



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Patrick Harper
Gene Hernandez
Joe Muller
Vicente Sarmiento

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

Monday, November 1, 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 Orange County Transportation Authority (OCTA) Clerk of the Board, telephone (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

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

Public Availability of Agenda Materials

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

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

On September 16, 2021, Governor Gavin Newsom signed into law AB-361 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 due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

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):

Members of the public may address the Committee regarding any item two ways:

Real Time Comment

To provide a real time public comment during the meeting, please access the Zoom at:

<https://us02web.zoom.us/j/82173189650>

Dial In: (669) 900-6833
Webinar ID: 821 7318 9650

Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes. Anyone causing disruption can be removed from the meeting at the discretion of the Chair.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent 90 minutes prior to the start time of the meeting. If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Committee. Public comments will be made available to the public upon request.

Call to Order

Roll Call

Pledge of Allegiance
Director Harper

1. Public Comments

Special Calendar

There are no Special Calendar matters.



Consent Calendar (Items 2 through 6)

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 October 4, 2021.

3. Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

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. Contract change orders are needed at this time to compensate OC 405 Partners for additional design and construction efforts related to providing additional environmental monitoring services, and fencing and landscaping in the City of Seal Beach.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 68.3 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$155,000, to provide additional environmental monitoring services.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 115 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$550,000, to provide additional fencing and landscaping between Interstate 405 and Lampson Avenue in the City of Seal Beach.



4. Regional Planning Update
Warren Whiteaker/Kia Mortazavi

Overview

Updates on regional planning matters are provided regularly to highlight transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the Regional Early Action Planning Grants Program of 2021, preparations for the 2024 Connect SoCal, and the Orange County Council of Governments' exploration of alternative regional planning governance models.

Recommendation

Receive and file as an information item.

5. Regional Traffic Signal Synchronization Program Update
Alicia Yang/Kia Mortazavi

Overview

The Orange County Transportation Authority has been working with local cities, the County of Orange, and the California Department of Transportation to fund and implement key regional traffic signal synchronization projects. This report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects.

Recommendation

Receive and file as an information item.

6. Amendment 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 City of Orange is considering the recurring seasonal closure of Glassell Street to operate the Orange Plaza Paseo. An amendment to remove Glassell Street from the Master Plan of Arterial Highways is presented for the Regional Planning and Highways Committee and Board of Directors' consideration. An update on pending Master Plan of Arterial Highways amendments is also provided.



Recommendations

- A. Approve an amendment to the Master Plan of Arterial Highways to remove Glassell Street between Walnut Avenue and La Veta Avenue from the Orange County Master Plan of Arterial Highways.
- B. As applicable, direct the Executive Director of Planning, or his designee, to file Notice of Exemption from the California Environmental Quality Act in support of the Board of Director's action.

Regular Calendar

7. 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.

8. Active Transportation Program Biannual Update Peter Sotherland/Kia Mortazavi

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts in Orange County through planning, grant funding, and safety programs. An update on recent and upcoming activities is provided for review.

Recommendation

Receive and file as an information item.



Discussion Items

9. Update on Interstate 5/El Toro Road Interchange Project

Niall Barrett/James G. Beil

Staff will provide a project update.

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, December 6, 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
Lisa A. Bartlett
Doug Chaffee
Patrick Harper
Gene Hernandez

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Clerk of the Board Specialist, Senior
Sahara Meisenheimer, Clerk of the Board Specialist
James Donich, General Counsel
OCTA Staff Members

Committee Members Absent

Barbara Delgleize, Vice Chair
Joe Muller
Vicente Sarmiento

Call to Order

The October 4, 2021 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman Murphy at 10:31 a.m.

Pledge of Allegiance

Director Hernandez led in the Pledge of Allegiance.

1. Public Comments

There were no Public Comments received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 5)

2. Approval of Minutes

A motion was made by Director Hernandez, seconded by Director Bartlett, and declared passed 5-0, to approve the minutes of the Regional Planning and Highways Committee meeting of September 2, 2021.

3. 2021 Pavement Management Relief Funding Program for Local Agencies

Darrell E. Johnson, Chief Executive Officer (CEO), commented that due to the pandemic, funds are available under the Coronavirus Response and Relief Supplemental Appropriations Act which will be allocated by formula to all cities in the county for pavement management.



