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, February 1, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Joe Muller
Richard Murphy

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Sara Meisenheimer, Deputy Clerk of the Board
Gina Ramirez, Deputy Clerk of the Board
James Donich, General Counsel (Via Teleconference)

Committee Members Absent

None

Call to Order

The December 7, 2020 regular meeting of the Regional Planning and Highways (RP&H) Committee was called to order by Committee Chairman M. Murphy at 10:34 a.m.

Roll Call

The Deputy Clerk of the Board conducted an attendance Roll Call and announced that there was quorum of the RP&H Committee.

Pledge of Allegiance

Committee Chairman M. Murphy led 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 8)

2. Approval of Minutes

A motion was made by Director R. Murphy, seconded by Director Muller, and following a roll call vote, declared passed 6-0, to approve the minutes of the minutes of the Regional Planning and Highways Committee meeting of November 2, 2020.



3. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2020

A motion was made by Director R. Murphy, seconded by Director Muller, and following a roll call vote, declared passed 6-0, to:

- A. Approve adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share and Senior Mobility Program funds.
- B. Authorize the Chief Executive Officer to negotiate and execute cooperative agreement amendments for all active Project V services in order to incorporate proposed coronavirus-related grant term adjustments, up to 24 months.

4. Measure M2 Annual Eligibility Review

A motion was made by Director R. Murphy, seconded by Director Muller, and following a roll call vote, declared passed 6-0, to:

- A. Approve all Orange County local agencies as eligible to continue to receive Measure M2 net revenues.
- B. Approve adjustments to Measure M2 maintenance of effort benchmarks for the City of Buena Park from \$4,206,464 and 5.99 percent to \$4,184,754 and 5.96 percent, and the City of Villa Park from \$360,429 and 9.68 percent to \$373,104 and 10.02 percent.

5. 2021 Technical Steering Committee Membership

A motion was made by Director R. Murphy, seconded by Director Muller, and following a roll call vote, declared passed 6-0, to approve the proposed 2021 Technical Steering Committee membership.

6. Active Transportation Program Local Project Prioritization

A motion was made by Director R. Murphy, seconded by Director Muller, and following a roll call vote, declared passed 6-0, to:

- A. Approve the Orange County 2021 Active Transportation Program Local Project Prioritization point assignments for submittal to the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer or his designee to approve future project scope changes and substitutions as needed for the 2021 Active Transportation Program Projects.



6. (Continued)

- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

7. Award of Agreement for Property Patrol Services

A motion was made by Director R. Murphy, seconded by Director Muller, and following a roll call vote, declared passed 6-0, to:

- A. Approve the selection of High Level Security Solutions, Inc., as the firm to conduct property patrol services for the seven Orange County Transportation Authority properties.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2492 between the Orange County Transportation Authority and High Level Security Solutions, Inc., in the amount of \$400,000, for a five-year initial term, with two, one-year option terms, to provide property patrol services for the seven Measure M2 Environmental Mitigation Program properties.

8. Agreement for Measure M2 Environmental Mitigation Program Interim Preserve Maintenance

A motion was made by Director R. Murphy, seconded by Director Muller, and following a roll call vote, declared passed 6-0, to:

- A. Approve the selection of RECON Environmental, Inc., as the firm to provide maintenance services on the seven Orange County Transportation Authority Preserves.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2477 between the Orange County Transportation Authority and RECON Environmental, Inc., in the amount of \$1,200,000, for a five-year initial term, with two, one-year option terms, to provide maintenance services for the Measure M2 Environmental Mitigation Program Interim Preserve maintenance.



Regular Calendar

9. Consultant Selection for 2022 Long-Range Transportation Plan and Program Environmental Impact Report

Gregory Nord, Section Manager of Planning and Analysis, introduced Pia Veessapen, Director of Contracts Administration and Materials Management, and reported on the following:

- Background on the Long-Range Transportation Plan (LRTP), overview of the recommendations, and with the Board of Directors' approval, a plan to complete the documents by late 2022.
- The program environmental impact report is included in the LRTP as a proactive step to address the new transportation impact analysis requirements set in place by Senate Bill (SB) 743. A focus will be evaluating vehicle miles traveled.
- The Orange County Transportation Authority (OCTA) will evaluate post Measure M2 conditions in the LRTP for the first time.
- Summary of the procurement process and the selection of LSA Associates, Inc. as the firm to prepare the LRTP and Program Environmental Impact Report.

A motion was made by Director R. Murphy, seconded by Committee Vice Chair Delgleize, and following a roll call vote, declared passed 6-0, to:

- A. Approve the selection of LSA Associates, Inc., as the firm to prepare the 2022 Long-Range Transportation Plan and Program Environmental Impact Report.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2523 between the Orange County Transportation Authority and LSA Associates, Inc., in the amount of \$983,500, to prepare the 2022 Long-Range Transportation Plan and Program Environmental Impact Report.

10. Interstate 405 Improvement Project Funding Update

Jeff Mills, Senior Program Manager, presented a PowerPoint presentation as follows:

- Project Location and Key Features;
- Current Project Status;
- Project Bridge Map;
- Risks Materialized to Date;
- Estimate at Completion;

10. (Continued)

- Potential Funding/Financial Plan; and
- Recommendations.

A discussion ensued regarding:

- Referenced Slide Five of the PowerPoint presentation and noted that the safety related enhancements were in the range of \$40-\$50 million. 25 percent over budget would be increased due to safety items.
- The archaeological discoveries continue to be a risk and continue to be worked on.
- An update on the Transportation Infrastructure Finance and Innovative Act and how a formal application has been sent to the Build America Bureau (Bureau) on resetting the rate. OCTA is waiting to hear back from the Bureau.
- Discussions with the Bureau have been very positive, and staff is optimistic that they will reset the rate.

A motion was made by Committee Vice Chair Delgleize, seconded by Director Bartlett, and following a roll call vote, declared passed 6-0, to:

- A. Authorize the use of an additional \$180,234,000 in Measure M2 funds for the Interstate 405 Improvement Project to increase the overall project budget from \$1,900,000,000 to \$ 2,080,234,000.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.
- C. Pursuant to the Public Contract Code, find that satisfactory progress is being made on the project and authorize the Chief Executive Officer to negotiate and execute a contract change order to reduce retention withholding from five percent to three percent on future invoices from OC 405 Partners, and authorize the Chief Executive Officer to release retention to OC 405 Partners, in an amount not to exceed \$10,000,000, at 75 percent of substantial completion of the project, and to release retention to OC 405 Partners, in an amount not to exceed \$5,000,000, at 90 percent of substantial completion of the project.



Discussion Items

11. Chief Executive Officer's Report

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

- OCTA received a \$140 million award for the State Route 55 Improvement Project from the California Transportation Commission (CTC). The project will add much-needed general-purpose, HOV and auxiliary lanes in both directions between the Interstate 405 and the 5 (I-5) freeways. Project funding was awarded from two SB 1 competitive programs:
 - \$115 million from the Trade Corridor Enhancement Program; and
 - \$25 million from the Local Partnership Competitive Program.Mr. Johnson, CEO, thanked the CTC for their support and the assistance received from California Department of Transportation (Caltrans) District 12.
- The I-5 Central County Improvements Project has received an Honor Award from the American Council of Engineering Companies (ACEC). This also puts the project in the running for the Golden State Award (ACEC's highest-level award). Mr. Johnson, CEO, congratulated OCTA, Caltrans, contractors, and the City of Santa Ana staff who worked on this project.

12. Committee Members' Reports

Director R. Murphy stated this is his last committee meeting and that it has been a pleasure for him to serve on this Committee.

Committee Chairman Murphy wished Director R. Murphy the best in his future endeavors and thanked him for a job well done.

Committee Vice Chair Delgleize acknowledged Director R. Murphy and stated he would be a definite contribution to wherever he goes. Director Bartlett thanked Director R. Murphy for his service and hopes he will stay engaged to get his insight on things.

On behalf of the staff, Mr. Johnson, CEO, acknowledged Director R. Murphy and stated they will miss his thoughtful questions and professionalism. Mr. Johnson, CEO, would be happy to answer any questions on transportation if he has any in the future.



13. Closed Session

There were no Closed Session items scheduled.

14. Adjournment

The meeting adjourned at 11:05 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, January 4, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Mark A. Murphy
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



January 4, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2726 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$255,320,000, comprised of a construction capital share of \$213,460,000, and a construction management services share of \$41,860,000, for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 55 (SR-55) Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5) (Project). The Project is part of Project F 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 2019. The four-mile long Project will add general purpose and high-occupancy vehicle lanes in each direction between I-405 and I-5, and will also add auxiliary lanes between interchanges.

Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5 **Page 2**

On June 12, 2017, the Board authorized Cooperative Agreement No. C-7-1753 with Caltrans to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the Project. On September 11, 2017, the Board authorized Cooperative Agreement No. C-7-1936 with Caltrans for the Project's right-of-way phase.

OCTA and Caltrans are proposing to enter into a cooperative agreement to define the specific roles and funding responsibilities of each agency for the Project's construction phase for construction capital and construction management (CM) support.

The total construction capital funding required for the Project is \$213,460,000. Construction support is expected to cost \$41,860,000. The total construction cost of \$255,320,000 will be supported with a combination of State programs, including Local Partnership Program-Competitive (LPP-C), State Highway Operation and Protection Program, State Transportation Improvement Program, Trade Corridor Enhancement Program (TCEP), federal Congestion Mitigation and Air Quality Improvement Program, and local M2 funds. State and federal funds combined are providing support for 92.8 percent of the construction phase cost. A separate staff recommendation to accept SB 1 (Chapter 5, Statutes of 2017) grants, comprised of LPP-C and TCEP funds, to support Cooperative Agreement No. C-0-2726, will be presented to the Board on January 11, 2021.

A table depicting the proposed funding plan for the construction cooperative agreement with Caltrans is provided below.

Funding Programs	Proposed Funding	Percent of Construction Cost
State and Federal	\$236,955,000	92.8%
M2	\$18,365,000	7.2%
Total:	\$255,320,000	

Bid documents for the Project will be prepared for the construction contract and are expected to be advertised by late 2021. As the implementing agency for construction of the Project, Caltrans will be responsible for advertisement, award, approval, and administration of the construction contract. Under the proposed cooperative agreement, Caltrans and OCTA have agreed to share in the CM support services for the Project.

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

Caltrans, as the construction phase implementing agency, will provide the resident engineer, structures representative, and other field personnel, along with construction administrative support and environmental monitoring.

OCTA will retain a consultant firm to augment Caltrans field staff with electrical, structural and roadway inspection, office engineering, field surveying, materials testing, and claims support services. OCTA's consultant will also provide a field office to house construction staff on the Project. Through separate contracts, OCTA will lead the public outreach and freeway service patrol efforts.

Fiscal Impact

The Project will be included in OCTA's Fiscal Year (FY) 2021-22 Budget and subsequent FY budgets, Capital Programs Division, accounts 0017-9084-FF101-OTB and 0017-9085-FF101-1OP, and as noted above, will be funded with a combination of federal, state, and local funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-0-2726 with the California Department of Transportation, in the amount of \$255,320,000, comprised of a construction capital share of \$213,460,000, and a construction management services share of \$41,860,000, for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Attachment

None.

Prepared by:



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



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

Approved by:



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



January 4, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Supplemental Contract Change Order for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 – Archaeological Treatment Plan

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project from State Route 73 to Interstate 605. A supplemental contract change order is needed to implement and maintain an archaeological treatment plan and continue archaeological monitoring.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute supplemental Contract Change Order No. 57.2 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$2,500,000, to implement and maintain an archaeological treatment plan and continue archaeological monitoring for the Interstate 405 Improvement Project from State Route 73 to Interstate 605.

Discussion

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

Supplemental Contract Change Order for the Interstate 405 Page 2
Improvement Project from State Route 73 to Interstate 605 –
Archaeological Treatment Plan

On November 14, 2016, the OCTA Board of Directors (Board) approved Agreement No. C-5-3843 with OC 405 Partners (OC405), a joint venture, for the design and construction of the Project. The contract was executed and Notice to Proceed (NTP) No. 1 was issued to OC405 on January 31, 2017. NTP No. 2, for the full design and construction of the Project, was issued to OC405 on July 27, 2017.

On September 25, 2019, an archaeological discovery was encountered within the Project site. OCTA has been following established state and federal procedures for this type of discovery and is working with the responsible parties to ensure appropriate and respectful procedures are followed. In accordance with Section 106 of the National Historic Preservation Act, an archaeological treatment plan (ATP) is required to guide cultural resource discoveries, including the identification, evaluation, and treatment of archaeological resources within the Project site.

Contract Change Order (CCO) No. 57, in the amount of \$200,000, was previously issued to OC405 to initiate archaeological monitoring, prepare and obtain approval of the ATP, and provide site security and erosion control measures to protect the discovery site. Subsequently, CCO No. 57.1, in an additional amount of \$1,300,000, was approved by the Board on April 13, 2020, and issued to OC405 to implement, maintain, and comply with the requirements of the approved ATP. Since then, costs to implement and comply with the ATP have exceeded original estimates.

OCTA worked extensively and collaboratively with Caltrans, the State Historic Preservation Office (SHPO), and the Native American Tribe (Tribe) during field implementation of the ATP. As part of this effort, OCTA performed additional geo-archaeological borings and completed archaeological data collection excavation test units at various locations to characterize the extent of the archaeological formation beyond the original discovery. This effort also required additional archaeological monitoring beyond the original estimate. The discovery occurred at an overcrossing currently under construction in two stages. A preliminary field work summary report for the first stage of bridge construction that is nearing completion and a work plan for the upcoming second stage of bridge construction were prepared for the purpose of communicating progress and planned work to Caltrans, SHPO, and the Tribe. This additional effort was also not anticipated in the original estimate.

The results of the additional archaeological work provided a better understanding of the extent of the formation for other potential discoveries and allowed the construction crews to be better prepared for any potential

Supplemental Contract Change Order for the Interstate 405 Page 3
Improvement Project from State Route 73 to Interstate 605 –
Archaeological Treatment Plan

archaeological discoveries in the work areas. This also allowed construction to proceed efficiently by mitigating the risk for work starting, then stopping, due to another unanticipated archaeological discovery. In addition, these efforts provided assurance to Caltrans, SHPO, and the Tribe that OCTA is meeting the requirements of the ATP and all other regulatory requirements.

OCTA staff developed an independent cost estimate for the anticipated additional archaeological work to support the second stage of bridge construction based on previous levels of effort. Staff is requesting Board approval of supplemental CCO No. 57.2, in the amount of \$2,500,000, to continue implementation of the ATP, which includes activities such as preparation of the final field work and data recovery report and associated laboratory work, monitoring, site security, excavation equipment support, erosion control, site maintenance, and final reburial of discovered remains. This brings the total amount for CCO No. 57 to \$4,000,000.

Procurement Approach

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build projects, and with Board-approved procedures for public works projects, which conform to both federal and state requirements. On November 14, 2016, the Board approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a design-build contract.

Proposed supplemental CCO No. 57.2, in the amount of \$2,500,000, in addition to the previous CCO No. 57, in the amount of \$200,000, approved by OCTA's Contracts Administration and Materials Management Department, and CCO No. 57.1, in the amount of \$1,300,000, approved by the Board on April 13, 2020, will provide staff the ability to timely direct the implementation, maintenance, and compliance of the ATP, as well as continue archaeological monitoring. CCO No. 57.2 brings the total authorized amount of CCO No. 57 to \$4,000,000.

Attachment A lists the CCOs that have been executed to date, and the CCOs that are pending execution with OC405.

Supplemental Contract Change Order for the Interstate 405 Page 4
Improvement Project from State Route 73 to Interstate 605 –
Archaeological Treatment Plan

Fiscal Impact

Funding for this work was approved in OCTA's Fiscal Year 2020-21 Budget, Capital Programs Division, accounts 0017-9084-FK101-OGM and 0037-9017-A9510-OGM, and is funded with a combination of federal, state, and local funds. M2 funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes. The cost for the development, implementation, and maintenance of the ATP and archaeological monitoring described in CCO No. 57.2 is funded from the Project contingency and is not anticipated to increase the total Project estimate of \$2,080,234,000.

Summary

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 57.2 to Agreement No. C-5-3843 with OC405, in the amount of \$2,500,000, to implement and maintain an ATP and continue archaeological monitoring for the Project.

Attachment

- A. OC405 Partners, Agreement No. C-5-3843, Contract Change Order Log

Prepared by:



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

Approved by:



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



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

**OC 405 Partners
Agreement No. C-5-3843
Contract Change Order Log**

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
001	Technical Provisions – Execution Version	Approved	06/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	6/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	7/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Approved	10/2/2018	\$200,000.00
003.1.1	Provisional Sum for Extra Maintenance Work-Unilateral	Approved	10/10/2019	\$400,000.00
003.1.2	Supplemental Extra Maintenance Work	Approved	1/16/2020	\$350,000.00
003.1.3	Supplemental Extra Maintenance Work	Approved	8/4/2020	\$350,000.00
003.2	Additional Extra Maintenance Work	Pending		\$500,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00
005.1	Increase in Provisional Sum per Contract Section 19.4 Disputes Board	Approved	7/1/2019	\$50,000.00
006	Partnering (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006.1	Partnering per Contract Section 19.1	Approved	7/1/2019	\$50,000.00
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
008	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	9/13/2018	\$100,000.00
008.1	Supplemental Unknown Hazardous Materials	Approved	9/11/2019	\$100,000.00
008.2	Supplemental Unknown Hazardous Materials	Approved	11/25/2019	\$250,000.00
008.2.1	Supplemental Unknown Hazardous Materials	Approved	3/11/2020	\$150,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
008.3	Supplemental Unknown Hazardous Materials	Approved	5/4/2020	\$500,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used By Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to OCTA for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Approved	9/13/2018	-\$237,982.39
013	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405; State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/ Bushard Street	Approved	2/25/2019	\$8,560,556.00
013.1	Permanent Traffic Signal at the intersection of Warner Avenue and Greenleaf Street	Approved	12/5/2019	\$460,327.00
014	Thrust Blocks for the City of Fountain Valley Water Lines	Approved	10/29/2018	\$88,021.00
015	Slater Bridge Construction Shuttle Services	Approved	12/4/2018	\$175,000.00
016	Construction Zone Speed Reduction	Approved	12/3/2018	\$70,000.00
016.1	Additional Speed Reduction Signs	Approved	12/31/2019	\$4,512.00
017	Relocation of Water Lines for the City of Fountain Valley	Approved	3/8/2019	\$800,000.00
018	Enhanced Gawk Screen at Bolsa Chica Road	Approved	1/25/2019	\$56,395.00
019	Brookhurst Street Overhead Sign Location Redesign	Approved	1/25/2019	\$11,484.00
020	Differing Site Conditions - Pavement Thickness at Magnolia	Approved	1/29/2019	\$4,095.00
021	Polymer Fibers in All Concrete Bridge Decks	Approved	3/19/2019	\$1,463,020.00
022	Temporary Construction Easement Reduction at La Quinta	Approved	3/19/2019	\$85,573.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
023	Updated FasTrak Logos (Unilateral)	Approved	2/21/2019	\$20,532.00
024	Express Lanes Channelizers	Approved	3/12/2019	\$122,778.00
025	Stainless Steel Inserts at Fairview Road Overcrossing	Approved	3/12/2019	-\$9,293.00
026	OCTA PlanGrid Software Licenses	Approved	3/28/2019	\$35,994.00
026.1	Supplemental for OCTA PlanGrid Software Licenses	Approved	9/11/2019	\$8,570.00
027	Utility potholing on Milton Ave	Approved	9/12/2019	\$61,731.87
027.1	Electrical Infrastructure Work at Milton Avenue	Approved	1/16/2020	\$278,282.28
028	Mesa Water District 12-inch Water Line (CN- 1127)	Approved	5/7/2019	\$208,600.00
029	Magnolia Loop Ramp CMS Deletion	Approved	05/15/19	-\$74,319.00
030	Motel 6 Sound Wall (SW-791) Elimination	Approved	05/15/19	-\$130,000.00
031	Sound Wall 956 Reduction	Approved	05/22/19	-\$30,000.00
033	Edinger Channel Pavement Rehabilitation	Approved	07/30/19	\$176,465.00
034	Chevron and Crimson Utility Relocation at Goldenwest Crossing	Approved	8/2/2019	\$75,000.00
034.1	Chevron and Crimson Utility Relocation Support	Approved	12/31/2019	\$12,018.00
034.2	Chevron and Crimson Goldenwest Relocation Assistance	Approved	02/18/2020	\$110,000.00
034.3	Chevron and Crimson Goldenwest Relocation Assistance	Approved	8/4/2020	\$10,982.00
034.4	Chevron and Crimson Goldenwest Relocation Assistance	Approved	9/21/2020	\$300,000.00
035	Incompatible Specifications - Adjacent to CRCP Pavement	Approved	06/26/19	\$2,900,557.00
036	Minor Construction Support for Dry Utilities	Approved	5/11/2020	\$100,000.00
037	Sound Wall 375 Protect in Place	Approved	06/04/19	\$200,000.00
040	HDPE in Lieu of RCP	Approved	7/9/2019	-\$7,418.68

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
041	Emergency Vehicle Preemption Devices at Fairview	Approved	7/9/2019	\$44,147.00
042	Executed Utility Agreements (Unilateral)	Approved	11/4/2019	\$0.00
043	Early Partial Removal of Sound Wall 328	Approved	9/16/2019	\$14,414.18
044	Field survey for Frontier at Westminster	Approved	1/7/2020	\$12,908.42
045	Water Line Betterments (CN 1012 & 6044) at Warner Avenue	Approved	10/12/2019	\$256,244.00
046	Additional Water Lines at Brookhurst Street and Talbert Avenue in the City of Fountain Valley	Approved	12/5/2019	\$389,878.00
047	Additional Water Line Valves for the City of Fountain Valley	Approved	12/5/2019	\$266,828.00
048	Temporary Construction Easement Reduction at Sit n' Sleep (CPN 103026)	Approved	10/17/2019	\$129,243.00
049	Beach Blvd Lane Widths Reduction (Necessary Basic Configuration Change)	Approved	10/17/2019	\$160,000.00
050	Vibration Sensitive Receptors (McFadden OC Abutment 3)	Approved	10/17/2019	\$59,383.87
051	Exercising Water Valves for the City of Fountain Valley	Approved	1/16/2020	\$50,000.00
052	McFadden Avenue Interconnect Between Beach Boulevard and Sugar Drive	Approved	11/14/2019	\$0.00
053	Traffic Signal Modification at Beach and McFadden	Approved	11/14/2019	-\$128,118.00
054	DSC Pavement Against Median K-Rail	Approved	12/31/2019	\$11,133.00
055	LA Fitness at Retaining Wall 717	Approved	12/31/2019	\$8,428.29
056	Additional Speed Reduction Signs and Radar Packages	Approved	12/31/2019	\$148,397.00
057	Archeological Treatment Plan	Approved	6/4/2020	\$200,000.00
057.1	Archaeological Treatment Plan	Approved	7/9/2020	\$500,000.00
057.1.1	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue (Supplemental)	Approved	8/27/2020	\$500,000.00
057.1.2	Supplemental Environmental Monitoring at Bolsa Overcrossing	Approved	10/30/2020	\$300,000.00
057.2	Archaeological Treatment Plan and Native American Monitoring	Pending		\$2,500,000.00
058	Biological Monitoring Naval Weapons Station (Unilateral)	Approved	6/29/2020	\$50,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
058.1	Biological Monitor at Naval Weapon Station Seal Beach	Pending		\$50,000.00
059	Pavement Limits for Beach Boulevard and Edinger Avenue	Approved	02/18/2020	\$33,573.00
060	Heil Pedestrian Overcrossing and Switchback Ramp (Unilateral)	Approved	2/25/20	\$1,044,927.00
061	Plant Establishment Period	Approved	02/26/2020	\$1,600,000.00
062	Senate Bill 1: Diesel Fuel Sales Tax Rate Increase	Approved	3/9/2020	\$1,764,164.64
063	Bracing for Southern California Edison Power Poles at CN 2012	Approved	03/05/2020	\$169,770.00
064	City Sales and Use Tax Increases (Unilateral)	Approved	4/22/2020	\$28,657.00
065	Traffic Studies to Analyze Schedule Mitigation	Approved	4/22/2020	\$70,854.00
066	Combined Authority-accepted Extra Work	Approved	5/14/2020	\$18,826.00
067	SCE Conduit at Heil Avenue	Approved	5/14/2020	\$109,219.00
068	Archaeological Monitoring for all Ground disturbing activities at Naval Weapons Station	Approved	8/27/2020	\$100,000.00
068.1	Archaeological and Native American Monitors at Naval Weapon Station Seal Beach	Pending		\$100,000.00
069	Drainage System 757 Access	Approved	5/14/2020	\$60,374.00
070	Amendments to Contract Sections 19.3.4 and 19.5.2 No Cost	Approved	5/19/2020	\$0.00
071	UPRR Flagging Costs	Approved	6/13/2020	\$200,000.00
072	SCE and Frontier Electrical Infrastructure Work at Almond Avenue	Approved	5/19/2020	\$1,843,329.00
074	Combined Authority Accepted Extra Work (PCOs 169 and 122G)	Approved	7/7/2020	\$6,965.39
075	Bushard Pile Conflict with Existing Piles	Approved	7/21/2020	\$28,867.00
076	Combined Authority Accepted Extra Work (PCOs 180, and 183)	Approved	9/16/2020	\$12,668.80
077	Toll Rate Changeable Message Signs (CMS)	Approved	9/8/2020	\$146,031.00
078	Parking Lot Improvements at United States Postal Service Property	Approved	10/27/2020	\$537,436.00
079	Extension of the Third Westbound Lane on Talbert Avenue to Cashew Street.	Approved	12/02/2020	\$270,528.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
080	Temporary Bypass Waterline for the Goldenwest Street Bridge Phase 2	Approved	10/30/2020	\$579,604.00
081	Oceanview Channel Damaged Existing RCB	Approved	11/05/2020	\$59,806.16
082	Existing Buried Shoring Removal at Bella Terra Near RW 895 (Unilateral)	Approved	11/10/2020	\$19,637.23
085	Modified Pavement Overlay for the City of Fountain Valley	Pending		\$107,180.00
086	Global Settlement	Pending		\$157,000,000

Original Contract Price	\$1,217,065,000.00
Contingency Fund	<u>\$241,959,728.00</u>
Total Contract Allotment	\$1,459,024,728.00

Subtotal Approved CCO	\$31,254,314.22
Subtotal Pending CCOs	<u>\$160,257,180.00</u>
Total CCOs	\$191,511,494.22

Proposed Revised Contract Price	\$1,408,576,494.22
Remaining Contingency Fund	\$50,448,233.78



January 4, 2021

To: Regional Highways and Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Measure M2 Environmental Mitigation Program Update

Overview

Measure M2 includes a program to deliver comprehensive mitigation for specific environmental impacts of 13 freeway projects in exchange for streamlined project approvals from the state and federal resources agencies. A biannual status report of these efforts and program update is presented.

Recommendation

Receive and file as an information item.

Background

Measure M2 (M2) includes the Environmental Mitigation Program (EMP) intended to mitigate certain impacts and streamline the approval process for 13 M2 freeway projects. This was achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (Wildlife Agencies) in 2017. Consistent with the Conservation Plan, the Orange County Transportation Authority (OCTA) has purchased seven conservation properties (Preserves) and funded 12 habitat restoration projects (Attachment A). An endowment was established for the long-term management of the Preserves. In a parallel process, the United States Army Corps of Engineers (ACOE) and the State Water Resources Control Board (SWRCB) have also established a framework to expedite the regulatory permitting process.

The development of the Conservation Plan, the subsequent purchase of these Preserves, and the restoration projects has largely met the intent of the EMP, and the mitigation needs of the M2 freeway projects. Many of the restoration projects are close to or have obtained approvals from the Wildlife Agencies.

Discussion**Conservation Plan Update**

As a commitment of the Conservation Plan, OCTA is required to prepare an annual report on the implementation processes. The 2019 Annual Report was completed and provided to the OCTA Board of Directors (Board) in July 2020. The report is available on the OCTA website at [Environmental - Preserve Management \(octa.net\)](https://www.octa.net/Environmental-Preserve-Management). OCTA will continue with its efforts to complete the required objectives in a timely manner. The next Conservation Plan Annual Report is anticipated to be completed in early 2021 and will be provided to the Board in the next EMP update.

Silverado, Blue Ridge, and Bond Fire Impacts

Three significant fires have impacted Orange County over the past three months. These fires have impacted multiple investments sponsored by the OCTA EMP. On October 26, 2020, two fires (Silverado and Blue Ridge) ignited and impacted three restoration projects. A status update of these two fires was provided to the Environmental Oversight Committee (EOC) and the Board on October 29, 2020 and has since been updated (Attachment B). The Bond fire ignited in Orange County on Wednesday, December 2, 2020. A summary of this fire is also included in Attachment B. None of the OCTA Preserves were in the burn area, but several restoration projects were affected by these three fires. Staff is coordinating with the jurisdictions involved with the fire response, as well as the Wildlife Agencies. OCTA will coordinate with the restoration project sponsors to fully assess the damage and then work closely with the Wildlife Agencies to discuss next steps. In addition, OCTA will seek federal funding opportunities related to the fires and will work with the Irvine Ranch Conservancy (IRC) to find innovative ways to aide in the restoration recovery.

Bee Flat Canyon Restoration Project Completion

In July 2020, the Wildlife Agencies officially approved the successful completion of the OCTA-funded Bee Flat Canyon Restoration Project. This 84-acre project is within Orange County Parks lands and was funded in April 2011. This restoration project was supported by IRC. The goal of the project was to reestablish a diverse, resilient, and self-sustaining ecosystem. This is the third OCTA-funded restoration project to meet its success criteria. Unfortunately, this project was affected by the Silverado fire. As stated above, OCTA will coordinate with the IRC to fully assess the damage and then work closely with the Wildlife Agencies to discuss next steps. As this project received sign off, OCTA will not be required by the Wildlife Agencies to provide any additional funding for fire damage repairs.

OCTA Preserve Fire Management Plans

OCTA began developing fire management plans (Plans) for the Preserves in 2018 with an anticipated completion date of 2020. Each Preserve will have its own separate Plan. The Plans will provide guidelines for decision-making at all stages, including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. This includes annual vegetation thinning on the Preserves near homes and on the existing access roads.

The first Plan (Silverado Chaparral Preserve) has been approved by the Orange County Fire Authority. OCTA is coordinating with the Wildlife Agencies to obtain their approval. The remaining Plans were anticipated to be completed in 2020. However, due to coordination delays with Southern California Edison regarding easement confirmation, they are anticipated to be finalized in 2021. Once completed, these Plans will be publicly available.

Trabuco Rose Preserve Gully Restoration

OCTA staff has been implementing an erosion stabilization project at the Trabuco Rose Preserve. The ongoing erosion has created a large gully in an unnamed tributary (Attachment C). This has affected the adjacent main access road, which is crucial for maintaining the property. Restoration and repairs have been proposed to restore the area. Engineers have finalized the restoration plan which includes the placement of rock to buttress the sides of the gully. The buttressing would reinforce the oak habitat and access road. Native plants would then be installed to help stabilize the rock and soften this new feature. Staff has been coordinating with the Wildlife Agencies and the ACOE as this project will require permits and approvals from these agencies.

Clean Water Act Permits Update

The M2 freeway projects are anticipated to impact jurisdictional waters, or waters that are subject to regulation by the ACOE, the SWRCB, and the CDFW, which will require mitigation. Before construction activities can occur, OCTA must obtain sections 401 and 404 Clean Water Act permits from the regulatory agencies. The Conservation Plan mitigation was utilized to help obtain Clean Water Act permits. This has streamlined the project-level permitting processes. These efforts are the result of years of collaboration between OCTA and the regulatory agencies and constitute another groundbreaking milestone for the M2 EMP.

Freeway Projects Update

The following projects are in construction and were able to benefit from the EMP. Without the EMP's established process, these projects could have incurred mitigation-related requirements and unknown costs, resulting in project cost and schedule risks.

- Project C (Interstate 5 Improvement Project from State Route 73 [SR-73] to El Toro Road); and
- Project K (Interstate 405 Improvement Project from SR-73 to the Los Angeles County line).

A strong partnership has been forged through collaboration with the environmental community as exemplified by their participation on the EOC. Furthermore, there has been reduction in risk from the threat of potential lawsuits because of these partnerships.

Endowment Fund

The Conservation Plan permits were issued by the Wildlife Agencies in mid-2017. As a result, the M2 environmental process has been streamlined, allowing OCTA to expedite the M2 freeway projects. The Conservation Plan requires the establishment of a \$34.5 million endowment to fund the long-term management of the Preserves. To date, OCTA has made five endowment deposits. Quarterly investment reports are provided to the Board, with the most recent one in December 2020. As of September 30, 2020, the balance was \$16,046,435. The balance is above the fiscal year 2021 target of \$16,002,055. Staff will continue assess market conditions and provide regular endowment updates to the Board, Finance and Administration Committee, and the EOC.

Summary

M2 includes an EMP that provides funding for programmatic mitigation to offset certain impacts of the 13 M2 freeway projects. To expedite the delivery of the M2 freeway projects, this program was initiated to implement early project mitigation through preservation and habitat restoration. This program is administered through a Conservation Plan, which was approved by the Wildlife Agencies in mid-2017. To maximize the benefits of the investments, OCTA has utilized some of that same mitigation to obtain Clean Water Act permits.

Attachments

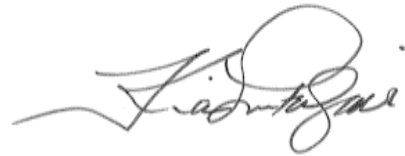
- A. OCTA Preserves and Funded Restoration Projects
- B. Silverado, Blue Ridge, and Bond Fires Update
- C. OCTA Trabuco Rose Gully Location Map and Photo

Prepared by:



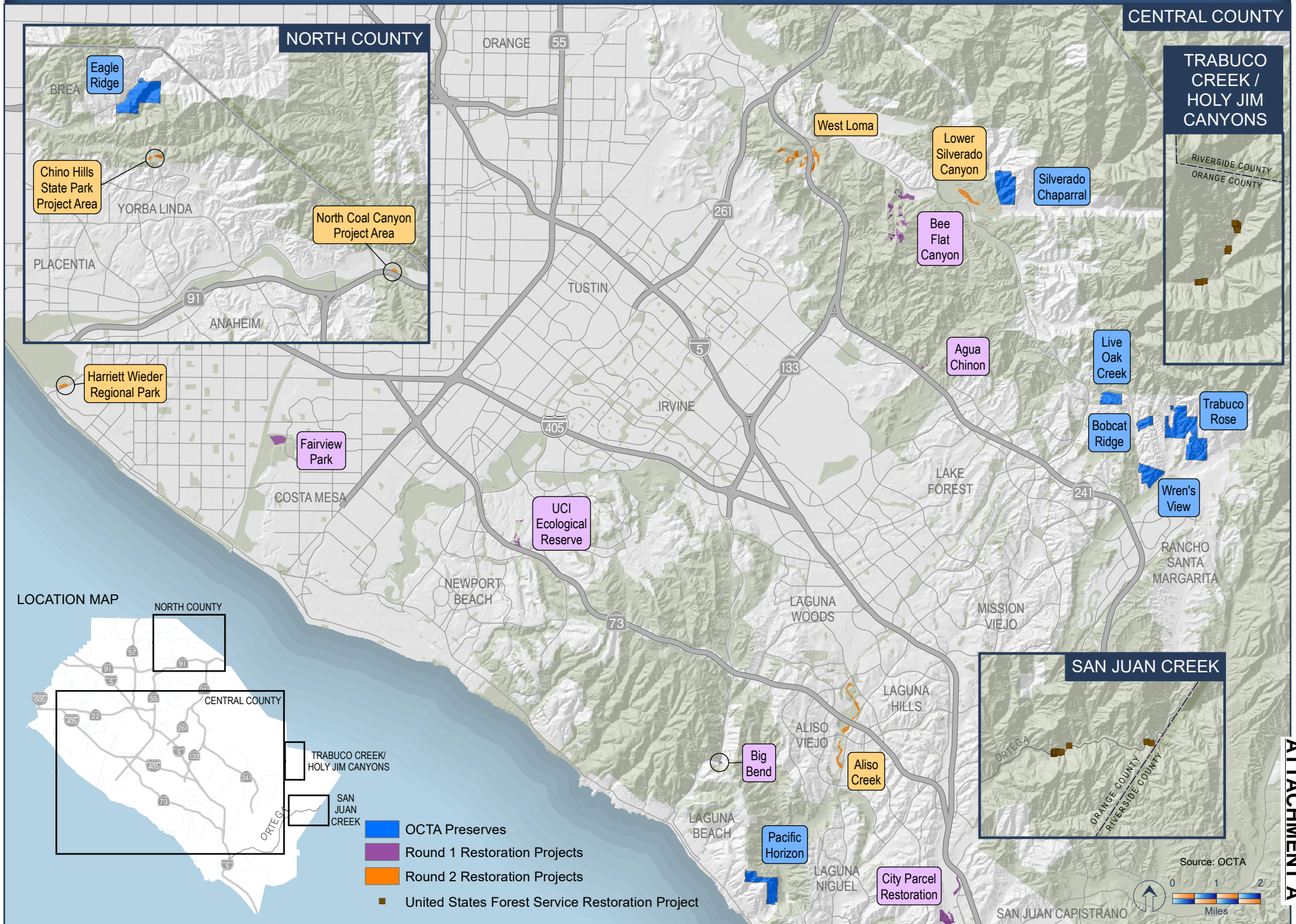
Lesley Hill
Environmental Mitigation
Project Manager
(714) 560-5759

Approved by:



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

OCTA Preserves and Funded Restoration Projects



Silverado, Blue Ridge, and Bond Fires Update

Background

Two wind-driven fires occurred in Orange County on October 26, 2020. The Silverado fire started in the morning near Santiago Canyon Road and Silverado Canyon Road in unincorporated Orange County and quickly spread toward Irvine. The Blue Ridge fire started in the afternoon near the Green River Golf Club and State Route 91 and quickly spread into Chino Hills State Park toward Yorba Linda burning in both San Bernardino and Orange counties. The Blue Ridge fire burned a total of 13,964 acres. The fires did not impact any of the Orange County Transportation Authority's (OCTA) Environmental Mitigation Program (EMP) preserves. However, three habitat restoration projects funded by OCTA were affected by the Silverado fire.

A third wind-driven fire occurred in Orange County late in the evening on December 2, 2020. The fire ignited in Silverado Canyon in unincorporated Orange County and spread west towards Irvine. The fire narrowly missed the OCTA EMP Silverado Chaparral Preserve. The West Loma Restoration Project, which had been previously impacted by the Silverado fire was once again impacted by the Bond fire. The three fires, together with the OCTA Preserves and restoration projects, have been mapped and are attached (Exhibit A through Exhibit C). A summary of the impacts is provided below.

Discussion

The Blue Ridge fire did not impact any of the OCTA Preserves or restoration projects. However, the October Silverado fire located in the eastern part of the County, burned approximately 12,466 acres and impacted three OCTA restoration projects. In addition, the Bond fire also located in the eastern part of the County, burned approximately 6,686 acres in December and impacted the OCTA funded West Loma and Bee Flat Canyon restoration projects. The West Loma and Bee Flat restoration projects were also previously impacted by the Silverado fire. The Silverado Chaparral Preserve (204 acres) was not far from where the Silverado fire ignited and again narrowly missed being burned by the Bond fire in December. The table below provides a breakdown of the impacts caused by these fires.

The Irvine Ranch Conservancy (IRC) has sponsored several OCTA restoration projects. Based on coordination and site visits with the IRC, three projects have been affected. These restoration projects include West Loma, Bee Flat Canyon, and Agua Chinon.

Silverado, Blue Ridge, and Bond Fires Update

The Bee Flat Canyon and Agua Chinon restoration areas are in different geographic locations but were funded together as one project by OCTA. The Bee Flat Canyon Restoration Project was just approved and accepted by the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies). OCTA staff highlighted this successful restoration project at the August 5, 2020 Environmental Oversight Committee (EOC) meeting.

The West Loma and Agua Chinon projects are in various stages of restoration and have not yet been signed off. Agua Chinon was anticipated to be signed off in 2021 (see the table below for more details).

IRC Restoration Projects Impacted by the Recent Fires

Name	Project Cost	Approximate Acreage	Acreage Burned Silverado Fire*	Acreage Burned Bond Fire*	Total Acreage Burned*
West Loma	\$1,322,800	62	0.8	26	26.8
Bee Flat Canyon and Agua Chinon	\$1,497,160	84	82.6	1.4	84
		6	6	0	6

*Acreage is estimated for impacts until the projects can be fully assessed by IRC staff.

In summary, none of the OCTA preserves were affected by the fires, but three OCTA-funded restoration projects were affected between the Silverado and Bond fires.

Next Steps

OCTA will continue to coordinate closely with the IRC and the Wildlife Agencies to discuss project needs and recommendations, as well as OCTA's commitments and obligations. Updates will be provided to the EOC.