A motion was made by Director Hernandez, seconded by Director Bartlett, and declared passed 5-0, to:

- A. Approve the 2021 Pavement Management Relief Funding program guidelines and distribution of \$10.931 million federal funding.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

4. Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project

A motion was made by Director Hernandez, seconded by Director Bartlett, and declared passed 5-0, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-2809 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$2,520,200, for right-of-way support services, right-of-way acquisition, and utility relocations for the Interstate 605/Katella Avenue interchange project.
- B. Authorize the use of up to \$2,520,200 in Measure M2 Freeway funds for right-of-way capital and right-of-way support services for the Interstate 605/Katella Avenue interchange project.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

5. Amendment to Cooperative Agreement with the City of Seal Beach for the Interstate 405 Improvement Project

A motion was made by Director Hernandez, seconded by Director Bartlett, and declared passed 5-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-6-1126 between the Orange County Transportation Authority and the City of Seal Beach, in the amount of \$370,000, for additional services for the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$740,600.



Regular Calendar

There were no Regular Calendar matters.

Discussion Items

6. Chief Executive Officer's Report

Mr. Johnson, CEO, reported the following:

Federal Update

- Last Thursday, the President signed a short-term continuing resolution to fund government operations through December 3.
- Congress approved this 9-week stopgap funding bill to continue negotiations on a year-long appropriations package to fund most government programs.
- On Friday, the House passed a 30-day extension of Highway Trust Fund authority that had expired October 1, which the Senate then approved, and the President signed on Saturday.
- This action restored funding for Department of Transportation affected programs, as well as for employees who had been furloughed on Friday to return to work today.
- Both temporary extensions were approved after negotiations stalled surrounding the broader Infrastructure Investment and Jobs Act, also known as the infrastructure bill.
- Staff continues to closely monitor the situation and will provide updates to the Board as they become available.
- Staff will also present an in-depth analysis to the Legislative and Communications Committee on Oct. 21.

Metrolink Update

- Starting today both Metrolink and Pacific Surfliner have resumed service in south county.
- The work went well with approximately 12,000 tons of riprap put in place over the last few weeks.
- Riders have been notified about service resuming and also about potential delays this week due to trains traveling at reduced speeds to ensure safety and to monitor the tracks.

Welcome Pass Update

- The discounted Welcome Pass launched about a month and a half ago to encourage riders to return to public transportation.
- More than a quarter-million boardings have been recorded with these passes which provide a 40 percent savings off the regular bus fare.
- The Welcome Pass will continue to be on sale through November 15.



7. Committee Members' Reports

There were no Committee Members' reports.

8. Closed Session

There were no Closed Session items scheduled.

9. Adjournment

The meeting adjourned at 10:37 a.m.

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

ATTEST

Mark A. Murphy
Committee Chairman

Allison Cheshire
Clerk of the Board Specialist, Senior



November 1, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605

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. Contract change orders are needed at this time to compensate OC 405 Partners for additional design and construction efforts related to providing additional environmental monitoring services, and fencing and landscaping in the City of Seal Beach.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 68.3 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$155,000, to provide additional environmental monitoring services.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 115 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$550,000, to provide additional fencing and landscaping between Interstate 405 and Lampson Avenue in the City of Seal Beach.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation, is implementing the Interstate 405 (I-405) Improvement Project from State Route 73 (SR-73) to 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.

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. On July 27, 2017, NTP No. 2 was issued to OC405 for the full design and construction of the Project.

The recommended contract change orders (CCO) are described in more detail below.

Environmental Monitoring

In accordance with the contract documents, OC405 is required to provide archaeological monitoring for its ground disturbing work along the southbound I-405 freeway adjacent to the Naval Weapons Station in the City of Seal Beach (City). In addition to OC405's work, the Southern California Gas Company (SCG) and Long Beach Energy Resources (LBER) are required to relocate facilities in the same area, which also required archaeological monitoring. Coordinating independent qualified monitors for the SCG and LBER utility relocations created a significant risk to the Project's schedule; therefore, in order to minimize potential Project delays and to provide consistency with monitoring efforts, OC405 was directed to provide additional archaeological monitoring to also support the SCG and LBER utility relocations.