Exhibit A: OCTA Preserves and Restoration Projects near Silverado Fire

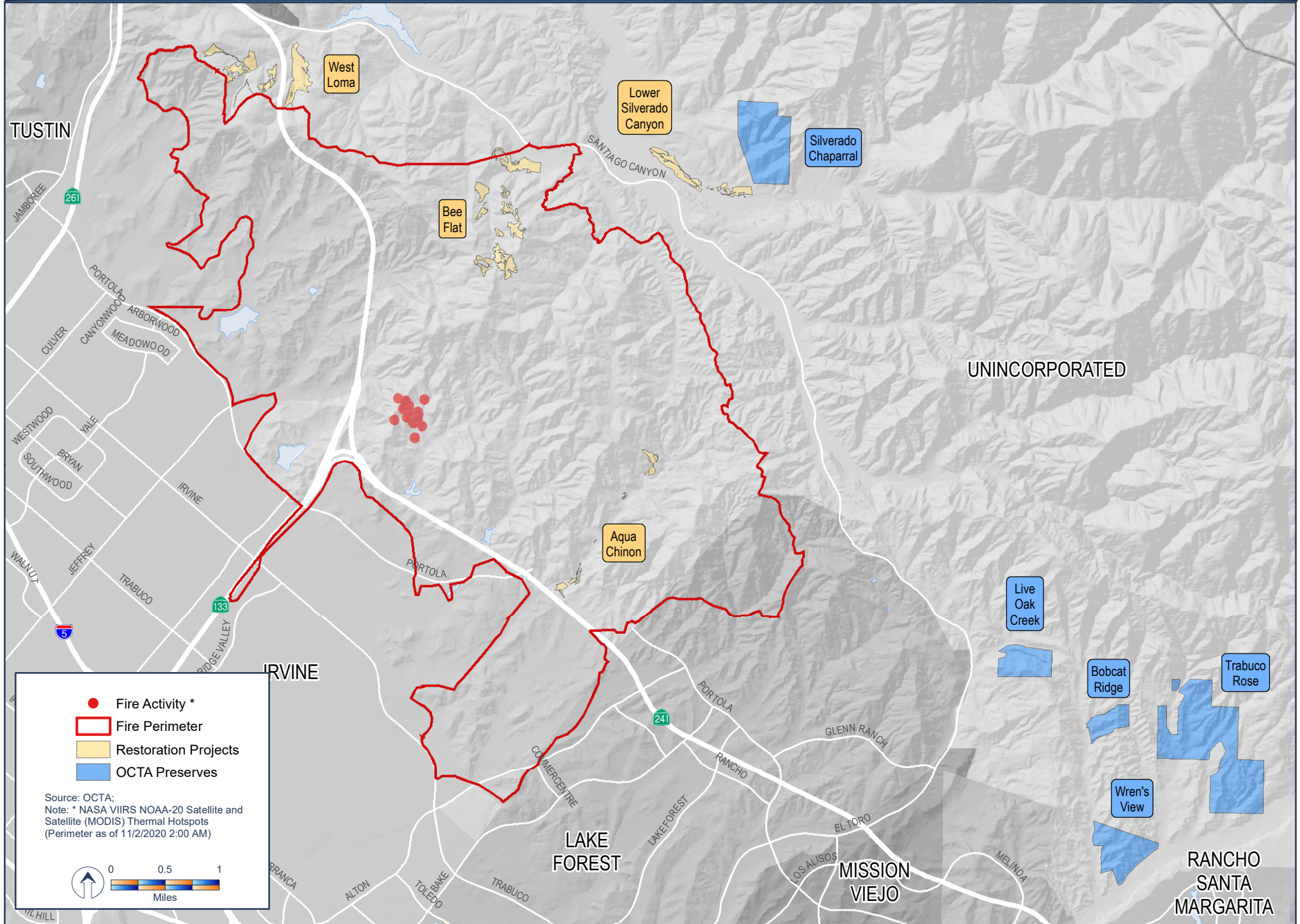


Exhibit B: OCTA Preserves and Restoration Projects near Blue Ridge Fire

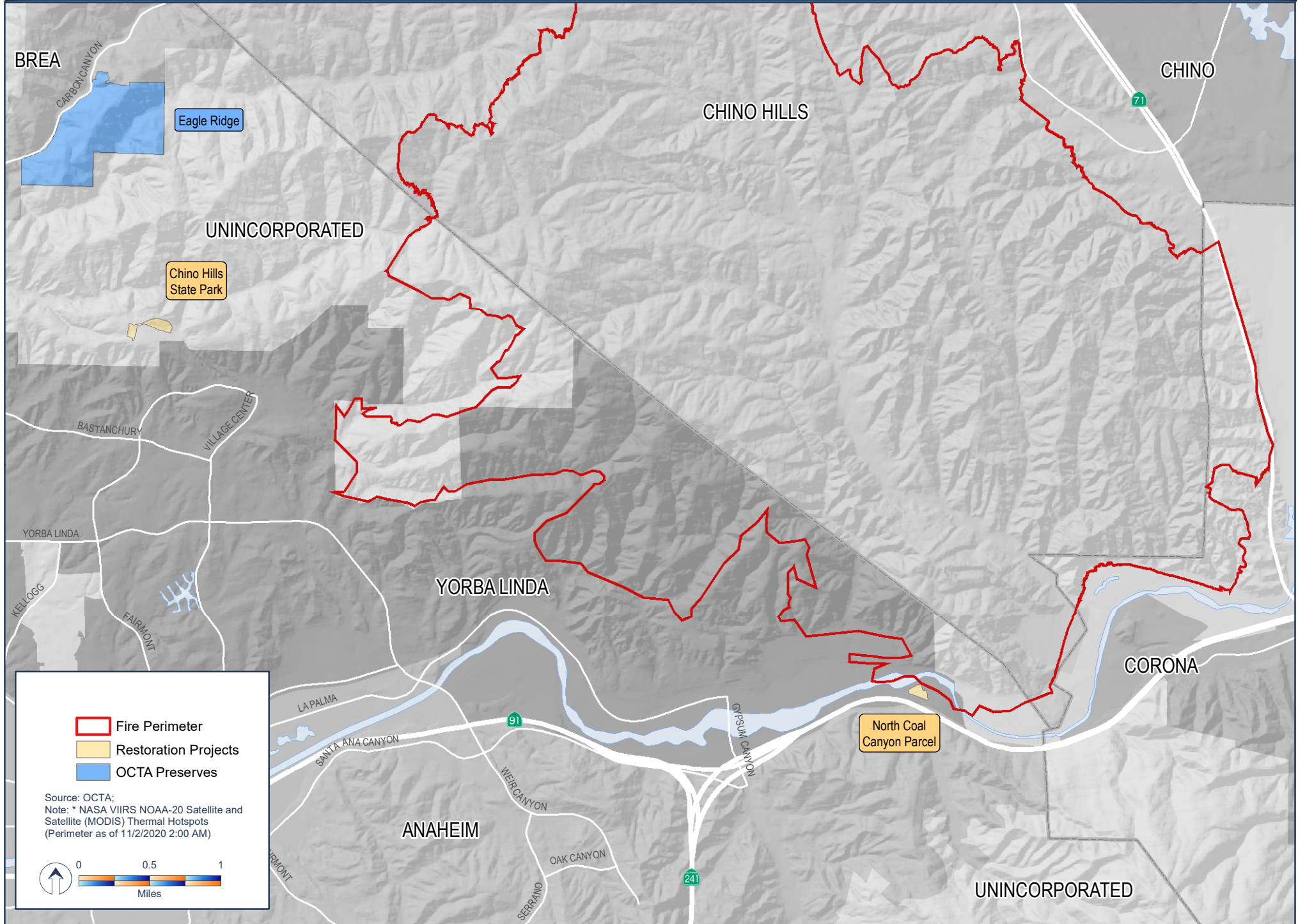
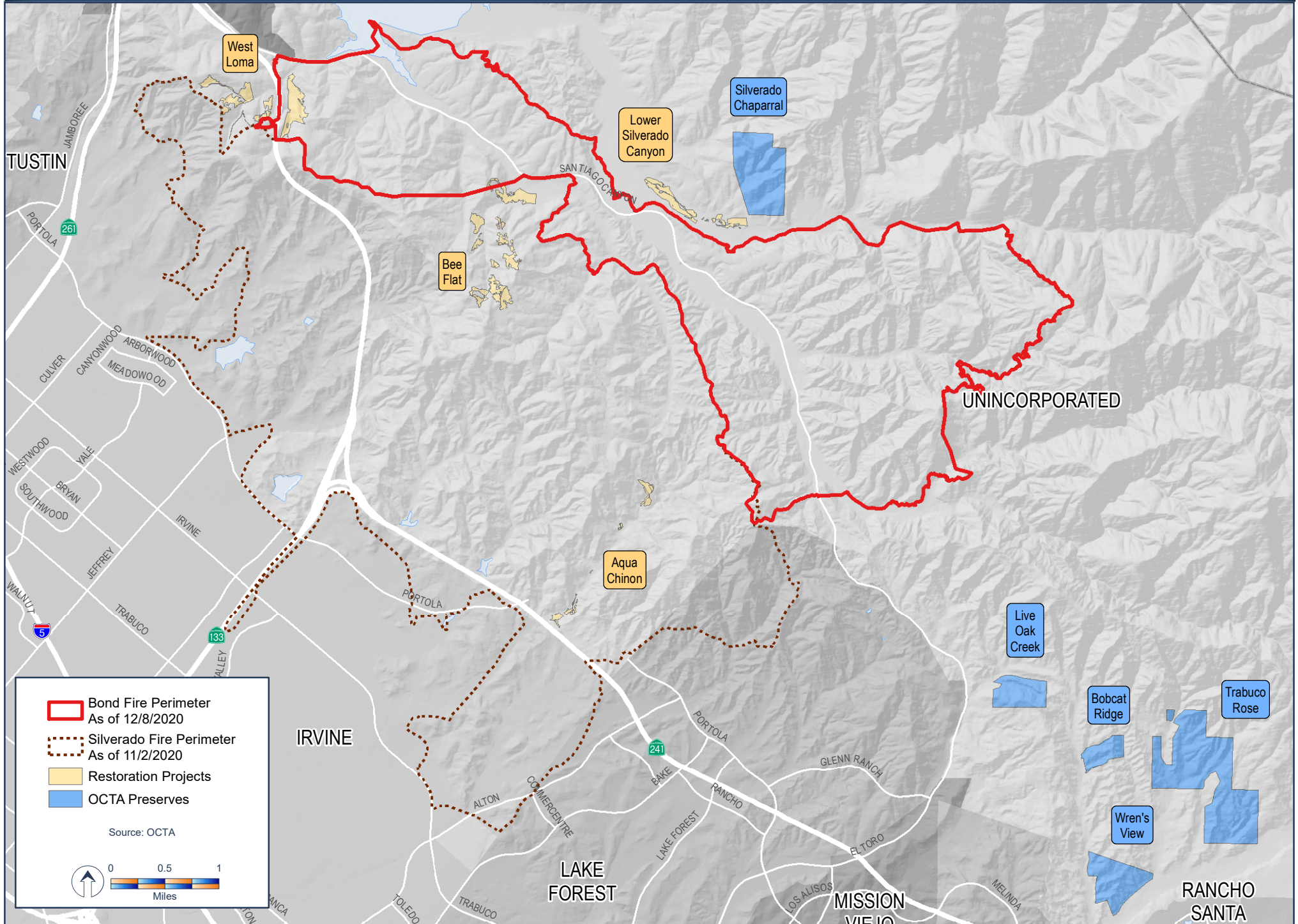
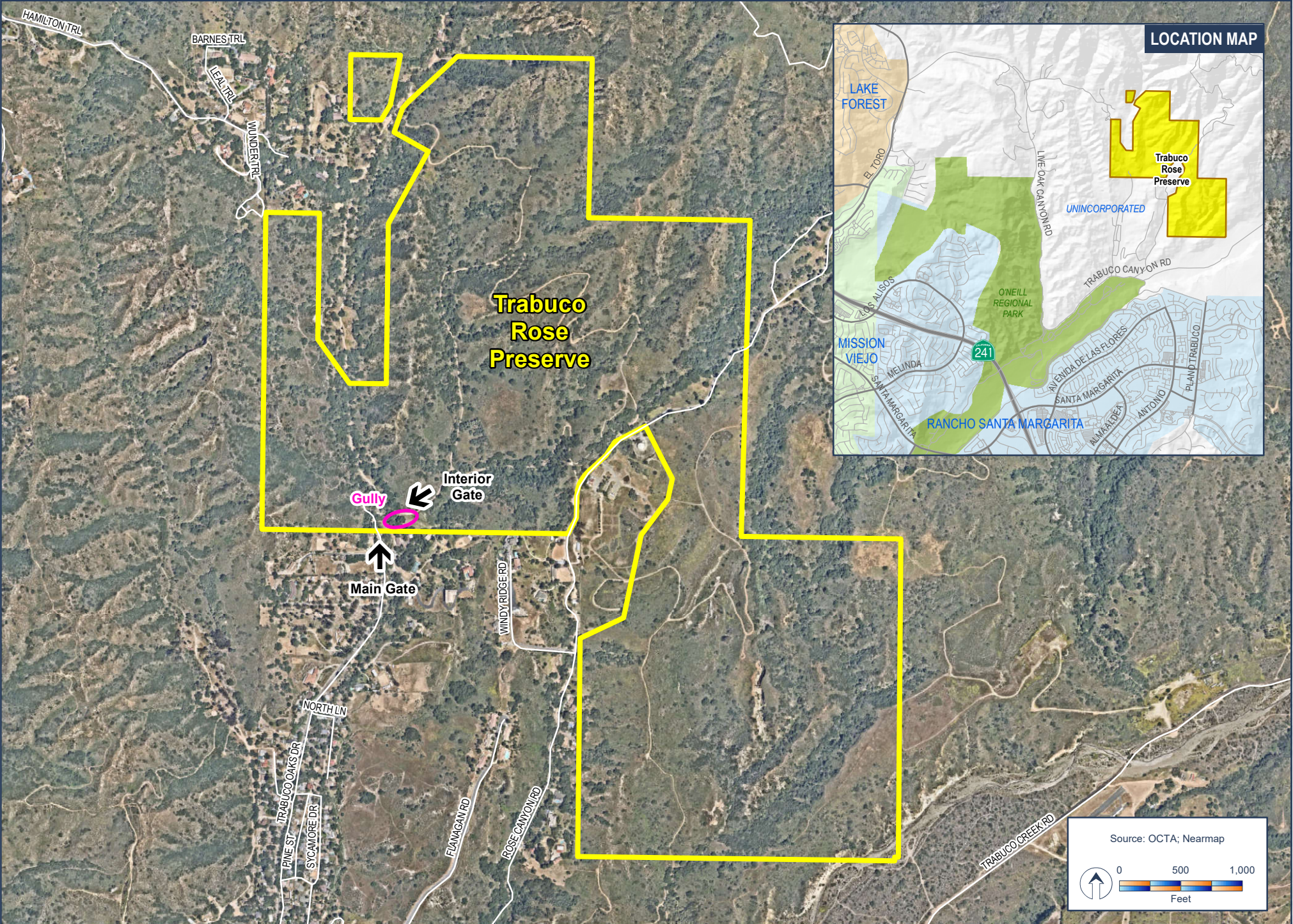
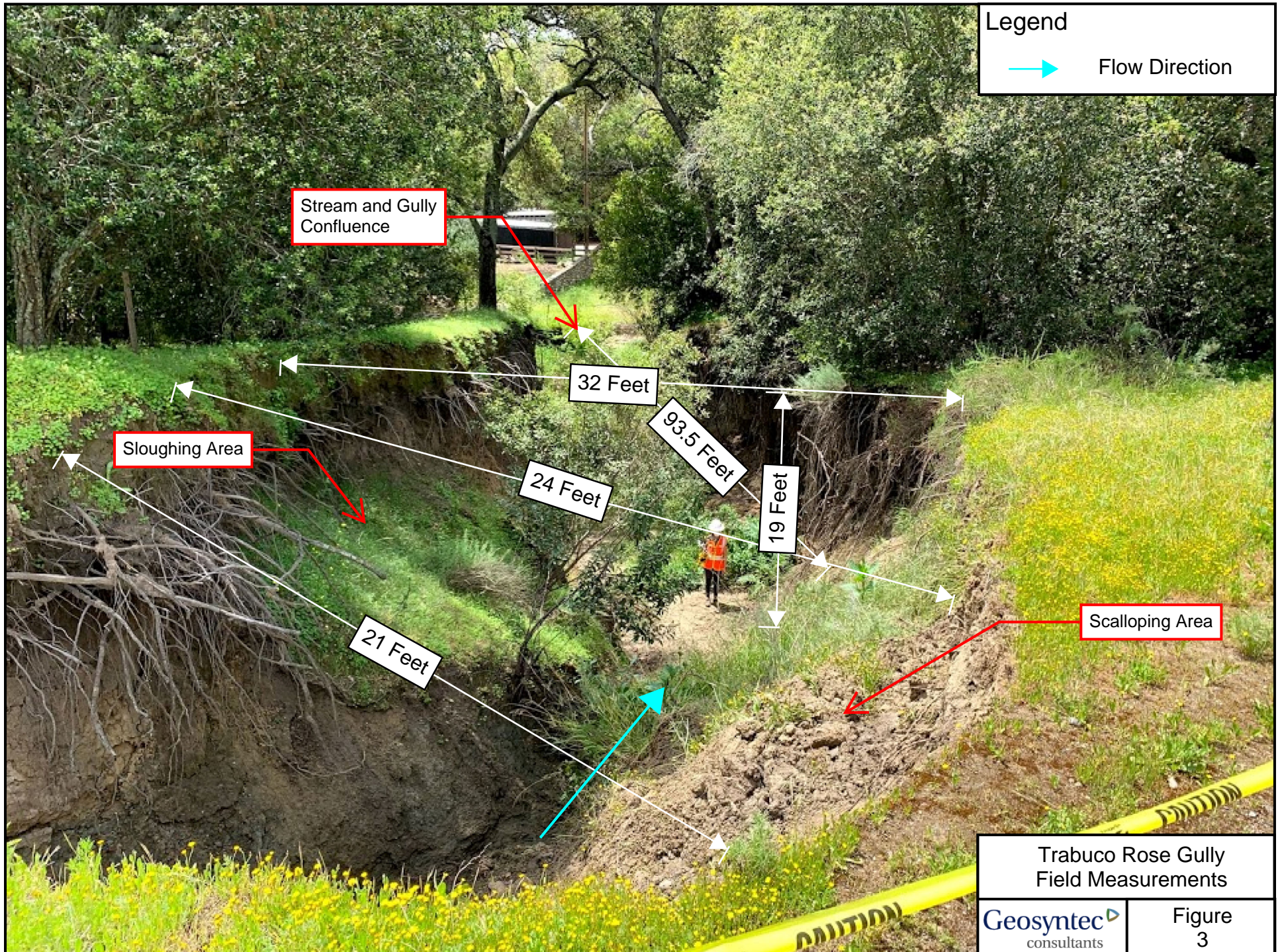


Exhibit C: OCTA Preserves and Restoration Projects Near Bond and Silverado Fires



OCTA Trabuco Rose Gully Location Map and Photo







January 4, 2021

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

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local jurisdictions. The County of Orange and the City of San Clemente have requested amendments to the Master Plan of Arterial Highways that are recommended for approval. An update on pending Master Plan of Arterial Highways amendments is also provided.

Recommendations

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways to reclassify the facilities listed below in the unincorporated area of the County of Orange and/or the City of San Clemente:

County of Orange

- Reclassify Chiquita Canyon Drive between north of Fauna Drive and Esencia Drive from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided);
- Reclassify Fauna Drive between Chiquita Canyon Drive and Esencia Drive from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided) arterial; and
- Reclassify Esencia Drive between Andaza Street and Fauna Drive from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided) arterial.

County of Orange and City of San Clemente

- Delete planned Cristianitos Road south of Cow Camp Road and replace with Los Patrones Parkway extension from south of Cow Camp Road to Avenida La Pata as a primary (four-lane, undivided) arterial.

City of San Clemente

- Reclassify Camino Vera Cruz between Camino De Los Mares and Carreterra from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided); and
- Reclassify Camino De Los Mares between Camino Del Rio and the City of San Clemente's eastern limit from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided).

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

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

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

- B. Direct staff to file a Notice of Exemption from the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendment.
- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

Background

The County of Orange (County) submitted a request to amend the Master Plan of Arterial Highways (MPAH) to reclassify Chiquita Canyon Drive, Fauna Drive, and Esencia Drive, and to replace the planned Cristianitos Road, south of Cow Camp Road, with the Los Patrones Parkway extension (Attachment A).

This MPAH amendment request originated from two concurrent efforts. Rancho Mission Viejo (RMV) and the County refined the Ranch Plan Planned Community land-use plan and determined that the internal street network and the location of key land-uses result in lower than previously estimated vehicle traffic on Chiquita Canyon Drive, Fauna Drive, and Esencia Drive. Concurrently, the Orange County Transportation Authority (OCTA), the Transportation Corridor Agencies (TCA), and the California Department of Transportation were coordinating on the South County Traffic Relief Effort and reached consensus on three key south Orange County transportation improvement projects. One of the key projects was a non-tolled Los Patrones Parkway extension from Cow Camp Road to Avenida La Pata. The OCTA Board of Directors (Board) directed staff to work with TCA, the County, and other stakeholders to prepare a project development plan for the non-tolled extension to Los Patrones Parkway. These working sessions identified adding the Los Patrones Parkway extension to the County's general plan and OCTA's MPAH. Due to the proximity of these arterial changes to one another, the County conducted a comprehensive traffic analysis of Chiquita Canyon Drive, Fauna Drive, Esencia Drive, and Los Patrones Parkway extension.