CCO Nos. 68, and 68.1, each in the amount of \$100,000, and CCO No. 68.2, in the amount of \$75,000, were previously issued for the archaeological monitoring work. Since then, costs for monitoring SCG and LBER relocation work has exceeded the prior estimates. LBER relocation is complete and SCG has installed its new pipeline. The remaining SCG work includes removal of original pipeline. Staff has prepared an independent cost estimate, in the amount of \$155,000, for monitoring of the remaining work required to remove the SCG pipeline and complete the relocations. Therefore, staff is now requesting Board approval of supplemental CCO No. 68.3, in the amount of \$155,000. Costs and expenses for archaeological monitoring will continue to be tracked, reviewed, and paid on a time-and-materials basis.

Fencing and Landscaping

In accordance with the contract documents, OC405 is required to widen I-405 and reconstruct the northbound I-405 off-ramp to Seal Beach Boulevard adjacent to Lampson Avenue. OC405 developed a design compliant with the contract that included a barrier with a chain link fence between the barrier and sidewalk along Lampson Avenue. The City raised concerns of reduced visual screening from the pre-construction condition due to a reduced barrier height and removal of vegetation, and requested mitigation to address these perceived safety concerns. OCTA staff reviewed the concern and concurred with the request to provide additional mitigation. Staff worked with the City to develop a cost-effective solution moving the six-foot tall fence from the ground to the top of concrete barrier, and providing larger and more mature landscaping in the narrow strip between the freeway and Lampson Avenue. OCTA issued a directive letter to modify the design and implement the changes. A CCO is now needed, in the amount of \$550,000, for OC405 to comply with this directive.

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 (DB) projects, and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements.

On November 14, 2016, the Board authorized Agreement No. C-5-3843 with OC405, in the amount of \$1,217,065,000, for the design and construction of the Project through a DB contract.

Proposed CCO No. 68.3, in the amount of \$155,000, will provide compensation to OC405 for additional archaeological monitoring to support the SCG and LBER utility relocations.

Proposed CCO No. 115, in the amount of \$550,000, will provide compensation to OC405 for additional fencing and landscaping between I-405 and Lampson Avenue in the City.

The two CCOs will increase the cumulative value of the contract by a total of \$705,000. Attachment A lists the CCOs that have been executed to date, and the CCOs that are pending execution with OC405.

Contract Change Orders for the Interstate 405 Improvement Project from State Route 73 to Interstate 605 **Page 4**

Fiscal Impact

Funding for this work was approved in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, account nos. 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, 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 costs of CCO nos. 68.3 and 115 are funded from the Project contingency and are not anticipated to increase the total Project estimate of \$2.08 billion.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute CCO No. 68.3 to Agreement No. C-5-3843 with OC405, in the amount of \$155,000, and CCO No. 115 to Agreement No. C-5-3843 with OC405, in the amount of \$550,000, for additional archaeological monitoring, and fencing and landscaping efforts in the City.

Attachment

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

Prepared by:



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



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

**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	6/14/2017	\$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	Approved	12/22/2020	\$500,000.00
003.2.1	Supplemental Extra Maintenance Work	Approved	3/19/2021	\$500,000.00
003.2.2	Supplemental Extra Maintenance Work (Provisional Sum)	Approved	6/7/2021	\$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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
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
008.3	Supplemental Unknown Hazardous Materials	Approved	5/4/2020	\$500,000.00
008.3.1	Supplemental for Additional Collection and Disposal of Unknown Hazardous Materials	Approved	11/2/2020	\$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 Interstate 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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
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
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	Orange County Transportation Authority (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
026.2	Additional PlanGrid Software Licenses	Approved	3/8/2021	\$46,278.00
027	Utility Potholing on Milton Avenue	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 Changeable Message Signs Deletion	Approved	5/15/2019	-\$74,319.00
030	Motel 6 Soundwall (SW) (SW 791) Elimination	Approved	5/15/2019	-\$130,000.00
031	SW 956 Reduction	Approved	5/22/2019	-\$30,000.00
033	Edinger Channel Pavement Rehabilitation	Approved	7/30/2019	\$176,465.00
034	Chevron and Crimson Utility Relocation at Goldenwest Crossing	Approved	8/2/2019	\$75,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
034.1	Chevron and Crimson Utility Relocation Support	Approved	12/31/2019	\$12,018.00
034.2	Chevron and Crimson Goldenwest Relocation Assistance	Approved	2/18/2020	\$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 Continuously Reinforced Concrete Pavement	Approved	6/26/2019	\$2,900,557.00
036	Minor Construction Support for Dry Utilities	Approved	5/11/2020	\$100,000.00
037	SW 375 Protect in Place	Approved	6/4/2019	\$200,000.00
040	High Density Polyethylene Pipe in Lieu of Reinforced Concrete Pipe	Approved	7/9/2019	-\$7,418.68
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 SW 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 and 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 Boulevard Lane Widths Reduction (Necessary Basic Configuration Change)	Approved	10/17/2019	\$160,000.00
050	Vibration Sensitive Receptors (McFadden Avenue 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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
053	Traffic Signal Modification at Beach Boulevard and McFadden Avenue	Approved	11/14/2019	-\$128,118.00
054	Differing Site Conditions Pavement Against Median K-Rail	Approved	12/31/2019	\$11,133.00
055	LA Fitness at Retaining Wall (RW) 717	Approved	12/31/2019	\$8,428.29
056	Additional Speed Reduction Signs and Radar Packages	Approved	12/31/2019	\$148,397.00
057	Archaeological 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 Avenue Overcrossing	Approved	10/30/2020	\$300,000.00
057.2	Archaeological Treatment Plan and Native American Monitoring	Approved	3/4/2021	\$500,000.00
057.2.1	Additional Archaeological and Native American Monitoring Treatment Plan	Approved	7/12/2021	\$500,000.00
058	Biological Monitoring Naval Weapons Station (Unilateral)	Approved	6/29/2020	\$50,000.00
058.1	Biological Monitor at Naval Weapon Station Seal Beach	Approved	12/10/2021	\$50,000.00
059	Pavement Limits for Beach Boulevard and Edinger Avenue	Approved	2/18/2020	\$33,573.00
060	Heil Pedestrian Overcrossing and Switchback Ramp (Unilateral)	Approved	2/25/2020	\$1,044,927.00
061	Plant Establishment Period	Approved	2/26/2020	\$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 (SCE) Power Poles at CN 2012	Approved	3/5/2020	\$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

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
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	Approved	12/10/2021	\$100,000.00
068.2	Lighting Management System Specifications	Approved	5/26/2021	\$75,000.00
068.3	Supplemental Archaeological and Native American Monitors at Naval Weapon Station Seal Beach	Pending		\$155,000.00
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	Union Pacific Railroad 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
072.1	Groundwater Removal/Permit Fees for SCE/Frontier Infrastructure Work at Almond Avenue	Approved	6/7/2021	\$124,878.24
073	Shadow Striping on Portland Cement Concrete Pavement	Approved	4/19/2021	\$200,000.00
074	Combined Authority-accepted Extra Work Proposed Change Orders (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	\$12,981.02
077	Toll Rate Changeable Message Signs	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	12/2/2020	\$270,528.00
080	Temporary Bypass Waterline for the Goldenwest Street Bridge Phase 2	Approved	10/30/2020	\$579,604.00
081	Oceanview Channel Damaged Existing Reinforced Concrete Box	Approved	11/5/2020	\$59,806.16
082	Existing Buried Shoring Removal at Bella Terra Near RW 895 (Unilateral)	Approved	11/10/2020	\$19,637.23
083	Combined Authority-accepted Extra Work No. 4 (PCOs 237 and 258)	Approved	12/23/2020	\$7,963.82

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
084	Revised K-Rail Placement at Bolsa Chica Boulevard	Approved	12/23/2020	\$74,185.84
085	Modified Pavement Overlay for the City of Fountain Valley	Approved	12/15/2021	\$107,180.00
086	Global Settlement	Approved	12/17/2021	\$157,000,000.00
087	RW 906 SCE Pole at Sugar Drive	Approved	3/30/2021	\$133,159.89
088	Valves at Corta Bella Apartments	Approved	3/17/2021	\$18,310.07
089	Unavailable Electrical Specifications	Approved	5/12/2021	\$578,348.00
090	Bolsa Chica Community Wall	Approved	5/12/2021	\$867,349.00
091	Traffic Signal Equipment at Multiple Intersections	Approved	5/12/2021	\$418,620.00
092	Protect Existing Facilities at Senior Center	Approved	5/12/2021	\$995,000.00
093	Shell Driveway at Brookhurst Street and Talbert Avenue	Approved	4/26/2021	\$4,489.12
094	Shiffer Park Fence Replacement	Approved	4/27/2021	\$54,818.00
094.1	Shiffer Park Tree Removal	Approved	6/16/2021	\$18,000.00
95	ANA Monitoring at Naval Weapons Station in Seal Beach	Approved	6/23/2021	\$25,000.00
96	Partial SW Removal for SCE Relocation at Heil	Approved	6/7/2021	\$17,148.25
097	Combined Authority-accepted Extra Work (PCOs 263, and 274)	Approved	5/26/2021	\$43,898.43
098	Drainage System 387 and 356 Maintenance Access	Approved	5/26/2021	\$125,000.00
099	State Route 22 and Garden Grove Boulevard Intersection Improvements	Approved	7/12/2021	\$470,000.00
100	Cultural Discoveries at Bixby Channel	Approved	7/7/2021	\$200,000.00
100.1	Bixby Channel Monitoring Inefficiency and Cost Impacts (Supplemental)	Approved	9/14/2021	\$0.00
101	Sit 'n Sleep Overhang Removal	Approved	9/16/2021	\$230,838.00
102	City of Fountain Valley Additional Traffic Signal Cabinet and Controller	Approved	7/1/2021	\$52,252.00
103	Leaking Sewer Line at North Gate Road in the City of Seal Beach	Approved	8/17/2021	\$110,000.00
104	Additional sidewalk at Bushard Street for City of Fountain Valley.	Approved	8/16/2021	\$57,462.52

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
105	Combined Authority Accepted Extra Work (PCOs 246, 267, 273, 273B, 276, 276B, and 281-284)	Approved	8/9/2021	\$145,000.00
106	Bridge Lighting on Seven Overcrossing Bridges	Approved	9/29/2021	\$925,000.00
107	Conduit Extensions and Pull Boxes for Future Bridge Lighting on Nine Overcrossing Bridges	Pending		\$420,000.00
108	Installation of Polymer Blocks at Brookhurst Street	Approved	9/9/2021	\$51,948.00
109	Harbor northbound On-Ramp Pavement Limits	Approved	9/16/2021	\$410,000.00
110	Talbert Pavement Replacement	Approved	8/23/2021	\$21,000.00
111	99 Cents Only Store Parking Lot Repair	Approved	8/24/2021	\$23,000.00
112	Motel 6 and In-N-Out Driveway Improvements	Approved	9/14/2021	\$92,453.00
113	Corte Bella Apartment Parking Lot Improvements	Approved	9/27/2021	\$28,150.00
115	Additional Fencing and Landscaping Between Interstate 405 and Lampson Avenue	Pending		\$550,000.00

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 CCOs	\$197,356,044.40
Subtotal Pending CCOs	<u>\$1,125,000.00</u>
Total CCOs	\$198,481,044.40

Proposed Revised Contract Price	\$1,415,546,044.40
Remaining Contingency Fund	\$43,478,683.60



November 1, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Regional Planning Update

Overview

Updates on regional planning matters are provided regularly to highlight transportation planning issues impacting the Orange County Transportation Authority and the Southern California region. This update focuses on the Regional Early Action Planning Grants Program of 2021, preparations for the 2024 Connect SoCal, and the Orange County Council of Governments' exploration of alternative regional planning governance models.

Recommendation

Receive and file as an information item.

Background

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

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

Staff most recently provided a regional planning update to the Board in May 2021. The status of items previously presented and other ongoing regional planning activities is recorded in a matrix that identifies lead agencies, a summary of each activity, key dates, as well as OCTA's interests and current involvement (Attachment A).

Since the May update, new activities have occurred concerning:

- Regional Early Action Planning Grants Program of 2021 (REAP 2021),
- Preparations for the 2024 Connect SoCal – SCAG's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS),
- An exploration of alternative regional planning governance models being undertaken by the Orange County Council of Governments (OCCOG).

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

Discussion

REAP 2021

AB 140 (Chapter 111, Statutes of 2021) established REAP 2021 with approximately \$600 million available statewide. This funding will support transformative and innovative projects that implement a region's SCS and help achieve goals for housing and transportation options that reduce vehicle miles traveled (VMT). REAP 2021 funds will be provided primarily to metropolitan planning organizations (MPO) such as SCAG. AB 140 allows for sub-allocation of funds to County Transportation Commissions (CTC) such as OCTA. The SCAG region's formula share is estimated to be \$246 million. All funds are to be obligated by June of 2024 and expended by June 2026.