Separately, the City of San Clemente (City) submitted letters requesting reclassifications to the MPAH for (1) Camino Vera Cruz from Camino De Los Mares to Carretera and (2) Camino De Los Mares from Camino Del Rio to the eastern city limit (attachments B and C). Both facilities are currently classified as secondary (four-lane, undivided) arterials. The City is requesting to reclassify these arterials as divided collector (two-lane, divided) arterials. The reclassifications will provide right-of-way necessary to improve safety with buffered bicycle lanes while maintaining compliance with the MPAH.

The requested amendments are illustrated in Attachment D.

Discussion

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

County – RMV reclassifications and Los Patrones Parkway Extension

The County's traffic analysis of the four arterial reclassifications evaluated the impacts on 48 roadways and 17 intersections within the study area for weekday AM peak hour, PM peak hour, and daily traffic volumes.

The average daily traffic (ADT) volumes for existing (2019) conditions and the future (2045) forecast with reclassifications are provided below:

Roadway	Existing (2019) ADT	Future (2045) with Reclassifications ADT
Chiquita Canyon Drive	4,150 - 6,100	3,600
Fauna Drive	2,200	4,400
Esencia Drive	2,500	2,000
Los Patrones Parkway extension	Not Applicable	22,000

Chiquita Canyon Drive, Fauna Drive and Esencia Drive are located in Planning Area 2 of the Ranch Plan Planned Community, which is nearly built out. The MPAH roadway capacity values indicate that a divided collector (two-lane, divided) can accommodate 15,000 ADT, and a collector (two-lane, undivided) can accommodate 10,000 ADT while still maintaining favorable performance conditions. As such, future ADT volumes can be accommodated with the proposed reclassifications, while supporting acceptable LOS.

The Los Patrones Parkway extension is primarily within the jurisdiction of the County but terminates within the City at the intersection of Avenida La Pata. Therefore, the County is serving as the lead agency for this MPAH amendment and implementation with support from the City, as indicated in the attached letter (Attachment E). Both the County and City will need to update their general plans to include the Los Patrones Parkway extension before the MPAH amendment is finalized.

The future (2045) forecast ADT volume is approximately 22,000 on the proposed Los Patrones Parkway extension, which would operate at a segment link LOS A for a primary (four-lane, divided) arterial. The addition of the Los Patrones Parkway extension causes a redistribution of traffic from existing roadways, such as La Pata and Ortega Highway, to the proposed extension. The traffic analysis showed that nearly all study intersections are projected to operate at an acceptable LOS D or better. One future year deficient intersection is projected not to meet the MPAH performance standard. However, the proposed MPAH amendment does improve the projected conditions from LOS F in the no project case to LOS E with the proposed extension.

City – Camino Vera Cruz and Camino De Los Mares

The existing (2018) traffic volume is below 10,000 ADT on Camino Vera Cruz and Camino De Los Mares. Assuming the proposed reclassifications, the future (2045) traffic model forecasts traffic volumes to be under 14,000 ADT. The MPAH roadway capacity values indicate that a divided collector (two-lane, divided) can accommodate 15,000 ADT while still maintaining acceptable performance conditions. Therefore, the proposed lane reconfigurations can support existing and future traffic volumes in the project vicinity while meeting MPAH performance requirements.

California Environmental Quality Act

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

MPAH Status Update

As indicated in the status report in Attachment F, there are currently 23 active amendments proposed for the MPAH. Many of the remaining amendments are awaiting local action to amend their respective general plans. Others are either under review, are in the cooperative study process, are pending resolution of issues with other agencies, or are awaiting refinement of development plans.

Summary

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

Attachments

- A. Letter from Khalid Bazmi, P.E., Chief Deputy Director/County Engineer, OC Public Works, to Mr. Kurt Brotcke, Director, Strategic Planning, Orange County Transportation Authority, Dated September 15, 2020, Subject: MPAH Amendment Request for Chiquita Canyon Drive, Fauna Drive, Esencia Drive, and Los Patrones Parkway Extension
- B. Letter from Tom Bonigut, P.E., Public Works Director/City Engineer, City of San Clemente, to Kurt Brotcke, Director of Strategic Planning, Orange County Transportation Authority, Dated December 1, 2020, Re: Follow Up to Request to Modify the Lane Configuration on Master Plan of Arterial Highways (MPAH) Segment – Camino Vera Cruz
- C. Letter from Tom Bonigut, P.E., Public Works Director/City Engineer, City of San Clemente, to Kurt Brotcke, Director of Strategic Planning, Orange County Transportation Authority, Dated December 1, 2020, Re: Request to modify the lane configuration on Master Plan of Arterial Highways (MPAH) Segment – Camino De Los Mares (Camino Del Rio to Eastern Terminus)
- D. County of Orange and City of San Clemente MPAH Amendment Requests
- E. Letter from Laura Ferguson, Mayor Pro Tem, City of San Clemente, to James Treadaway, Director of OC Public Works, County of Orange, Dated October 21, 2020, Subject: Los Patrones Parkway Extension Project – 2021 M2 Regional Capacity Program
- F. Status Report on Active Master Plan of Arterial Highways Amendments

Prepared by:

Stephanie Chhan
Transportation Analyst
(714) 560-5572

Approved by:

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



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

P.O. Box 4048
Santa Ana, CA 92702

(714) 667-8800

info@ocpw.ocgov.com

OCPublicWorks.com



Administrative
Services



OC Development
Services



OC Facilities Design
& Construction
Management



OC Facilities
Maintenance
& CUF



OC Fleet Services



OC Construction



OC Environmental
Resources



OC Operations &
Maintenance



OC Infrastructure
Programs



OC Survey



September 15, 2020

Mr. Kurt Brotcke, Director
Strategic Planning
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863-1584

Subject: MPAH Amendment Request for Chiquita Canyon Drive, Fauna Drive, Esencia Drive, and Los Patrones Parkway Extension

Dear Mr. Brotcke:

Orange County Public Works (OCPW) is requesting formal initiation of a Master Plan of Arterial Highways (MPAH) Amendment that includes Chiquita Canyon Drive, Fauna Drive, Esencia Drive, and Los Patrones Parkway Extension located primarily within unincorporated Orange County in the Ranch Plan Area of Rancho Mission Viejo.

OCPW proposes the following modifications to the MPAH:

- Reclassification of Chiquita Canyon Drive north of Fauna Drive to Esencia Drive from its current secondary arterial designation to a divided collector.
- Reclassification of Fauna Drive east of Chiquita Canyon Drive to Esencia Drive from its current secondary arterial designation to a collector.
- Reclassification of Esencia Drive north of Andaza Street to Fauna Drive from its current secondary arterial designation to a collector.
- Replacement of Cristianitos Road Extension with Los Patrones Parkway Extension (LPPE) south of Cow Camp Road to Avenida La Pata as a primary arterial.

The requested MPAH changes are primarily within unincorporated Orange County, with the southern terminus of Los Patrones Parkway Extension adjacent to the City of San Clemente. Other stakeholders of the project include the City of San Clemente, the City of San Juan Capistrano, the City of Dana Point, and the Capistrano Unified School District, all of which are in support of the amendment request (see attached support letters). A draft Traffic Study Report to support the requested amendments was shared with OCTA on August 21. The final Traffic Study Report will be submitted in early October.

Should you have any questions regarding this request, please contact me or my staff, Wei Zhu, at (714) 647-3976.

Sincerely,

Khalid Bazmi, P.E.
Chief Deputy Director/County Engineer
Orange County Public Works

cc: Nardy Khan, OCPW/OC Infrastructure Programs
Denis Bilodeau, OCPW/Traffic & Development Support
Wei Zhu, OCPW/Traffic & Development Support

Attachments: Letter of Support – City of San Clemente
Letter of Support – City of San Juan Capistrano
Letter of Support – City of Dana Point
Resolution – Capistrano Unified School District



City of San Clemente City Manager

Robert C. Dunek, Interim City Manager

Phone: (949) 361-8321

dunekr@san-clemente.org

February 27, 2020

Mr. Shane Silsby, Director
Orange County Public Works
601 N. Ross Street
Santa Ana, CA 92701

Mr. Darrell Johnson, Chief Executive Officer
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92868

BY ELECTRONIC EMAIL TO: SHANE.SILSBY@OCPW.OCGOV.COM AND DJOHNSON@OCTA.NET

RE: Support for Amendment to the Master Plan of Arterial Highways (MPAH), dated February 14, 2020

Dear Mr. Silsby and Mr. Johnson:

The City of San Clemente has reviewed the *Request for Amendment to the Master Plan of Arterial Highways (MPAH) in Southeast Orange County in the Ranch Plan Area of Rancho Mission Viejo – Chiquita Canyon Road, Fauna Drive, Esencia Drive, Cow Camp Road, and Cristianitos Road*, filed with the County on February 14, 2020, and are supportive of the application.

Over many years, we have witnessed the capacity of the County and OCTA to work with a broad network of stakeholders to execute and deliver meaningful traffic relief and we remain hopeful that this MPAH will lead to a positive result for mobility in South Orange County.

Sincerely,

Robert C. Dunek
Interim City Manager

cc: San Clemente City Council
Supervisor Lisa Bartlett
Mike Balsamo, Rancho Mission Viejo

32400 PASEO ADELANTO
SAN JUAN CAPISTRANO, CA 92675
(949) 493-1171
(949) 493-1053 FAX
www.sanjuancapistrano.org



MEMBERS OF THE CITY COUNCIL

TROY BOURNE
SERGIO FARIAS
BRIAN L. MARYOTT
DEREK REEVE
JOHN TAYLOR

March 3, 2020

Mr. Shane Silsby, Director
Orange County Public Works
601 N. Ross Street
Santa Ana, CA 92701

Mr. Darrell Johnson, Chief Executive Officer
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92868

BY ELECTRONIC EMAIL TO: SHANE.SILSBY@OCPW.OCGOV.COM AND
DJOHNSON@OCTA.NET

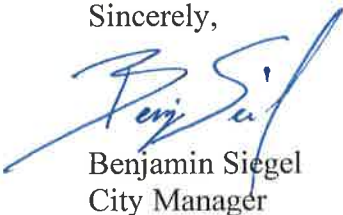
**RE: Support for Amendment to the Master Plan of Arterial Highways (MPAH),
dated February 14, 2020**

Dear Mr. Silsby and Mr. Johnson:

The City of San Juan Capistrano has reviewed the *Request for Amendment to the Master Plan of Arterial Highways (MPAH) in Southeast Orange County in the Ranch Plan Area of Rancho Mission Viejo – Chiquita Canyon Road, Fauna Drive, Esencia Drive, Cow Camp Road, and Cristianitos Road*, filed with the County on February 14, 2020, and is supportive of the application.

Over many years, we have witnessed the capacity of the County and OCTA to work with a broad network of stakeholders to execute and deliver meaningful traffic relief and we remain hopeful that this MPAH will lead to a positive result for mobility in South Orange County.

Sincerely,



Benjamin Siegel
City Manager

c: Supervisor Lisa Bartlett
Tom Toman, San Juan Capistrano Director of Public Works
Mike Balsamo, Rancho Mission Viejo

San Juan Capistrano: Preserving the Past to Enhance the Future



February 27, 2020

Mr. Shane Silsby, Director
Orange County Public Works
601 N. Ross Street
Santa Ana, CA 92701

Mr. Darrell Johnson, Chief Executive Officer
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92868

BY ELECTRONIC EMAIL TO: SHANE.SILSBY@OCPW.OCGOV.COM AND
DJOHNSON@OCTA.NET

**RE: Support for Amendment to the Master Plan of Arterial Highways (MPAH),
dated February 14, 2020**

Dear Mr. Silsby and Mr. Johnson:

The city of Dana Point has reviewed the *Request for Amendment to the Master Plan of Arterial Highways (MPAH) in Southeast Orange County in the Ranch Plan Area of Rancho Mission Viejo – Chiquita Canyon Road, Fauna Drive, Esencia Drive, Cow Camp Road, and Cristianitos Road*, filed with the County on February 14, 2020, and are supportive of the application.

Over many years, we have witnessed the capacity of the County and OCTA to work with a broad network of stakeholders to execute and deliver meaningful traffic relief and we remain hopeful that this MPAH will lead to a positive result for mobility in South Orange County.

Sincerely,

Mark Denny, City Manager
City of Dana Point

Cc: Matt Sinacori, Dana Point Director of Public Works
Mike Balsamo, Rancho Mission Viejo

CAPISTRANO UNIFIED SCHOOL DISTRICT
San Juan Capistrano, California

RESOLUTION NO. 1920-45

**RESOLUTION SUPPORTING RANCHO MISSION VIEJO, LLC'S REQUEST FOR
AMENDMENT TO THE MASTER PLAN OF ARTERIAL HIGHWAYS**

WHEREAS, on February 14, 2020, the developer Rancho Mission Viejo, LLC (RMV) submitted to the Orange County Public Works a Request for Amendment to the Master Plan of Arterial Highways (MPAH) in Southeast Orange County in the Ranch Plan Area of Rancho Mission Viejo—*Chiquita Canyon Road, Fauna Drive, Esencia Drive, Cow Camp Road, and Cristianitos Road* containing the following five requested Amendments:

1. Reduce Chiquita Canyon Drive from a Secondary Arterial Highway to a Divided Collector
2. Reduce Fauna Drive from a Secondary Arterial Highway to a Collector
3. Reduce Esencia Drive from a Secondary Arterial Highway to a Collector
4. Reduce Cow Camp Road from a Primary Arterial Highway (4 lanes) to a Primary Asymmetric Arterial Highway (3 lanes)
5. Realign Cristianitos Road from Cow Camp Road to Avenida La Pata (to the east away from San Juan Hills High School), to be renamed Los Patrones Parkway.

WHEREAS, RMV requested Amendments 1 through 4 because after the build out of Planning Areas 1 and 2, updated traffic modeling confirms that these roads do not have to be as expansive, as originally thought; and

WHEREAS, RMV requested Amendment 5 because the terminus of Cristianitos Road is no longer a logical termination, given TCA's withdrawal of the "Green Alignment" for the SR-241 toll extension; and

WHEREAS, the reclassification of the roads in Amendments 1 through 4 would not likely create significant impacts on the District's schools or operations; and

WHEREAS, Amendment 5 would realign Cristianitos Road into an extension of Los Patrones Parkway from Cow Camp Road to South of San Juan Hills High School, would move traffic away from San Juan Hills High School, and may provide an attractive alternative route for the SR-241 toll road extension instead of along Avenida La Pata or the other alternatives being considered in the South County Traffic Relief Effort; and

NOW, THEREFORE BE IT RESOLVED that the Board of Trustees of the Capistrano Unified School District hereby supports RMV's Request for Amendment of the MPAH because Amendments 1 through 4 reduce the classification of four road segments to a lower level, and

Amendment 5 would displace the Los Patrones Parkway extension away from San Juan Hills High School so that typical significant impacts of air quality, dust, noise, and traffic would be remote. This alignment would promote the safety, health, and learning environment at San Juan Hills High School and the need for potentially disruptive mitigation measures or conditions of approval may not be needed.

PASSED AND ADOPTED by the Board of Trustees of the Capistrano Unified School District on March 18, 2020, by the following vote:

AYES	(4)
NOES	(0)
ABSTAIN	(0)
ABSENT	(1)

I, Gila Jones, of the Capistrano Unified School District Board of Trustees, hereby certify that the above and foregoing Resolution was duly and regularly adopted by the said Board at the meeting on this 18th day of March 2020, by a roll call vote.



Gila Jones
Clerk of the Board of Trustees



Kirsten M. Vital
Superintendent
Secretary of the Board of Trustees



City of San Clemente Public Works Department

Tom Bonigut, Public Works Director/City Engineer
(949) 361-6187

December 1, 2020

Sent via email to:
kbrotcke@octa.net

Kurt Brotcke
Director of Strategic Planning
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863-1584

RE: Follow Up to Request to modify the lane configuration on Master Plan of Arterial Highways (MPAH) Segment – Camino Vera Cruz.

Dear Mr. Brotcke:

This letter is to follow up on the City's subject request dated October 5, 2020. The City appreciates your interim approval of this request dated October 27, 2020, after which the City formally concurred with the interim approval conditions via letter dated November 2, 2020. After that time, OCTA staff noted that, for MPAH mapping purposes, it would be better to slightly extend the northern limit of the requested reclassification from Riachuelo as originally requested by the City, north to the northern terminus of Camino Vera Cruz at Camino De Los Mares. The City concurs with this minor modification, therefore, we request the limits of the subject reclassification be from Carretera at the southern end to Camino De Los Mares at the northern end.

Please contact me if you have any questions.

Sincerely,

Tom Bonigut, P.E.
Public Works Director/City Engineer

C: Ziad Mazboudi, Deputy Public Works Director
Nestor Mangohig, Senior Traffic Engineer
Charlie Larwood, OCTA
Gregory Nord, OCTA
Stephanie Chhan, OCTA



City of San Clemente

Public Works Department

Tom Bonigut, Public Works Director/City Engineer
(949) 361-6187

October 5, 2020

Sent via email to:
kbrotcke@octa.net

Kurt Brotcke
Director of Strategic Planning
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863-1584

**RE: Request to modify the lane configuration on Master Plan of Arterial Highways (MPAH)
Segment – Camino Vera Cruz.**

Dear Mr. Brotcke:

The City of San Clemente is requesting an interim approval from OCTA to modify the lane configuration on Master Plan of Arterial Highways (MPAH) Segment – Camino Vera Cruz from Riachuelo to Carretera (refer to Attachment 1 for location map).

The City is proposing to modify the existing lane configuration of this segment of Camino Vera Cruz which is adjacent to and near Truman Benedict Elementary and Bernice Ayer Middle Schools. The proposed lane configuration, described below, will address several community concerns including:

- Parked and/or idling vehicles within the bike lane on the Camino Vera Cruz school frontage force bicycles to veer into the adjacent vehicle lane along with motor vehicles travelling on the downhill grade.
- Speeding vehicles, particularly travelling on the downhill grade.
- Parking demand related to sports and other park activities will send vehicles into the adjacent neighborhoods to search for parking.
- Sight distance limited for vehicles entering Camino Vera Cruz from Riachuelo, Bello Panorama, and Arbolado due to roadway curvature and geometrics.

Camino Vera Cruz is a four-lane divided roadway from Camino De Los Mares to Avenida Pico, and is shown on the MPAH as a Secondary Arterial. The proposed lane reconfiguration is depicted in Attachment 2 and consists of the following:

- Maintain a 10-foot wide striped median with left turn lanes at intersections.
- Eliminate one vehicle lane in each direction from about Riachuelo to Carretera with appropriate lane drops, resulting in one 10-foot wide vehicle lane in each direction.

- Provide 8-foot wide parking lanes and buffered bicycles lanes (generally 2-foot wide buffer area with seven-foot wide bicycle lane) on both sides of Camino Vera Cruz.

The proposed lane reconfiguration will provide the following benefits:

- On-street parking in the vicinity of the lane reconfiguration limits would provide additional parking and/or pick-up/drop-off space for school activity and would accommodate overflow parking related to sports and other park activities.
- Pedestrians crossing Camino Vera Cruz would only cross two through vehicle lanes instead of four.
- Platoon effect would provide for a level of speed management on a reduced lane section since a single leading vehicle would attenuate speeds of the vehicles behind it.
- Wider bike lanes.
- Bike lane buffer would provide further separation between the bicycle and vehicle travel lanes.

The daily traffic level on Camino Vera Cruz in the project vicinity, based on 2018 traffic counts, range from about 8,600 to 9,300 vehicles per day (vpd). The City's 2030 traffic model forecasts long-term volumes to be in the 9,000 to 10,000 vpd range. The MPAH roadway capacity values indicate that a two-lane Divided Arterial can accommodate 15,000 vpd while still maintaining favorable performance conditions. Therefore, the proposed lane reconfiguration can support existing and forecast traffic volumes in the project vicinity while meeting vehicular Level of Service (LOS) requirements.

Please contact me if you have any questions regarding this MPAH amendment request.