SCAG is considering three main programmatic areas for distributing REAP 2021 funds:

1. Early Action Initiatives: SCAG would expand their Sustainable Communities Program call for projects, which funds greenhouse gas (GHG) and VMT-reducing planning activities and demonstration projects in local jurisdictions throughout the SCAG region.
2. CTC Partnership Program: SCAG is anticipated to create a new partnership program with the region's CTC to fund the development of plans, programs, pilot projects, and even some signature GHG/VMT-reducing capital projects. Examples of candidate funding areas include:
 - Mobility as a service/shared mobility,
 - Congestion pricing studies and pilots,

- Transit recovery and integration pilot projects,
- Dedicated lanes and other tactical transit solutions to improve transit travel time and reliability,
- Micro-transit and other mobility-on-demand services providing first/last mile connections, and
- Regional Advanced Mitigation Program or VMT Mitigation Bank.

SCAG has initiated some early outreach with CTC staff to gauge opportunities for partnership and continued dialogue is anticipated with SCAG in developing the CTC Partnership Program.

3. Housing Supportive Infrastructure Program: SCAG's primary priority of this program element would be investments in utilities (e.g., sewer, gas, electric, broadband, etc.) needed to meet the region's 6th cycle RHNA goals and in the priority growth areas identified in Connect SoCal. SCAG's secondary focus for this program is on parking, in particular, opportunities to develop shared parking and reduce the cost of parking delivery in priority growth areas as well as other housing supportive infrastructure such as community facilities, food markets and childcare facilities. Other components that SCAG is considering for this housing program include promoting wealth building through alternate homeownership models, supporting financing mechanisms to deliver housing, and supporting housing development on publicly owned land.

Additional details on SCAG's plans for REAP 2021 are included in Attachment B.

SCAG 2024 Connect SoCal

SCAG is in the initial phase of developing the 2024 Connect SoCal. A key decision for COGs and CTCs during this phase is whether to pursue a subregional SCS, which demonstrates alignment of transportation, housing, and land-use decisions to meet GHG emission reduction targets. Subregional SCS' were developed for the 2012 RTP/SCS but no subregions exercised this option for the 2016 or 2020 plans. Subregions have until October 29, 2021, to communicate their intent to SCAG.

In considering the decision whether to pursue a subregional SCS, the following key points are relevant.

- SCAG will not issue subregional GHG or any other subregional performance goals,
- SCAG will fulfill all the statutory outreach requirements under SB 375 for the regional SCS. SCAG is strongly encouraging any applicable subregions to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375 (Chapter 728, Statutes of 2008),

- The governing board of the subregional agency and the respective CTC Board (at their option) shall approve the subregional SCS prior to submission to SCAG,
- The subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments,
- Funding for subregional SCS or alternative planning strategy activities is not currently available, and
- If a subregion chooses to prepare a subregional SCS, SCAG will develop a Memorandum of Understanding. This agreement will further define the process and timeline for submission of data and draft subregional SCS. It will also establish a conflict resolution process to address the potential modification or adjustments that may occur during the incorporation process.

The OCCOG governing Board is expected to consider a potential subregional SCS at their meeting scheduled for October 28, 2021. Although no official action has been taken, OCCOG is not expected to exercise the subregional SCS option. This is due to the lack of financial support or cost sharing from SCAG and potential legal exposure. SCAG also indicated they reserve the right to adjust growth forecast data submitted via the subregional SCS if needed to meet SB 375 GHG emission reduction targets. While SCAG may allow subregions to propose solutions to adjust the growth forecast data, OCCOG is concerned with the lack of certainty of how subregional SCS' are reflected in the regional SCS.

Other key SCAG activities underway supporting the development of the 2024 Connect SoCal are listed in Attachment C.

OCCOG Alternative Regional Planning Governance Model Exploration

Per OCCOG governing Board direction, a report was prepared to explore alternative MPO and subregional governing models (Attachment D). The purpose is to analyze different models for local control, transparency, and parity for regional planning. The report explores three options.

1. Work internally within SCAG to adopt reforms resulting in greater local control, engagement, and leadership for Orange County and all subregions.
2. Consider merging with another subregion(s) or MPOs such as the SANDAG, with shared county borders, similar demographics, and governing objectives.
3. Establish Orange County as its own MPO in California.