Sincerely,



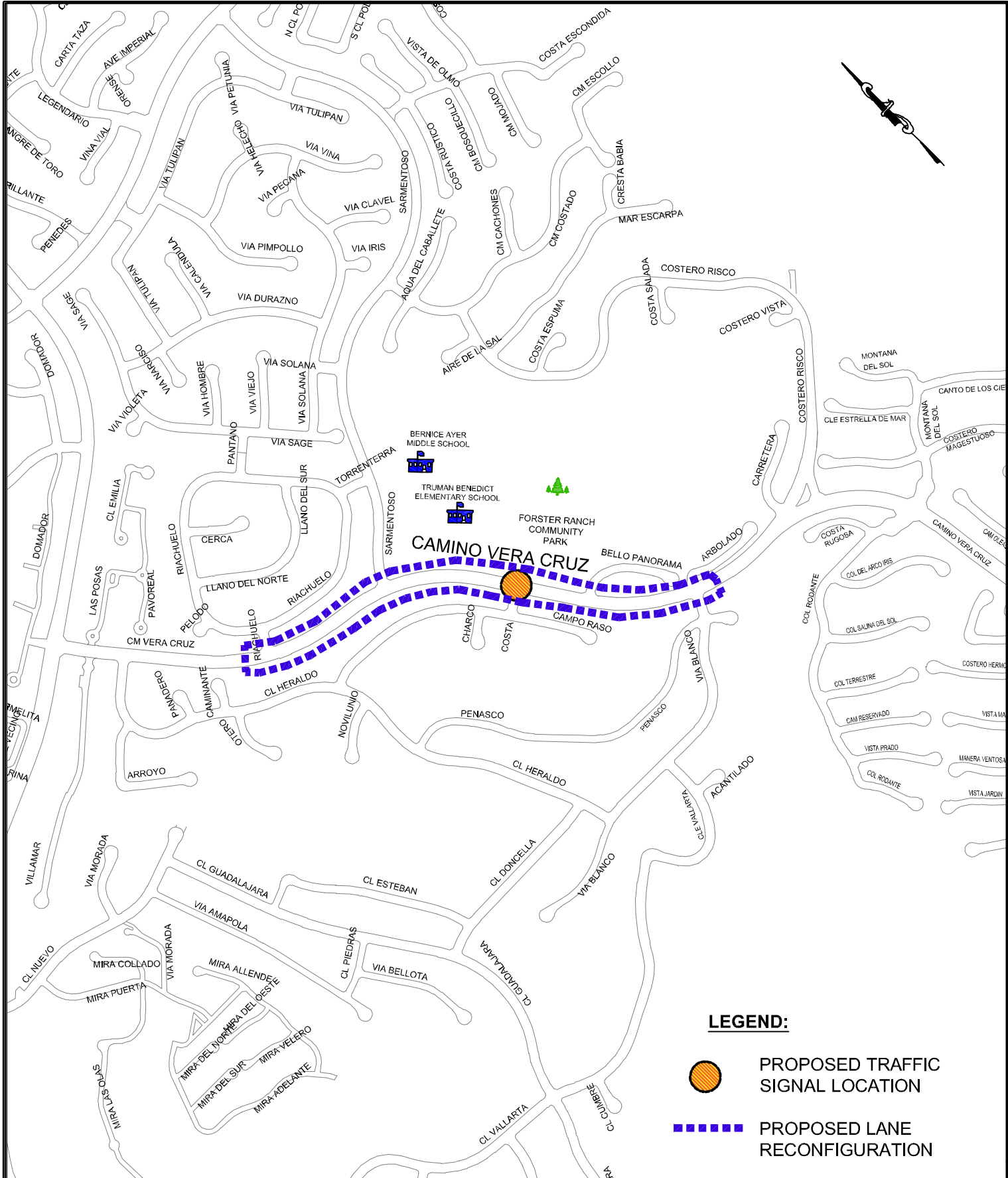
Tom Bonigut, P.E.
Public Works Director/City Engineer

C: Ziad Mazboudi, Deputy Public Works Director
Nestor Mangohig, Senior Traffic Engineer
Charlie Larwood, OCTA
Gregory Nord, OCTA
Stephanie Chhan, OCTA



Attachments:

1. Location Map
2. Camino Vera Cruz Conceptual Striping Schematic

s:\graphics\graphics_col\autocad engr drawings\traffic\location maps.dwg 4.9.2019



LEGEND:

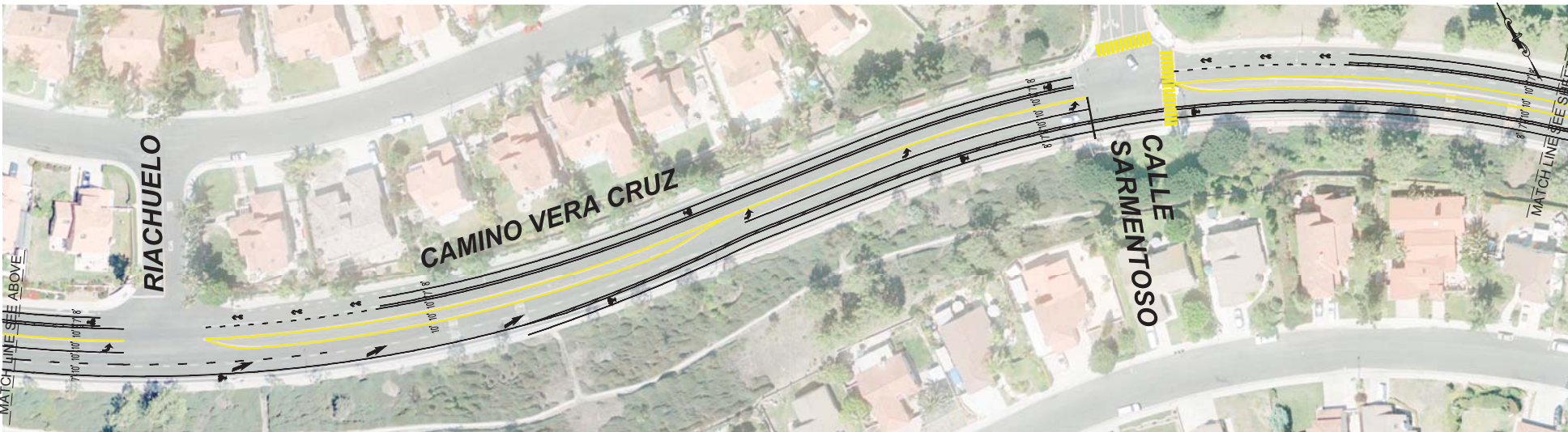
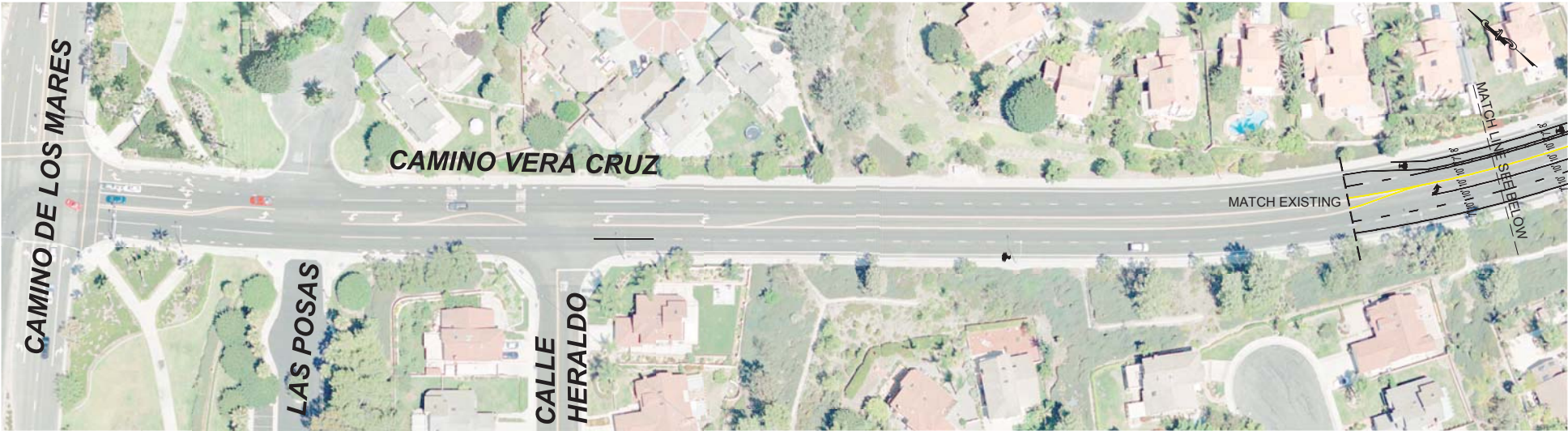
-  PROPOSED TRAFFIC SIGNAL LOCATION
-  PROPOSED LANE RECONFIGURATION




CITY OF SAN CLEMENTE
 910 CL Negocio, Suite 100
 San CLEMENTE, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

VICINITY MAP
 CAMINO VERA CRUZ/COSTA
 INTERSECTION IMPROVEMENTS

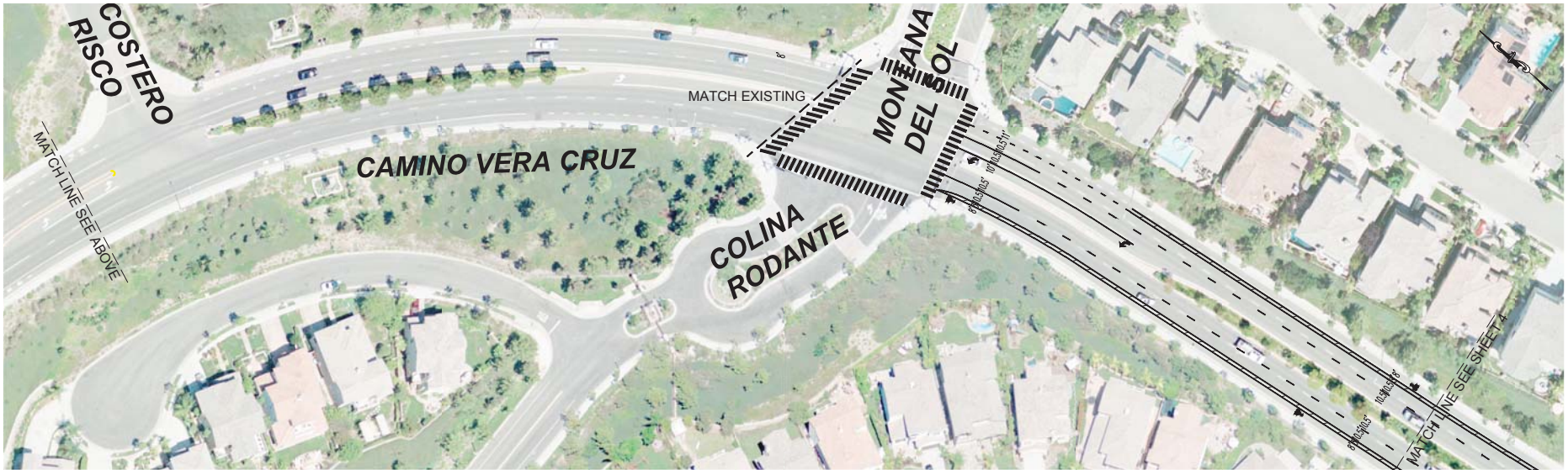
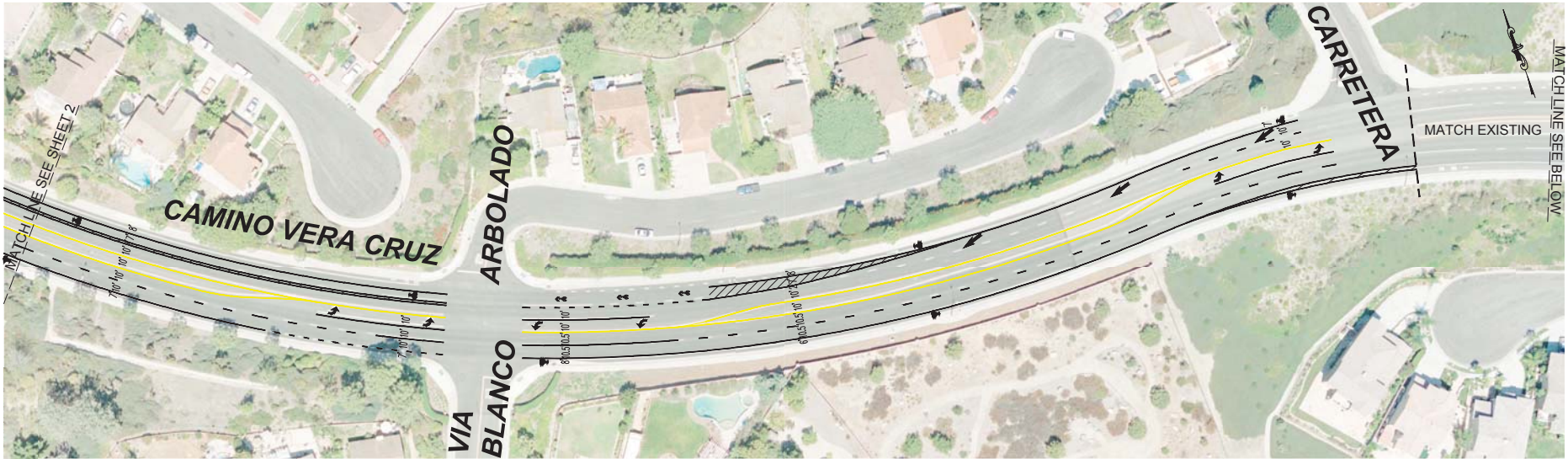
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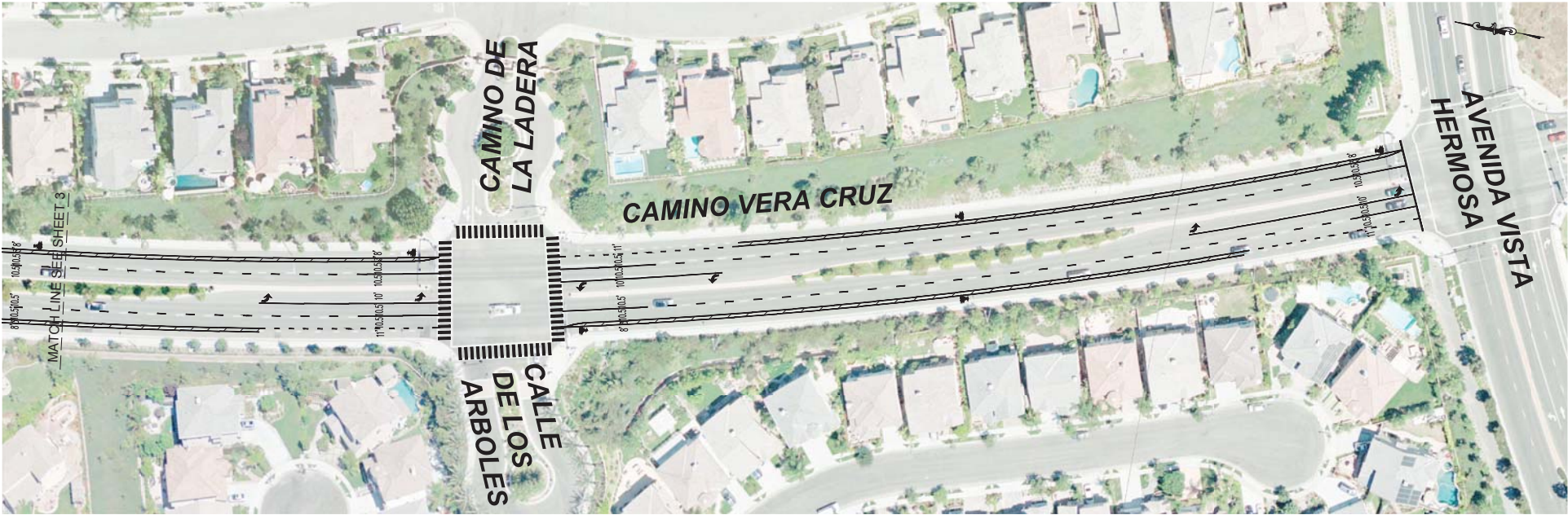
REV. DATE:		DESCRIPTION		BY:	APP'D:	REFERENCES		APPROVALS		ENGINEERING SCALE :		DATE:		DRAWING NO:	
										DRAWN BY :		DESIGNED BY :		CITY OF SAN CLEMENTE	
										CHECKED BY :				Project No. 17347	
										APPROVED :		DATE:		SHEET 1	
										THOMAS A. BONIGUT RCE 53861				OF 4	
										DEPUTY PUBLIC WORKS DIRECTOR					




REV. DATE:		DESCRIPTION		BY:	APP'D:	REFERENCES		APPROVALS		ENGINEERING SCALE :	DESIGNED BY :	DATE:		CITY OF SAN CLEMENTE		DRAWING NO:
										DRAWN BY :				CAMINO VERA CRUZ		SHEET 2
										CHECKED BY :				Project No. 17347		OF 4
										APPROVED :	THOMAS A. BONIGUT RCE 53961 DEPUTY PUBLIC WORKS DIRECTOR	DATE:				



REV. DATE:		DESCRIPTION		BY:	APP'D:	REFERENCES		APPROVALS		ENGINEERING SCALE :	DESIGNED BY :	DATE:		DRAWING NO:	
										DRAWN BY :				SHEET 3	
										CHECKED BY :				OF 4	
										APPROVED :	THOMAS A. BONIGUT RCE 53961 DEPUTY PUBLIC WORKS DIRECTOR	DATE:		CAMINO VERA CRUZ Project No. 17347 CITY OF SAN CLEMENTE	



REV.	DATE:	DESCRIPTION	BY:	APP'D:	REFERENCES	APPROVALS	ENGINEERING SCALE :	DESIGNED BY :	DATE:		CITY OF SAN CLEMENTE	DRAWING NO:		
							DRAWN BY :						CAMINO VERA CRUZ	
							CHECKED BY :							Project No. 17347
							APPROVED :	THOMAS A. BONIGUT RCE 53861 DEPUTY PUBLIC WORKS DIRECTOR	DATE					
												OF 4		



City of San Clemente Public Works Department

Tom Bonigut, Public Works Director/City Engineer
(949) 361-6187

December 1, 2020

Sent via email to:
kbrotcke@octa.net

Kurt Brotcke
Director of Strategic Planning
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863-1584

**RE: Request to modify the lane configuration on Master Plan of Arterial Highways (MPAH)
Segment – Camino De Los Mares (Camino Del Rio to eastern terminus).**

Dear Mr. Brotcke:

On November 23, 2016 the City received interim approval to reclassify a portion of Camino De Los Mares (from Camino Vera Cruz to Camino Del Rio) from a secondary arterial to a divided collector. The City intended to extend that reclassification request to include the remaining portion of Camino Los Mares from Camino Del Rio to the eastern terminus at the City limit/Prima Deshecha landfill boundary, but inadvertently omitted that section. Traffic volumes on this segment of Camino De Los Mares are even less than for the segment for which reclassification was approved, since that roadway only serves two small residential side streets before ending at the City limit which is also the Prima Deshecha landfill boundary. Therefore, the City requests to also reclassify this segment as follows:

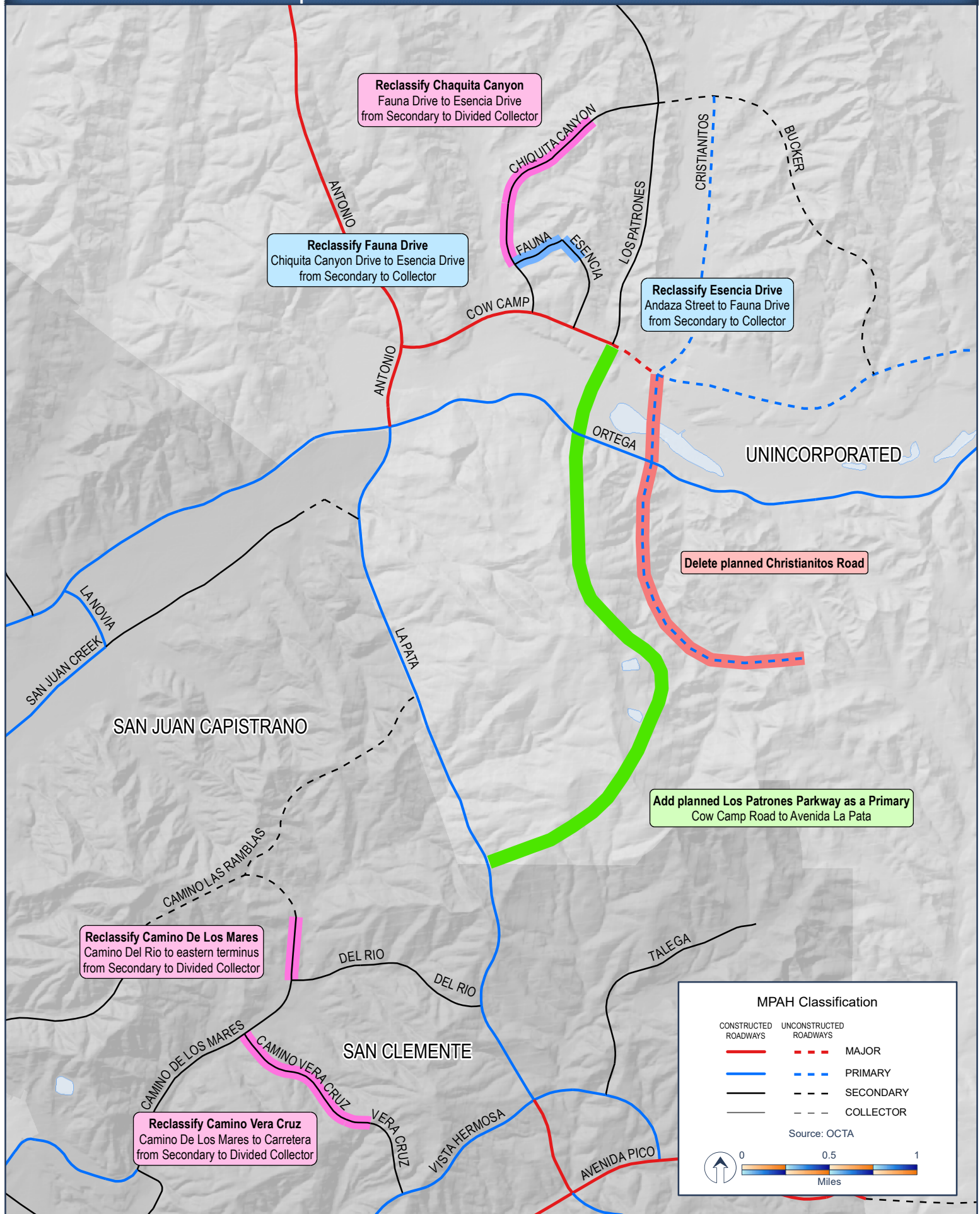
- Camino De Los Mares, from Camino Del Rio to the eastern terminus
- Reclassify from secondary arterial to divided collector

As we have discussed with you and your staff, the City will soon complete a General Plan Amendment (planned for no later than first quarter of calendar 2021) that will incorporate these and several other interim approvals, so that after that time all interim approvals will be made permanent for update on the MPAH. Please contact me if you have any questions.