Advantages and disadvantages for each option are presented in the report along with a high-level discussion of key implementation steps. The second and third options would be particularly complex and require changes in federal law and

approvals across a broad spectrum of local, state, and federal officials. Although not specified in the report, the latter options could also significantly impact OCTA's roles and responsibilities. Merging with another subregion or MPO would require new agreements to clarify OCTA's role in MPO transportation planning responsibilities. Whether merging with an existing or establishing a new MPO, OCTA would likely have added responsibilities such as for the development of a Regional Transportation Plan and Sustainable Communities Strategy (in partnership with OCCOG and potentially other agencies) that meets federal and state requirements for air quality transportation conformity, reductions in GHG emissions and VMT, along with an associated program-level environmental impact report.

OCCOG established an ad hoc committee to consider the issues raised in the report. Membership on the ad hoc committee includes the OCTA representative on the OCCOG governing Board, Director Brian Goodell, who has raised the importance of collaborating with OCTA on potential changes to regional planning governance.

Summary

Staff continues to coordinate ongoing activities regarding transportation planning in Orange County and Southern California. As the Regional Early Action Planning Grants Program of 2021, 2024 Connect SoCal, and Alternative Regional Planning Governance Model Exploration Report continue to develop, staff will remain engaged and provide comments as needed to protect OCTA's interests. Additionally, staff will continue to keep the Board informed on the status of these ongoing activities and communicate input received from the Board as appropriate.

Attachments

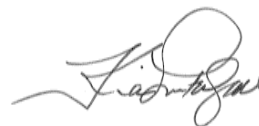
- A. Regional Planning Activities, November 2021
- B. Regional Early Action Planning Grants Program of 2021 (REAP 2021)
- C. Other Key Southern California Association of Governments Activities Underway Supporting the Development of the 2024 Connect SoCal
- D. Orange County Council of Governments, Strategic Planning Options to Innovate Regional Planning Paradigm for Orange County and all Southern California Communities

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Regional Planning Activities November 2021

California Department of Transportation (Caltrans)

Summary		Key Dates	OCTA Interest	OCTA Role
Interstate 5 (I-5) High-Occupancy Toll (HOT) Lanes	Caltrans District 12 is studying implementation of HOT lanes on I-5 between the Los Angeles County Line and State Route 55 (SR-55). District 12 finalized a project study report (PSR) and a concept of operations (ConOps) in November 2019 and presented a summary to the Orange County Transportation Authority (OCTA) in December 2019. The OCTA Board of Directors (Board) requested that Caltrans include a high-occupancy vehicle (3+ occupancy) alternative as part of the subsequent environmental studies and exclude the recently completed Measure M2 (M2) second carpool lane addition between SR-55 and State Route 57 from tolling consideration until it becomes degraded or completes its expected useful life.	<u>November 2019</u> – Caltrans finalized ConOps and PSR <u>Winter 2021</u> – Caltrans anticipated to initiate environmental studies for I-5 managed lanes	Prioritize corridor-wide (general purpose and carpool lanes) operational benefits and reliability.	Coordinate with Caltrans and other partner agencies throughout development of the ConOps, PSR, and subsequent studies.

Regional Planning Activities May 2021

Caltrans (continued)

Summary	Key Dates	OCTA Interest	OCTA Role
<p>Updates to the California Environmental Quality Act (CEQA) Guidelines incorporating SB 743 (Chapter 386, Statutes of 2013)</p>	<p>A key element of the update is the focus on promoting the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land-uses, as required by SB 743. This puts an emphasis on the use of vehicle miles traveled (VMT) for determining transportation impacts in CEQA documents.</p> <p>For transportation projects, lead agencies have discretion over how to evaluate a project's transportation impact. However, the evaluation criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land-uses.</p> <p>Caltrans issued guidance for evaluation criteria consistent with SB 743 for transportation projects involving the state highway system. Subsequent guidance has indicated that any project on the state highway system that adds capacity will likely induce additional VMT and that any increase in VMT would be considered a significant environmental impact requiring mitigation. Further, mitigation activities on an individual project-level basis must demonstrably reduce VMT, be enforceable, and provide evidence that the activity (in whole or part) would not otherwise have happened but for the mitigation requirement.</p>	<p><u>December 2018</u> - Governor's Office of Planning and Research released technical advisory on evaluating transportation impacts in CEQA pursuant to SB 743</p> <p><u>January 2019</u> – Office of Administrative Law approved new regulations for implementing CEQA, including changes related to SB 743</p> <p><u>July 2020</u> – Lead agencies must comply with latest CEQA guidelines, including those related to SB 743</p> <p><u>September 2020</u> – Caltrans released guidance on evaluating transportation projects involving the state highway system</p> <p><u>August 2021</u> – Caltrans released supplemental guidance on evaluating transportation projects involving the state highway system</p>	<p>Minimize potential for CEQA-related litigation concerns, negative mobility impacts, and increased time and cost for project development and implementation.</p> <p>Prepare internal procedures to address final rule.</p> <p>Coordinate with Southern California Association of Governments (SCAG) on opportunities to tier off programmatic-level environmental documents.</p>