Sincerely,

Tom Bonigut, P.E.
Public Works Director/City Engineer

C: Ziad Mazboudi, Deputy Public Works Director
Nestor Mangohig, Senior Traffic Engineer
Charlie Larwood, OCTA
Gregory Nord, OCTA
Stephanie Chhan, OCTA





Office of Mayor and City Councilmembers

Phone: (949) 361-8322

Website: <http://san-clemente.org>

E-mail: CityCouncil@san-clemente.org

Laura Ferguson, Mayor Pro Tem

Chris Hamm, Councilmember

Kathy Ward, Councilmember

Gene James, Councilmember

Erik Sund, Interim City Manager

October 21, 2020

James Treadaway
Director of OC Public Works
601 N. Ross Street
Santa Ana, CA 92701

Subject: Los Patrones Parkway Extension Project – 2021 M2 Regional Capacity Program

Dear Mr. Treadaway,

On behalf of the City of San Clemente, I am writing to support the County of Orange's grant application entitled "Los Patrones Parkway Extension Project" for the 2021 M2 Regional Capacity Program. The grant funding will be used to complete the Planning and Environmental Clearance phase of the Project. San Clemente has been an enthusiastic advocate for the Project since it was first scoped by the County on January 29, 2019. The City fully supports implementation of this non-tolled County arterial as a traditional MPAH project without Caltrans's or TCA's participation as lead or sponsoring agency.

As a County arterial, the Project will improve north-south regional mobility in South Orange County and accommodate regional travel demand by extending the existing Los Patrones Parkway at the terminus of Cow Camp Road with two lanes in each direction to Avenida La Pata. This Project accomplishes those improvements at a fraction of the cost of the toll road contemplated previously and will make transportation funds that might have been committed to those projects available for other urgent projects elsewhere in the County.

Understanding the Project will connect to Avenida La Pata and serve as gateway to San Clemente, the City of San Clemente will collaborate as a responsible agency with the County of Orange during the various project phases to ensure the Project is compatible with our standards and operational needs, including Project design, capacity, signals, and intersections.

Should you have any questions regarding this letter, please contact Interim City Manager Erik Sund at (949) 361-8341.

Sincerely,

Laura Ferguson
Mayor Pro Tem

cc: City Council
Erik Sund, Assistant City Manager
Scott Smith, City Attorney

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
1	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete.	On hold pending final consensus on Banning Ranch Circulation Plan.
2	Costa Mesa	19th Street	Placentia Avenue	West City Line	Reclassify from Primary to Divided Collector.	On hold pending coordination with City of Newport Beach General Plan update.
3	County of Orange / Lake Forest	Santiago Canyon Road	SR-241 NB Ramp	Live Oak Canyon	Reclassify from Primary to Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
4	County of Orange/ Irvine	Jeffrey Road	SR-241	Santiago Canyon Road	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
5	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.
6	County of Orange	Chiquita Canyon Drive	Fauna Drive	Esencia Drive	Reclassify from Secondary to Divided Collector.	Amendment is being presented to the Board for consideration.
7	County of Orange	Fauna Drive	Chiquita Canyon Drive	Esencia Drive	Reclassify from Secondary to Collector.	Amendment is being presented to the Board for consideration.
8	County of Orange	Esencia Drive	Andaza Street	Fauna Drive	Reclassify from Secondary to Collector.	Amendment is being presented to the Board for consideration.
9	County of Orange /San Clemente	Cristianitos Road Extension	South of Cow Camp Road	Current Terminus	Replace with Los Patrones Parkway Extension from south of Cow Camp Road to La Pata as a Primary Arterial.	Amendment is being presented to the Board for consideration.
10	San Clemente	N. El Camino Real	Avenida Pico	Camino Capistrano	Reclassify from Secondary to Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
11	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.

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
12	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.
13	San Clemente	Camino Mira Costa	Camino De Estrella	Camino Capistrano	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.
14	San Clemente	Camino Capistrano	Del Gado Road	Coast Hwy/ N El Camino Real	Reclassify from Secondary to Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
15	San Clemente	South El Camino Real	Avenida Mendocino	Southern City Limit	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	San Clemente	Camino Vera Cruz	Camino De Los Mares	Carreterra	Reclassify from Secondary to Divided Collector.	Amendment is being presented to the Board for consideration.
17	San Clemente	Camino De Los Mares	Camino Del Rio	East City Limit	Reclassify from Secondary to Divided Collector.	Amendment is being presented to the Board for consideration.
18	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.
19	Santa Ana	Santa Ana Boulevard	Raitt Street	Flower Street	Reclassify from Major to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
20	Santa Ana	Santa Ana Boulevard	Flower Street	Ross Street	Reclassify from Major to Primary.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
21	Santa Ana	Santa Ana Boulevard	French Street	Santiago Street	Reclassify from Primary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Active Master Plan of Arterial Highways Amendments

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

Status Report on Active Master Plan of Arterial Highways Amendments

	City	Street				Status
22 con't	Santa Ana	This amendment will remove the following segments from the Master Plan of Arterial Highways: <ul style="list-style-type: none"> - Flower Street, between 17th Street and its northern terminus. - Logan Street, between Stafford Street and Santa Ana Boulevard. - Stafford Street, between proposed Logan Street and Santiago Street. 				The amendment was conditionally approved by the Board. Waiting for execution of memorandum of understanding, and documentation confirming completion of CEQA and general plan change.
23	Santa Ana/Orange	Fairhaven Avenue	Grand Avenue	Tustin Avenue	Reclassify from Secondary to Divided Collector.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
Memorandum of Understanding	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 2025, at which time OCTA will revisit the designation of the Garfield Avenue/ Gisler Avenue Bridge.

CEQA – California Environmental Quality Act
 Board – Board of Directors
 I-5 – Interstate 5
 NB – Northbound
 SR-55 – State Route 55
 SR-241 - State Route 241
 NB - Northbound
 OCTA - Orange County Transportation Authority
 SB - Southbound



January 4, 2021

To: Regional Planning and Highways Committee
From: Darrell E. 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 the requests to delay the City of Costa Mesa Adams Avenue and Pinecreek Drive Intersection Project and the County of Orange OC Loop Carbon Canyon Bikeway Gap Closure (Segment D) Project.
- B. 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 (call). Examples of prior calls include the Bicycle Corridor Improvement Program (BCIP), State-Local Partnership Program (SLPP) formula grant call, and Arterial Pavement Management (APM) Program.

Example revenues for the prior calls include federal Congestion Mitigation and Air Quality Improvement Program funds, federal Surface Transportation Block Grant Program funds, State Proposition 1B SLPP funds, and Mobile Source Air Pollution Reduction Review Committee funds. In order to meet OCTA, state, and federal requirements, project-specific amendments are requested by local agencies and are presented for Board of Directors' review and approval.

Discussion

Since 2012, the OCTA Board of Directors (Board) has programmed \$95.358 million in state and federal funds to Orange County local agencies through the BCIP, SLPP, and APM calls, for a total of 177 phases of work for 152 projects. A summary of the project phases is provided in the table below, and additional detail on the status of the active projects is provided in Attachment A.

Project Phase Status	Environmental/ Engineering	Right-of-Way (ROW)	Construction	Total
Planned	4	4	14	22
Started	10	1	11	22
Completed	12	-	109	121
Cancelled	1	-	11	12
Total	27	5	145	177

Note:

BCIP projects may have more than one phase of work.

Planned – Indicates that the funds for this phase have not been obligated.

Started – Indicates that the funds for this phase have been obligated.

Completed – Indicates that the work related to this phase is complete.

Program Amendments

For this review period, Board approval is requested to approve program year amendments for two projects. The City of Costa Mesa and the County of Orange are requesting delays to the construction phase of the Adams Avenue and Pinecreek Drive Intersection Project and the OC Loop Carbon Canyon Bikeway Gap Closure (Segment D) Project to allow time to complete design and ROW activities. The City of Costa Mesa's environmental phase required additional time for completion, which delayed the design phase of work. The County of Orange project is impacted by complex ROW issues and concurrent projects within the project area. Additionally, both projects experienced delays due to the impacts of the Coronavirus. Details on the requests are provided in Attachment B.

The Capital Funding Program Report, which summarizes the current programming of OCTA-issued state- and federally-funded calls based on actions that may be recommended in this report, as well as prior Board actions, is included as Attachment C.

Summary

Status reports from the BCIP, SLPP, and APM Program are provided for review. Staff recommends Board approval for delay requests for two local agency projects.

Attachments

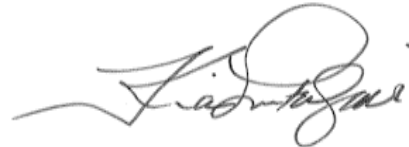
- A. State and Federal Grant Programs Project Status, As of January 4, 2021
- B. State and Federal Grant Programs, Bicycle Corridor Improvement Program Requests
- C. Capital Funding Program Report

Prepared by:



Denise Arriaga Ibarra
Transportation Funding Analyst
(714) 560-5489

Approved by:



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

State and Federal Grant Programs Project Status
As of January 4, 2021

2012 BCIP					
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost
Costa Mesa	Bicycle Racks at City Facilities	C	\$ 33,974	\$ 5,076	\$ 39,050
Costa Mesa	Placentia Avenue Bicycle Signal	C	\$ 212,531	\$ 31,757	\$ 244,288
Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	C	\$ 652,500	\$ 97,500	\$ 750,000
	2012 BCIP Phases Completed	23	\$ 6,158,700	\$ 1,271,365	\$ 7,430,065
	2012 BCIP Phases In Progress	1	\$ 652,500	\$ 97,500	\$ 750,000
	2012 BCIP Total Program¹	24	\$ 6,811,200	\$ 1,368,865	\$ 8,180,065

2014 BCIP					
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost
Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830
La Habra	La Habra Union Pacific Rail Line Bikeway ²	R	\$ 91,760	\$ 708,240	\$ 800,000
	2014 BCIP Phases Completed	4	\$ 418,476	\$ 3,940,884	\$ 4,359,360
	2014 BCIP Phases In Progress	2	\$ 774,020	\$ 878,810	\$ 1,652,830
	2014 BCIP Total Program¹	6	\$ 1,192,496	\$ 4,819,694	\$ 6,012,190

2016 BCIP					
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost
Anaheim	Nohl Ranch Open Space Trail	E,R	\$ 650,400	\$ 162,600	\$ 813,000
County of Orange	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000
County of Orange	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	E,R	\$ 1,551,440	\$ 211,560	\$ 1,763,000
County of Orange	OC Loop El Cajon Bikeway Gap Closure (Segment H)	E,C	\$ 2,107,054	\$ 287,326	\$ 2,394,380
Fullerton	Citywide Bicycle and Pedestrian Improvement Project	C	\$ 578,886	\$ 78,939	\$ 657,825

Notes:

- Total does not include cancelled projects.
- Mobile Air Pollution Reduction Committee County Transportation Commission funds.

**State and Federal Grant Programs Project Status
As of January 4, 2021**

2016 BCIP (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Fullerton	Wilshire Avenue Bicycle Boulevard	C	\$ 2,220,267	\$ 302,764	\$ 2,523,031	Completed
Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E,C	\$ 1,094,357	\$ 149,230	\$ 1,243,587	Started - E Planned - C
Irvine	Jeffrey Open Space Trail and I-5 Bicycle and Pedestrian Bridge Project	E	\$ 1,056,000	\$ 144,000	\$ 1,200,000	Started
Newport Beach	Newport Beach Bicycle and Pedestrian Bridge Project	C	\$ 2,349,600	\$ 587,400	\$ 2,937,000	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes	E,C	\$ 2,271,006	\$ 309,681	\$ 2,580,687	Completed - E Started - C
Santa Ana	Bristol Street - Edinger Avenue Class II Bicycle Lanes	E,C	\$ 735,703	\$ 100,326	\$ 836,029	Completed - E Started - C
Santa Ana	Hazard Avenue Protected Bicycle Lanes	E,C	\$ 1,035,242	\$ 141,173	\$ 1,176,415	Completed - E Started - C
Santa Ana	Citywide Bicycle Racks	E,C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Completed - E Started - C
Tustin	Main Street/El Camino Real Improvements	C	\$ 2,213,613	\$ 301,856	\$ 2,515,469	Cancelled
2016 BCIP Phases Completed		6	\$ 3,330,176	\$ 454,122	\$ 3,784,298	
2016 BCIP Phases In Progress		15	\$ 14,303,299	\$ 2,291,357	\$ 16,594,656	
2016 BCIP Total Program¹		21	\$ 17,633,475	\$ 2,745,479	\$ 20,378,954	

2016 BCIP from Savings and Cancellations	\$	2,213,613
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2019 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Brea	OC Loop Brea Gap Closure	E, R , C	\$ 6,047,538	\$ 2,967,750	\$ 9,015,288	Planned - E Planned - R Planned - C
Buena Park	Valley View Street and SCE Trail Crossing Bicycle/ Pedestrian Traffic Signal	C	\$ 508,279	\$ 90,886	\$ 599,165	Cancelled
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	E, C	\$ 620,336	\$ 316,659	\$ 936,995	Started - E Planned - C
County of Orange	Santa Ana Gardens Channel Bikeway Extension Project	C	\$ 1,308,572	\$ 823,992	\$ 2,132,564	Planned
County of Orange	OC Loop Carbon Canyon (Segment D) Bikeway Gap Closure Project	C	\$ 4,000,000	\$ 1,685,383	\$ 5,685,383	Planned
Irvine	JOST I-5 Bicycle Pedestrian Bridge	C	\$ 4,000,000	\$ 8,426,028	\$ 12,426,028	Planned

**State and Federal Grant Programs Project Status
As of January 4, 2021**

2019 BCIP						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
La Habra	La Habra Union Pacific Rail Line Bikeway	R	\$ 1,948,800	\$ 487,200	\$ 2,436,000	Planned
Mission Viejo	District 5 Regional Bikeways - Mission Viejo N/S Corridor and Jeronimo/Chrisanta Trail	E	\$ 220,000	\$ 30,000	\$ 250,000	Started
Orange	Santiago Creek Multipurpose Extension Project	E	\$ 345,794	\$ 97,532	\$ 443,326	Started
Placentia	Atwood Multipurpose Trail	E	\$ 280,000	\$ 70,000	\$ 350,000	Started
San Clemente	S. El Camino Real Lane Reconfiguration and Buffered Bike Lane Project ³	C	\$ 1,075,115	\$ 400,650	\$ 1,475,765	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes - Phase II Warner to St. Andrew ³	C	\$ 1,508,045	\$ 347,393	\$ 1,855,438	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes - Phase III St. Andrew to Edinger ³	E, C	\$ 743,274	\$ 598,356	\$ 1,341,630	Planned - E Planned - C
Santa Ana	Bristol Street Protected Bicycle Lanes - Phase IV Civic Center Drive to Washington ³	C	\$ 793,760	\$ 229,490	\$ 1,023,250	Planned
Santa Ana	Bristol Street Protected Bicycle Lanes - Phase V 1st Street to Civic Center Drive ³	E, C	\$ 1,320,320	\$ 598,273	\$ 1,918,593	Planned - E Planned - C
Santa Ana	Warner Avenue Protected Bicycle Lanes	E, C	\$ 1,116,126	\$ 326,079	\$ 1,442,205	Started - E Planned - C
2019 BCIP Phases Completed		0	\$ -	\$ -	\$ -	
2019 BCIP Phases In Progress		21	\$ 25,327,680	\$ 17,404,785	\$ 42,732,465	
2019 BCIP Total Program¹		21	\$ 25,327,680	\$ 17,404,785	\$ 42,732,465	

2019 BCIP from Savings and Cancellations	\$	508,279
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Notes:

3. Project was conditionally awarded.

2014 APM Program						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Costa Mesa	Bristol Street - I-405 to Randolph Avenue	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
Costa Mesa	Bear Street - Wakeham Place to I-405	C	\$ 300,000	\$ 300,000	\$ 600,000	Started
County of Orange	Crown Valley Parkway and Oso Parkway	C	\$ 500,000	\$ 563,950	\$ 1,063,950	Completed
Placentia	Placentia Avenue - Chapman Avenue to Ruby	C	\$ 500,000	\$ 1,003,318	\$ 1,503,318	Completed
Santa Ana	Warner Avenue - West City Limit to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Santa Ana	First Street - Harbor Boulevard to Grand Avenue	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started

**State and Federal Grant Programs Project Status
As of January 4, 2021**

2014 APM Program (continued)						
Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
Villa Park	Taft Avenue - Santiago Boulevard to Lemon Street	C	\$ 385,997	\$ 385,997	\$ 771,994	Completed
2014 APM Phases Completed		37	\$ 17,564,978	\$ 26,408,336	\$ 43,973,314	
2014 APM Phases In Progress		5	\$ 2,300,000	\$ 4,550,000	\$ 6,850,000	
2014 APM Phase Subtotals			\$ 19,864,978	\$ 30,958,336	\$ 50,823,314	
APM Available from Savings⁴			\$ -	\$ -	\$ 2,508,000	
2014 APM Total Program		42	\$ 19,864,978	\$ 30,958,336	\$ 53,331,314	

Notes:

4. Includes savings from deobligations of completed projects.

SLPP - 51 Completed Projects			
	Allocation	Match	Total Project Cost
SLPP Phases Completed	\$ 24,528,000	\$ 28,219,918	\$ 52,747,918
SLPP Total Program	\$ 24,528,000	\$ 28,219,918	\$ 52,747,918

APM - Arterial Pavement Management
 BCIP - Bicycle Corridor Improvement Program
 C - Construction
 E - Engineering
 I-405 - Interstate 405
 I-5 - Interstate 5
 N/S - North/South
 R - Right-of-Way
 SCE - Southern California Edison
 SLPP - State-Local Partnership Program

Planned - Indicates that the funds for this phase have not been obligated.
 Started - Indicates that the funds for this phase have been obligated.
 Completed - Indicates that the work related to this phase is complete.

**State and Federal Grant Programs
Bicycle Corridor Improvement Program Requests**

Program Year Amendment Requests As of January 4, 2021					
Agency	Project Title	Delayed Phase	Approved Fiscal Year (FY)	Proposed FY	Delay Reason
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection	Construction	2020-21	2021-22	The project was authorized to proceed with preliminary engineering in FY 2019-20. The City of Costa Mesa expects to award a contract for the final design of the project in February 2021, and to complete design in late summer 2021. The construction phase is requested to be amended to allow time for the project to complete prior phases of work. This request is recommended for approval.
County of Orange	OC Loop Carbon Canyon Bikeway Gap Closure (Segment D)	Construction	2020-21	2022-23	The project was authorized to proceed with preliminary engineering in FY 2018-19 and the project has completed 65% design. Additionally, the right-of-way phase which was authorized in FY 2019-20 is underway and requires several construction easements. The construction phase amendment will allow additional time to complete design and right-of-way activities, and will also address delivery delays associated with a planned (separate) bridge project in the project area, which must be completed prior to the installation of the bikeway. This request is recommended for approval.



Capital Funding Program Report

Board of Directors (Board) Approval - July 13, 2020

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$296,202						\$24,254		\$271,948	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$105,490	\$1,774					\$11,762	\$4,546	\$87,408	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$52,458								\$52,458	
Active Transportation Program - regional call		\$72,406	\$311		\$66,421	\$92					\$5,582
Active Transportation projects		\$17,784				\$15,650					\$2,134
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,888	\$19,930								\$30,958
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Bicycle Corridor Improvement Program (BCIP)		\$72,144	\$49,803								\$22,341
Bristol Street widening		\$44,750									\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
SCAG Sustainability Planning Grants		\$720			\$671						\$49
Traffic Signal Improvements		\$15,000				\$12,000					\$3,000
Transportation Enhancement Activities		\$22,172			\$15,628						\$6,544
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
Local Road Project Totals		\$1,371,361	\$77,836		\$126,857	\$102,447		\$60,961	\$40,326	\$819,938	\$142,996
Federal Funding Total		\$204,693									
State Funding Total		\$163,408									
Local Funding Total		\$1,003,260									
Total Funding (000's)		\$1,371,361									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,520		\$21,616	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	O	\$126,317						\$95,351		\$23,402	\$7,564
State College Boulevard grade separation	O	\$99,631	\$31,541		\$10,887			\$34,785		\$11,400	\$11,018
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763



Capital Funding Program Report

Board of Directors (Board) Approval - July 13, 2020

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
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
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 Completed Totals		\$741,132	\$201,950		\$39,196			\$268,589	\$5,992	\$152,934	\$72,471
Federal Funding Total		\$241,146									
State Funding Total		\$268,589									
Local Funding Total		\$231,397									
Total Funding (000's)		\$741,132									

Acronyms:

Aux - Auxilliary

CMAQ - Congestion Mitigation Air Quality Improvement Program

FTA - Federal Transit Administration

FY - Fiscal Year

HOT - High-Occupancy Toll

HOV - High-Occupancy Vehicle

Hwy - Highway

I-405 - Interstate 405

I-5 - Interstate 5

I-605 - Interstate 605

LA - Los Angeles

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

N/B - Northbound

OC - Orange County

OCTA - Orange County Transportation Authority

PCH - Pacific Coast Highway

RSTP - Regional Surface Transportation Program

S/B - Southbound

S/O - South of

SS - Southside

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

W/B - Westbound



January 4, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: State Route 55 Improvement Project from Interstate 405 to Interstate 5 Funding Plan Update and SB 1 (Chapter 5, Statutes of 2017) Grant Acceptance

Overview

In early December 2020, the California Transportation Commission awarded the Orange County Transportation Authority \$140 million in competitive SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program and SB 1 Local Partnership Program-Competitive funding. Board of Directors' approval is requested to formally accept the grant awards and program additional federal funds to support the implementation of the State Route 55 Improvement Project from Interstate 405 to Interstate 5.

Recommendations

- A. Adopt Resolution No. 2021-001, to accept the Trade Corridor Enhancement Program Grant Award from the California Transportation Commission for \$115 million, to commit to the required match of 30 percent for the State Route 55 Improvement Project from Interstate 405 to Interstate 5, and to negotiate and execute any grant required agreements.
- B. Adopt Resolution No. 2021-002, to accept the Local Partnership Program-Competitive Grant Award from the California Transportation Commission for \$25 million, to commit to the required match of 50 percent for the State Route 55 Improvement Project from Interstate 405 to Interstate 5, and to negotiate and execute any grant required agreements.
- C. Authorize the use of up to \$36 million in additional federal Surface Transportation Block Grant Program funds, up to \$22 million in federal Congestion Mitigation and Air Quality Improvement Program funds, and the reduction of Measure M2 Freeway Program funds of \$29.5 million for the State Route 55 Improvement Project from Interstate 405 to Interstate 5.

- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate programming of the project.

Background

In March 2020, the California Transportation Commission (CTC) adopted program guidelines and initiated calls for projects for three SB 1 competitive programs: Trade Corridor Enhancement Program (TCEP), Local Partnership Program-Competitive (LPP-C), and the Solutions for Congested Corridors Program (SCCP). Combined, the programs make approximately \$2 billion in funding available for transportation projects. Consistent with the Orange County Transportation Authority (OCTA) Board of Directors (Board)-approved Capital Programming Policies and the OCTA Competitive Grant Policy, OCTA submitted the State Route 55 (SR-55) Improvement Project from Interstate 405 (I-405) to Interstate 5 (I-5) (SR-55 Improvement Project) nomination to the three programs for consideration.

The Board previously approved a funding plan for the project that included state, federal, and Measure M2 (M2) funds but the funding plan also left a funding gap that could potentially be filled through various grant programs. The SB 1 awards provide full funding and also support a cost increase in the construction phase.

Discussion

At the December 2-3, 2020 CTC meeting, the CTC awarded OCTA \$140 million in TCEP (\$115 million) and LPP-C (\$25 million) funds for the SR-55 Improvement Project. The SR-55 Improvement Project is a critical component of the voter-approved M2 Freeway Program and is identified as Project F. The project, which is being delivered in partnership with the California Department of Transportation (Caltrans), will construct an additional general purpose, high-occupancy vehicle and auxiliary lane in both directions between I-405 and I-5.

The 2016 Quarterly Caltrans Mobility Performance Report ranked the SR-55 as the 21st most congested freeway in the State out of 172 freeways, with over 815,000 hours of congestion delay in the first half of 2016. As a result, arterials and the surrounding communities are also heavily congested during peak travel periods. The improvements are expected to significantly improve mobility and increase access to jobs, healthcare facilities, John Wayne Airport, and facilitate goods movement and access to various educational facilities in and around Orange County. The SR-55 Improvement Project will improve throughput, reduce congestion by up to 41 percent, improve mobility and safety, and support the movement of freight and commuters in Orange County.

In June and July 2020, when the project nominations for the SB 1 funds were submitted, the total project cost, not including OCTA internal risk and legal costs, was estimated to be approximately \$349 million. Over the last several months, OCTA and Caltrans have been refining the final estimates for right-of-way (ROW) and construction phases, as well as the project schedule. The most recent estimates indicate that the project components that can be supported through state and federal grants will cost approximately \$473 million. However, OCTA typically programs additional funds internally to support additional internal risk and legal costs, which brings the estimate at completion to approximately \$505 million.

The SB 1 awards, totaling \$140 million and combined with additional federal funds, will allow OCTA to fully fund the project. Staff is requesting Board approval of up to approximately \$36 million in additional federal Surface Transportation Block Grant (STBG) Program funds and approximately \$22 million in additional federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds to support ROW. A table depicting the previous funding plan and the proposed funding plan with the SB 1 awards and the additional federal funds is provided below.

SR-55 Improvement Project Proposed Funding

Funding Programs	Previous Funding Plan (in 000's)	Proposed Funding Plan (in 000's)	Difference: (in 000's)
LPP-C	0	\$25,000	\$25,000
SHOPP	\$46,800	\$42,700	(\$4,100)
STIP	\$80,000	\$80,000	\$0
TCEP	0	\$115,000	\$115,000
CMAQ	\$23,355	\$44,900	\$21,545
STBG	\$80,450	\$116,500	\$36,050
M2 committed	\$48,607	\$48,700	\$93
Grant proposals	\$70,000		(\$70,000)
Total:	\$349,212	\$472,800	\$123,588

M2 Internal Risk/ Legal \$32,200
Total Proposed Funding: \$505,000

STIP – State Transportation Improvement Program / SHOPP – State Highway Operation and Protection Program

Under previous Board action, the total M2 funding held in the project for OCTA legal costs and internal risk was \$61.7 million. As the project proceeds toward construction, OCTA reviews the internal risk values, and as the risks are resolved or addressed, the project plans and cost estimates are updated. The current project budget allowance for risks is now estimated to be \$32.2 million as is noted in the above table. This means some of the risks are resolved or explicitly included in the project cost estimate, hence a higher project cost, but also an opportunity to lower the allowance for unforeseen risks in the project budget. The revised cost estimate allows OCTA to reduce the M2 commitment by \$29.5 million.

SHOPP funding is also being adjusted downward consistent with the CTC requirement that SHOPP funds only support one-third of the cost of construction for the portion of the project limited to where the auxiliary lane is being added.

Ultimately, state and federal funds are supporting 84 percent of the total project cost with M2 funding 16 percent of the project cost. It should be noted that there may be costs in the ROW phase that cannot be funded through federal funds and may require M2 funds to be made available in the future for the project. As a result, a rebalancing of funding may be needed as the project progresses. And if this is required, OCTA will return to the Board in the future with a revised funding plan.

The use of federal STBG and CMAQ for this project is consistent with the Board-approved Capital Programming Policies regarding the use of federal funds for M2 Freeway Program projects. More detail on benefits of the SR-55 Improvement Project and these funding changes is provided in the SR-55 Improvement Project fact sheet (Attachment A).

As required by the grant program guidelines, OCTA Board Resolution No. 2021-001 (Attachment B) and No. 2021-002 (Attachment C) are presented for consideration authorizing the Chief Executive Officer, or his designee, to accept the grants totaling \$140 million and enter into grant agreements with CTC and Caltrans. Additionally, SB 1 requires a baseline agreement as part of the project delivery and will require approval from CTC and Caltrans. A summary outlining the terms of the baseline agreement is provided in Attachment D.

The revised Capital Program Funding Report is pending Board approval and is provided in Attachment E.

Summary

The CTC awarded OCTA \$140 million to support the SR-55 Improvement Project. Board authorization is requested to receive the grants and to program additional CMAQ and STBG funds.

Attachments

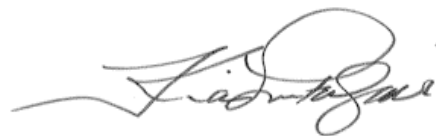
- A. State Route 55 Improvement Project from Interstate 405 to Interstate 5 Fact Sheet and Estimated Cost
- B. Resolution No. 2021-001 of the Orange County Transportation Authority Trade Corridor Enhancement Program Grant Authorization
- C. Resolution No. 2021-002 of the Orange County Transportation Authority Local Partnership Program-Competitive Grant Authorization
- D. Trade Corridor Enhancement Program and Local Partnership Program-Competitive, Term Sheet - Project Baseline Agreement
- E. Capital Funding Program Report

Prepared by:



Adriann Cardoso
Capital Programming Manager
(714) 560-5915

Approved by:



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

State Route 55 Improvement Project from Interstate 405 to Interstate 5 Fact Sheet and Estimated Cost

PROJECT SCOPE

The State Route 55 (SR-55) from Interstate 405 (I-405) to Interstate 5 (I-5) (SR-55 Improvement Project) is a critical Measure M2 freeway component being delivered by the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans), which will add a general purpose, high-occupancy vehicle (HOV) and auxiliary lanes in both directions between I-405 and I-5. The SR-55 Project is expected to significantly improve mobility and increase access to jobs, healthcare facilities, John Wayne Airport, and the various educational facilities in and around Orange County. The project will also improve freight access and throughput on the SR-55.

On December 2, 2020, The California Transportation Commission (CTC) staff recommended the project for funding through the following SB 1 (Chapter 5, Statutes of 2017) Programs:

- Local Partnership Program - \$25 million
- Trade Corridor Enhancement Program - \$115 million

ABOUT THE CORRIDOR

- Approximately 1.5 million people living within five miles of the corridor.
- The corridor serves Orange County's major employment centers, with up to 950,000 jobs at the South Coast Metro and Irvine Business Complex.
- The corridor is adjacent to and serves Orange County disadvantaged communities.
- Limited available capacity during peak periods, impacting operations and reliability of OC Bus Routes and HOV use.
- 17,000 daily truck trips through the corridor.
- Connects to national freight highway system, borders, ports, warehouses, and distribution centers.

AT A GLANCE

PROJECT TYPE

Highway - SR-55 Improvement Project

TOTAL PROJECT BUDGET

\$505 Million (including internal risk and legal costs)

COMMUNITIES DIRECTLY SERVED

Costa Mesa, Irvine, Santa Ana, Tustin

PROJECT TIMEFRAME

Construction Start: June 2022

Construction Complete: June 2026



PROJECT BENEFITS

IMPROVE ACCESS

Improve access to borders, ports, warehouses, and distribution centers.

The project provides connections to the I-5, I-405, and SR-91, all of which are included in the California Freight Mobility Plan, and provides connections to Imperial, Los Angeles, Riverside, San Bernardino, and San Diego Counties. These facilities provide connections to the Ports of Long Beach, Los Angeles, and San Diego, to major freight airports including Los Angeles International, John Wayne Orange County, Ontario International, and San Diego International as well as intermodal rail yards including Hobart Yard, and the LA Intermodal Facility in the City of Commerce, and the San Bernardino Intermodal Facility.

INCREASE FREIGHT THROUGHPUT

Improve velocity and reliability of the SR-55 to increase freight throughput.

Reduces the impact of freight traffic on many disadvantaged communities along the corridor while supporting the economy in California, domestically, and internationally.

State Route 55 Improvement Project from Interstate 405 to Interstate 5

Fact Sheet and Estimated Cost

The SR-55 Improvement Project increases efficiency by reducing key bottlenecks on primary trade corridors and reducing idling and stop-and-go traffic, including for freight carrying goods to and from bordering countries. Inter and intrastate freight movement and resiliency is promoted by this project's improvements to the critical freight corridors of I-405 and I-5.

IMPROVE TRAVEL TIME

The project will improve throughput, reduce congestion by up to 41 percent, improve mobility and safety, and support the movement of freight and commuters in Orange County.

PROJECT BENEFITS CONTINUED

GREENER COMMUNITIES

Reduce carbon footprint, gas consumption, and greenhouse gas emissions.

REGIONAL BENEFIT TO AIR QUALITY

Encourage ridesharing, thereby alleviating congestion, and maximizing the goods movement and people carrying capacity of the highway corridor.

Emissions	Emissions Saved in Tons over 20 years
PM 2.5	11
PM 10	12
CO2	826,055
VOC	207
SOx	8
CO	1,477
NOx	610

*Based on Cal B/C 7.2

QUANTITATIVE BENEFITS

- 14,213,069 average annual person hours of travel time saved
- 41 percent reduction in congestion delay
- 1,500 hours daily truck travel time saved
- The project will improve truck travel time reliability index in 2045 from 2.30 to 1.38 in the AM peak and from 2.08 to 1.29 in the PM peak
- The project would increase average truck velocity during the peak period from 12 mph to 37 mph
- Benefit/cost ratio 8.3
- \$1.8 million annual accident cost savings
- \$132.2 million annual travel time savings
- \$7.9 million annual vehicle operating cost savings
- \$2.8 million annual emission cost savings
- 2,556 jobs created (direct and indirect)

FUNDING PLAN

Funding Programs	Previous Funding Plan (in 000's)	Proposed Funding Plan (in 000's)	Difference: (in 000's)
LPP-C	0	\$25,000	\$25,000
SHOPP	\$46,800	\$42,700	(\$4,100)
STIP	\$80,000	\$80,000	\$0
TCEP	0	\$115,000	\$115,000
CMAQ	\$23,355	\$44,900	\$21,545
STBG	\$80,450	\$116,500	\$36,050
M2 committed	\$48,607	\$48,700	\$93
Grant proposals	\$70,000		(\$70,000)
Total:	\$349,212	\$472,800	\$123,588

M2 Internal Risk/ Legal \$32,200

Total Proposed Funding: \$505,000

LPP-C – Local Partnership

SHOPP – State Highway Operation and Protection Program

STIP – State Transportation Improvement Program

TCEP – Trade Corridor Enhancement Program

CMAQ – Congestion Mitigation and Air Quality Improvement Program

STBG – Surface Transportation Block Grant Program

**RESOLUTION NO. 2021-001
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
TRADE CORRIDOR ENHANCEMENT PROGRAM GRANT AUTHORIZATION**

WHEREAS, the California Transportation Commission (CTC) makes available grant funds through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program (TCEP) to public agencies to fund infrastructure improvements along corridors that have a high volume of freight movement; and

WHEREAS, on December 2, 2020, the CTC awarded the Orange County Transportation Authority (OCTA) \$115 million in TCEP funds to support the State Route 55 Improvement Project from Interstate 405 to Interstate 5; and

WHEREAS, OCTA has programmed the required 30 percent local match to the project; and

WHEREAS, the CTC requires the grantee to certify, by resolution, the acceptance of awarded grant funds, the required 30 percent local match, and authority to enter into and execute grant-related agreements.

THEREFORE, BE IT RESOLVED that the OCTA Board of Directors authorizes the Chief Executive Officer, or designee, to:

- A. Accept the State of California TCEP award and to negotiate and execute grant-related agreements and documents, including but not limited to the baseline agreement with the CTC and the California Department of Transportation; and
- B. Certify OCTA has programmed the required 30 percent local match to the project; and
- C. Negotiate and execute any other required grant-related agreements.

ADOPTED, SIGNED, AND APPROVED this ____ day of _____, 2021.

AYES:

NOES:

ABSENT:

ATTEST:

Andrea West
Interim Clerk of the Board

Steve Jones, Chairman
Orange County Transportation Authority

**RESOLUTION NO. 2021-002
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
LOCAL PARTNERSHIP PROGRAM-COMPETITIVE GRANT AUTHORIZATION**

WHEREAS, the California Transportation Commission (CTC) makes available SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program-Competitive (LPP-C) grant funds to local or regional transportation agencies that have sought and received voter approval of taxes or have imposed fees, which taxes and fees are dedicated solely for transportation improvements; and

WHEREAS, the Orange County Transportation Authority (OCTA) is an eligible grantee of the LPP-C funding program; and

WHEREAS, on December 2, 2020 the CTC awarded OCTA \$25 million in LPP-C funds to support construction of the State Route 55 Improvement Project from Interstate 405 to Interstate 5; and

WHEREAS, OCTA has programmed the required 50 percent local match to the project; and

WHEREAS, the CTC requires the grantee to certify, by resolution, the acceptance of awarded grant funds, the required 50 percent local match, and authority to enter into and execute grant-related agreements.

THEREFORE, BE IT RESOLVED that the OCTA Board of Directors authorizes the Chief Executive Officer, or designee, to:

- A. Accept the State of California LPP-C award and negotiate and execute grant-related agreements and documents, including but not limited to the baseline agreement with the CTC and the California Department of Transportation; and
- B. Certify that OCTA has programmed the required 50 percent local match to the project; and
- C. Negotiate and execute any other grant-related required agreements

ADOPTED, SIGNED, AND APPROVED this ____ day of _____, 2021.

AYES:

NOES:

ABSENT:

ATTEST:

Andrea West
Interim Clerk of the Board

Steve Jones, Chairman
Orange County Transportation Authority

**TRADE CORRIDOR ENHANCEMENT PROGRAM AND
LOCAL PARTNERSHIP PROGRAM-COMPETITIVE
TERM SHEET – PROJECT BASELINE AGREEMENT**

The baseline agreement between the Orange County Transportation Authority (OCTA), the California Transportation Commission (CTC), and the California Department of Transportation (Caltrans) for the Trade Corridor Enhancement Program (TCEP) and Local Partnership Program-Competitive (LPP-C) includes the following:

1. Project cost, project schedule, project scope, and project benefits as detailed in the project programming request for each funded project.
2. All signatories agree to adhere to the CTC TCEP and LPP Guidelines.
3. All signatories agree to adhere to the CTC's SB 1 (Chapter 5, Statutes of 2017) accountability and transparency guidelines and policies, and program/project amendment processes.
4. OCTA agrees to secure funds for any additional costs of the projects.
5. OCTA agrees to report to Caltrans on a semi-annual basis on the progress made toward implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
6. OCTA agrees to submit a timely Completion Report and Final Delivery Report as specified in the CTC's SB 1 Accountability and Transparency Guidelines.
7. OCTA agrees to maintain and make available to the CTC and/or its designated representative, all work-related documents, including without limitation engineering, financial or other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain these records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with generally accepted accounting principles.



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 11, 2021

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$219,903	\$52,357			\$95,338	\$44,791			\$27,417	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$17,425	\$15,027							\$2,398	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$205,695	\$47,676		\$7,921					\$150,098	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,365				\$6,000				\$6,365	
I-5/El Toro Interchange	D	\$4,400	\$4,400								
SR-55 (I-5 to SR-91)	F	\$13,921	\$5,000							\$8,921	
SR-55 widening between I-405 and I-5 ^{1, 2, 3}	F	\$504,000	\$160,500		\$41,900	\$80,000	\$140,000			\$81,600	
SR-57 Orangewood Avenue to Katella Avenue	G	\$7,277	\$2,500							\$4,777	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$16,201	\$1,770							\$30	\$14,401
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$15,779	\$1,770							\$30	\$13,979
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,080,234	\$35,000		\$10,648			\$89,771		\$1,315,885	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328				\$2,328					
I-605/ Katella Avenue interchange	M	\$4,824								\$4,824	
241/91 Express Lanes (HOT) Connector		\$182,298	\$50								\$182,248
I-5 HOV Lane Extension from Avenida Pico to San Diego County Line (PSR/PDS)		\$6,071	\$6,071								
SR-74 widening, Calle Entradero-City/County line		\$16,653				\$14,053		\$250		\$1,950	\$400
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
State Highway Project Totals		\$4,032,087	\$486,512		\$71,630	\$346,475	\$194,179	\$140,642		\$1,842,457	\$950,192
Federal Funding Total		\$558,142									
State Funding Total		\$681,296									
Local Funding Total		\$2,792,649									
Total Funding (000's)		\$4,032,087									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 11, 2021

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b Routes 91/55 - e/o Weir replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$849,856	\$110,629		\$97,888	\$134,007		\$359,663	\$20,578	\$110,489	\$16,602
Federal Funding Total		\$208,517									
State Funding Total		\$493,670									
Local Funding Total		\$147,669									
Total Funding (000's)		\$849,856									



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 11, 2021

Board Actions:

1. Adopt Resolution No. 2021-001, to accept the Trade Corridor Enhancement Program Grant Award from California Transportation Commission for \$115 million, to commit to the required match of 30 percent for the State Route 55 Improvement Project from Interstate 405 to Interstate 5 and to negotiate and execute any grant required agreements.
2. Adopt Resolution No. 2021-002, to accept the Local Partnership Competitive Program Grant Award from the California Transportation Commission for \$25 million, to commit to the required match of 50 percent for the State Route 55 Improvement Project from Interstate 405 to Interstate 5 and to negotiate and execute any grant required agreements.
3. Authorize the use of up to \$36 million in additional Federal Surface Transportation Block Grant Program Funds and up to \$22 million in Federal Congestion Mitigation and Air Quality Improvement Program funds and the reduction of Measure M2 freeway program funds of \$27.8 million for the State Route 55 Improvement Project from Interstate 405 to Interstate 5.

Acronyms:

Aux - Auxilliary
CMAQ - Congestion Mitigation Air Quality Improvement Program
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M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OC - Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
RSTP - Regional Surface Transportation Program
S/B - Southbound
S/O - South of
SR-133 - State Route 133
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-90 - State Route 90
SR-91 - State Route 91
SS - Southside
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound



January 4, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Interstate 405 Improvement Project Update

Overview

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

Recommendation

Receive and file as an information item.

Background

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

On November 14, 2016, the OCTA Board of Directors (Board) awarded the design-build (DB) contract to OC 405 Partners (OC405), a joint venture. OCTA executed the DB contract with OC405 and issued Notice to Proceed (NTP) No. 1 on January 31, 2017. NTP No. 1 was a limited NTP for mobilization, design, and administrative activities. On July 26, 2017, the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement was executed between OCTA and the United States Department of Transportation (USDOT). On July 27, 2017, OCTA issued NTP No. 2 to OC405. NTP No. 2 was a full NTP for all activities, including construction.

Discussion

A number of activities are ongoing as the construction work continues to advance. The following provides a more detailed status of Project activities.

Financing and TIFIA Loan

In July 2017, OCTA executed a TIFIA loan agreement with the USDOT for up to \$628.93 million. Pursuant to the terms identified in the loan agreement, OCTA staff submits periodic reimbursement requisitions to the USDOT Build America Bureau (Bureau) and Federal Highway Administration. OCTA has received two TIFIA loan disbursements amounting to approximately \$287 million.

In October 2020, OCTA staff received Board approval to pursue a reset of the interest rate on the TIFIA loan. OCTA has applied, and is currently working with the Bureau, to reset the 2.91 percent interest rate on the 2017 TIFIA loan. If successful, the current interest rate of 2.91 percent could be reduced, resulting in substantial debt service savings. Based on the estimated timeline provided by the Bureau, OCTA is targeting a financial close for the new TIFIA loan as early as March 2021. Prior to closing, OCTA staff will return to the Board for approval of the financing documents.

Tolling Contracts

On February 26, 2018, the Board selected Kapsch TrafficCom USA, Inc., (Kapsch) to provide toll lanes system integration services for design, installation, operation, and maintenance of the electronic toll and traffic management (ETTM) system on both the 405 and 91 Express Lanes. Kapsch is currently under contract and is working closely with the design-builder to deliver fully functional express lanes upon opening in 2023. Kapsch has received approval for the ETTM infrastructure final design to be used for the 405 Express Lanes, including equipment types and configurations. Kapsch continues to review the design-builder's plans and construction activities and has provided input on requirements for the Toll Operations Center (TOC) improvements. The TOC will be located at OCTA's Santa Ana Bus Base and will be staffed by Kapsch for 405 Express Lanes operations.

OCTA staff developed a request for proposals for the back-office system and customer service center operations for the 405 Express Lanes. The Board approved its release in June 2020, and a preferred vendor will be recommended to the Board for approval in late 2021. Later this year, OCTA staff will be updating the Board on options for a future customer service center and roadway services location. OCTA staff is currently evaluating various buy versus lease options and will be seeking Board direction on a future site to locate these services.

Design

The final design is substantially complete at this time. The DB process allows for design refinements, and that process will continue throughout the remainder of construction.

Right-of-Way (ROW) Acquisition

Construction of the Project impacts 288 properties, including 179 residential properties, 71 commercial/industrial properties, 37 public properties, and one railroad property. There are 287 properties identified as partial acquisitions and one property identified as a full acquisition at the owner's request. The ROW required to construct the Project is comprised of a combination of fee acquisitions, permanent easements, temporary construction easements, permanent and temporary ground lease reductions, and access control rights. This ROW is required for roadway and bridge construction, soundwalls and retaining walls, drainage systems, and for the installation of above ground and underground facilities, including electrical, telecommunication, water, sewer, gas, and storm drain systems.

The ROW acquisition program is on schedule. As of July 2020, OCTA has possession of the required property rights needed for all 288 property impacts, which retires a significant risk to OCTA. The overall ROW process continues as OCTA works with certain property owners to finalize remaining agreements on costs related to certain acquisitions. As this is a DB project, minor additional ROW needs may become necessary in the future as construction continues. Of the 288 total properties impacted, 288 offers were presented and the ROW is in OCTA's possession for construction. There were 60 resolutions of necessity (RONs) approved by the Board and no additional RONs are anticipated at this time.

Utility Relocations

There are currently 133 utilities that require relocation to accommodate the Project. OCTA is coordinating with 22 impacted utility owners to identify and resolve conflicts and relocation issues. To date, OCTA has executed 83 percent of the necessary utility relocation agreements and is in the process of finalizing the remaining utility agreements. There are several remaining potential utility relocation risks, including various Southern California Edison (SCE) facilities for which staff continues to develop and implement mitigation plans, as utilities are a shared risk between OCTA and OC405. Many critical utility relocations that had once been considered to pose some risk, such as facilities owned by Frontier Communications, Chevron USA, Crimson Pipeline, and SCE have been successfully completed. Additionally, a major Southern California Gas (SCG) pipeline relocation within the United States Navy property that posed a significant risk to the Project schedule has been successfully completed on schedule.

However, a new conflict along a different section of the same existing SCG gas line near Bolsa Chica Road was recently identified as a conflict by the design builder, and it has been determined that this portion of the existing facility cannot be protected in place and requires relocation. OCTA is taking an active role in coordinating this relocation with both the design builder and SCG to allow construction activities at this location to continue, and to mitigate any potential risks to the Project schedule.

Construction

OC405 began construction on March 6, 2018. Initial construction activities included restriping portions of the freeway and setting up concrete barriers on the outside of the freeway to protect work areas for activities such as tree removals and grading. These initial construction activities are complete. Clearing and grubbing, including tree and ground cover removal, and rough grading activities are also substantially complete at this time.

Significant roadway construction activities, including installation of drainage systems, retaining walls and soundwalls, and paving operations began in earnest in 2019, and will continue through the end of the Project. Construction at Oceanview Channel, Greenville-Banning Channel, and East Valley Channel, three major drainage facilities that cross under the freeway, is well underway. Additionally, over half of the retaining walls and soundwalls needed for the Project are currently under construction or complete.

After the opening of the Slater Avenue overcrossing bridge in the fall of 2019, demolition and construction activities commenced on Bushard Street and Talbert Avenue. The Bushard Street overcrossing bridge was completed and opened to traffic in October 2020. The Talbert Avenue overcrossing bridge construction is actively progressing, and the bridge is anticipated to be opened to traffic in the spring of this year. Construction on the McFadden Avenue overcrossing bridge also was completed, and the bridge was opened to traffic in October 2020. The Edwards Street overcrossing bridge began construction last fall and is anticipated to be opened to traffic late this year. Bushard Street, Talbert Avenue, McFadden Avenue, and Edwards Street are all one-stage bridges, which means the bridges are closed to traffic on both sides of I-405 during demolition and reconstruction.

Significant bridge construction also continued at Fairview Road, Magnolia Street, Bolsa Avenue, Goldenwest Street, Westminster Boulevard, and Bolsa Chica Road overcrossings. These are two-stage bridges, which means traffic is being maintained on the remaining portion of the bridge while the first half of the new bridge is constructed. The first half of the new Magnolia Street overcrossing bridge opened last March, and the full bridge is anticipated to be the first two-stage bridge to be opened to traffic this summer. Similarly, the first halves of the new Goldenwest Street and Bolsa Chica Road overcrossing bridges opened last

summer, and the full bridges are anticipated to be opened late this year. The first halves of the new Fairview Road, Bolsa Avenue, and Westminster Boulevard overcrossing bridges are all anticipated to be opened in the next several months.

This past quarter, the widening of existing freeway bridges continued over Harbor Boulevard, Santa Ana River, Beach Boulevard, Bolsa overhead railroad crossing, and an old United States Navy railroad crossing.

Lastly, the Heil pedestrian overcrossing bridge was demolished last fall and a new pedestrian overcrossing is under construction at this location and is anticipated to open to pedestrian traffic later this year.

Looking ahead, the remainder of 2021 will remain busy related to bridge, wall, and pavement construction.

Project Challenges

As would be expected on a project of this magnitude, certain challenges have been encountered, including the following:

- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Dispute resolution and change management
- Minimizing impacts and disruptions to the public
- Timely performance of third-party utility work
- Project schedule impacts and mitigations

Additionally, in September 2019, there was a discovery of archaeological resources within the Project site. OCTA is following established state procedures for this type of discovery, and is working with the responsible parties to ensure appropriate and respectful procedures are followed. This discovery impacted construction at a specific location; however, construction has since resumed.

OCTA has worked closely with its partners and OC405 to mitigate schedule delays when identified. Significant schedule mitigations have been implemented during the course of construction. These include expediting construction of several key bridges and extended overnight and daytime freeway lane closures to take advantage of the significantly reduced traffic volumes on the freeway last spring related to the coronavirus (COVID-19) pandemic. The objectives of the schedule mitigations are to minimize schedule delay impacts while balancing the minimization of traffic impacts.

Risks Remaining

Many of the Project risks have been realized during the design phase and the first half of construction and have since been retired. However, there are risks that remain for the second half of construction moving forward. The COVID-19 pandemic continues to be a risk as the effects and duration of the pandemic remain unknown. OCTA, its partners, and OC405 remain vigilant in taking the appropriate safety measures to minimize impacts to the workforce and construction progress. Additional archaeological discoveries also continue to be a risk as excavation in certain areas of the Project will take place in the next year. OCTA has taken a proactive approach with the appropriate stakeholders to minimize impacts if there are future discoveries. The timely relocation of utilities is always a risk and the team will remain very focused on these efforts. Lastly, the coordination near the end of the Project when Kapsch will be installing and testing the tolling equipment, at the same time OC405 will be completing construction, is key to remaining on schedule. Coordination efforts to plan for this timeframe at the end of the Project are ongoing and have been effective to date.

Project Cost and Schedule

The overall Project cost is \$2,080,234,000. The Project milestones for substantial completion and opening of the 405 Express Lanes are scheduled for late 2023.

Public Outreach

In 2020, the Outreach team pivoted to conduct all meetings with residents, business owners, and key stakeholders virtually because of the COVID-19 pandemic. The team held more than a dozen virtual community meetings, with more than 4,700 people participating live or viewing recordings afterward on OCTA's YouTube channel. Participation in these virtual meetings has outpaced that of in-person meetings by more than six to one. In addition, labor and other direct costs for virtual meetings are lower, allowing the team to conduct more meetings more frequently.

During 2020, the Outreach team fielded more than 1,600 comments and questions from the public, averaging more than 140 per month. That was a 40 percent increase over the monthly average for 2019, reflecting the rise in construction activity on the Project. Many of the calls and emails focus on construction activities, design questions, upcoming closures and maintenance concerns.

Bridge, roadway, ramp, and wall construction also required ramping up the use of Project emails, calls and text alerts, as well as distribution of flyers. These proven communications methods were the foundation of community

engagement efforts in 2020, with nearly 475,000 flyers distributed, 230 email alerts delivered, and 109 calls and text alerts.

The Outreach team continues to build the Project's online presence through its social media channels, its interactive map tied to the Waze navigation app, the 405 Improvement smartphone app, and the revamped Project website. In addition, the Outreach team has expanded its digital toolkit, adding location-based advertising on mobile devices and tablets to engage constituents in specific geographic areas with short, relevant messages about upcoming activities. These efforts over the last year have helped drive a nearly 50 percent increase in the number of subscribers to the Project database, which recently topped 15,000.

Looking ahead, the team anticipates a busy 2021, with construction continuing for many of the 18 bridge replacements, four bridges widenings, and several ramps.

Community meetings will focus on work beginning on the second halves of the Westminster Boulevard, Bolsa Avenue, and Fairview Road overcrossing bridges. Several focused neighborhood presentations will also be conducted to provide residents and business owners status updates on construction activities near them.

Later this year, it is anticipated the second half of the Magnolia Street bridge will open to traffic. This will be the first two-phase bridge on the Project to fully open, and the Outreach team is planning a unique event to mark this major milestone.

As the Project continues to advance, the team will continue to meet with diverse communities and other key stakeholders such as emergency responders, as well as project partners at each of the corridor cities and school districts.

Summary

Construction continues to advance. Currently, utility relocations, public outreach, and other activities are in process to continue the construction phase of the Project.

Attachment

None.

Prepared by:

A handwritten signature in blue ink that reads "Jeff Mills".

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

Approved by:

A handwritten signature in blue ink that reads "James G. Beil".

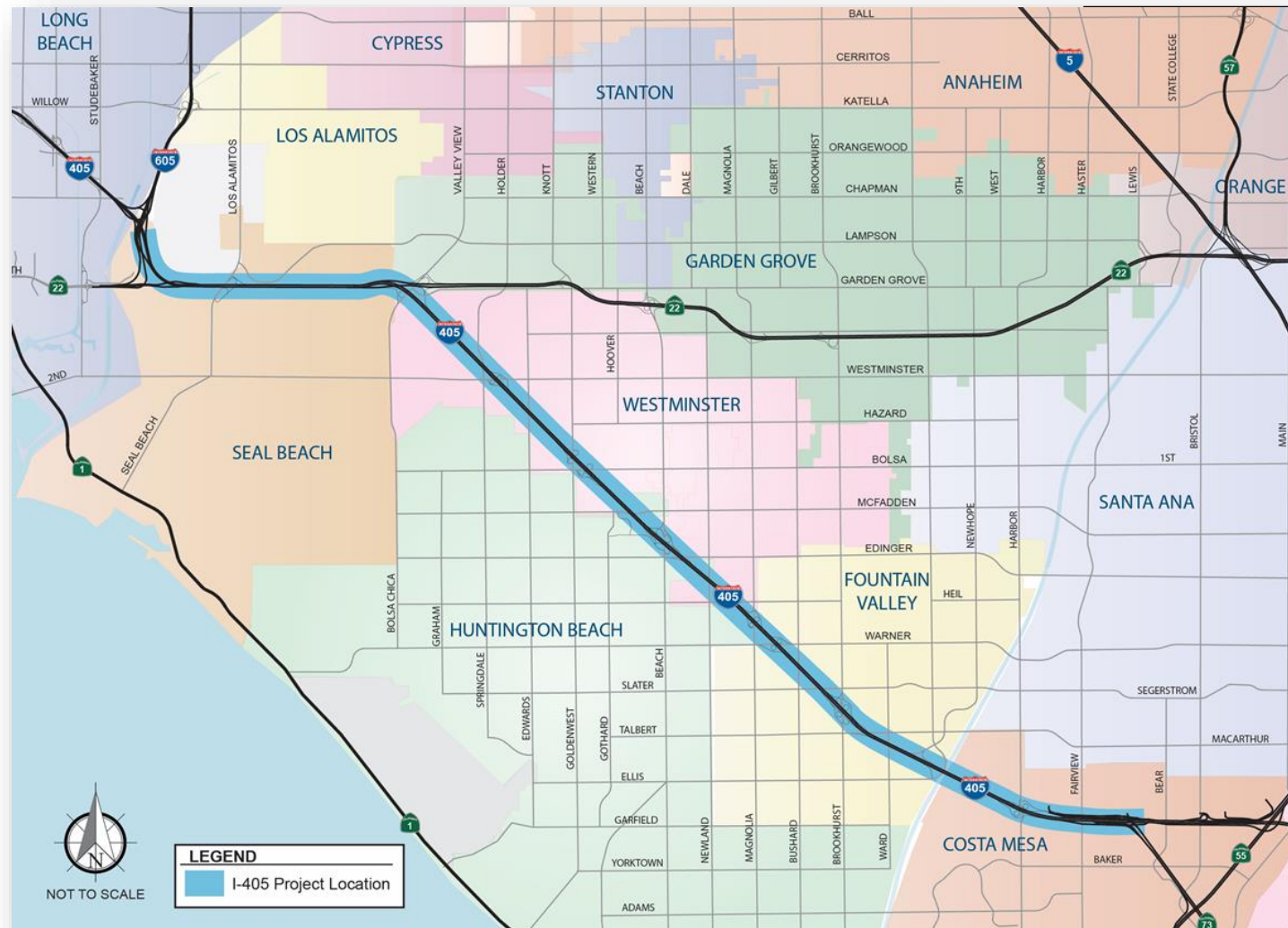
James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Interstate 405 Improvement Project Update



Project Location and Key Features



Background



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

* Transportation Infrastructure Finance and Innovation Act

Project Update



General

- Over halfway complete with Interstate 405 Improvement Project (Project)
- TIFIA interest rate reset in process

Design and Right-of-Way Possession

- Substantially complete with both design and right-of-way possession

Construction

- Three bridge replacements complete
- Over half of the retaining walls and soundwalls needed for the Project are currently under construction or complete
- Over 1,000 workers involved in the Project each working day

Construction Update



Wall construction

Construction Update



Concrete paving

Construction Update



Fairview Road bridge construction

Construction Update



Santa Ana River bridge construction

Construction Update



Bushard Street bridge complete

Construction Update



Magnolia Street bridge construction

Construction Update



Heil Avenue pedestrian overcrossing (POC) construction

Construction Update



McFadden Avenue bridge complete

Construction Update



Bolsa Avenue bridge construction

Look Ahead for 2021 Bridge Construction



January – June 2021

- Westminster Boulevard bridge (first half) opens to traffic
- Fairview Road bridge (first half) opens to traffic
- Talbert Avenue bridge fully opens to traffic
- Start Ward Street bridge
- Bolsa Avenue bridge (first half) opens to traffic
- Magnolia Street bridge fully opens to traffic
- Start Warner Avenue bridge

July – December 2021

- Heil POC fully opens to pedestrian traffic
- Edwards Street bridge fully opens to traffic
- Bolsa Chica bridge fully opens to traffic
- Start Springdale Street bridge
- Goldenwest Street bridge fully opens to traffic

Bridge Construction Map



LEGEND

- Project Limits
- Bridge Closed to Traffic During Construction
- Bridge Open to Traffic During Construction
- Bridge Completed, Open to Traffic

Anticipated Start of Construction*

2018	2021
2019	Completed
2020	

*Subject to Change

Bridge Map as of 10/27/2020

Major Risks Remaining



- Additional archaeological discoveries
- Coronavirus (COVID-19)
- Utility relocation delays
- Design builder/toll lanes system integrator coordination

2020 Outreach Metrics



Category	Average Per Month	Year To Date*
Public Comments/Questions	146	1,612
Social Media Reach	40,388	756,368
Construction Alerts	19 (29% open rate)	230 (29% open rate)
Interactive Map Users	1,120	12,321
Location-Based Advertising	271,131 impressions	1,626,789 impressions
Flyers	43,165	474,820
Postcards	19,743	78,974

*Through mid-December 2020

Upcoming Outreach



- Virtual neighborhood meetings
 - Westminster Boulevard Phase 2
 - Bolsa Avenue Phase 2
 - Fairview Road Phase 2
- Major activity notifications
 - Bridge demolition
 - Extended ramp closures
 - Full freeway closures
- Milestones
 - Magnolia Street bridge completion
- Key stakeholder briefings
 - Emergency responders
 - School districts
 - Diverse communities