Regional Planning Activities November 2021

California Air Resources Board (CARB)

Summary		Key Dates	OCTA Interest	OCTA Role
2020 Mobile Source Strategy	CARB developed the 2020 Mobile Source Strategy as an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's air quality, climate, and community risk reduction goals to achieve over the next 30 years.	<u>October 2020</u> – Draft 2020 Mobile Source Strategy released for public review <u>November 2020</u> – Draft 2020 Mobile Source Strategy released <u>May 2021</u> – Draft 2020 Mobile Source Strategy revised to incorporate public feedback <u>Summer 2021</u> – Review period <u>September 2021</u> - Anticipated CARB Board consideration of final 2020 Mobile Source Strategy	Ensure that strategies do not conflict with OCTA plans or projects.	Review and comment on technical documents.
2022 Scoping Plan for Achieving California's 2030 GHG Target	The Scoping Plan identifies how the State can reach 2030 climate targets to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.	<u>June 2021</u> – Initiation of workshops and meetings on Scoping Plan development <u>Fall 2022</u> – Completion of workshops and meetings on Scoping Plan development <u>Spring 2022</u> – Release of draft Scoping Plan <u>Fall 2022</u> – Release of Final Scoping Plan <u>Winter 2022</u> – CARB adopts Scoping Plan	Ensure that strategies do not conflict with OCTA plans or projects.	Review and comment on technical documents.

Regional Planning Activities November 2021

South Coast Air Quality Management District (AQMD)

Summary		Key Dates	OCTA Interest	OCTA Role
2022 Air Quality Management Plan (AQMP)	The AQMP identifies strategies for achieving attainment with the National Ambient Air Quality Standards in the South Coast Air Basin.	<u>2020</u> – Initiate advisory group meetings	Support development of attainment strategies that are within AQMD's regulatory authority.	Participate in advisory committee meetings.
	The AQMP provides input into the California State Implementation Plan (federally required air quality plan).	<u>Fall 2021</u> – Release draft AQMP/regional workshops		
		<u>Winter 2021</u> – Release revised draft AQMP/regional hearings	Ensure economic impacts are considered.	Review and comment on technical documents.
		<u>Spring 2022</u> – Release draft final AQMP	Minimize impacts to mobility.	
		<u>Summer 2022</u> – AQMD and CARB hearings	Ensure 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) input is accurately incorporated.	
		<u>August 2022</u> – AQMP due to Environmental Protection Agency (EPA)		

Regional Planning Activities November 2021

SCAG

Summary	Key Dates	OCTA Interest	OCTA Role
2024 RTP/SCS Federally required transportation planning document. Addresses needs over a 20-plus year planning horizon and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity and GHG emission reductions with budgeted levels set by the United States EPA and CARB. Update to 2020 RTP/SCS.	<u>2021-2022</u> – Initiate plan development process and establish foundation and frameworks <u>Early 2022 – Early 2023</u> – Data collection and policy development; OCTA to submit projects consistent with 2022 Long-Range Transportation Plan (LRTP) <u>Early 2023 – Mid 2023</u> – Outreach and analysis <u>Late 2023 – Early 2024</u> – Draft plan and adoption; OCTA to submit comments on the draft 2024 RTP/SCS	Ensure inclusion of projects identified in the 2022 LRTP. Support policies that are consistent with OCTA positions.	Coordinate with SCAG and other partner agencies. Participate in working groups. Monitor SCAG policy committees. Review and comment on related materials.

Regional Planning Activities November 2021

San Diego Association of Governments (SANDAG)

Summary		Key Dates	OCTA Interest	OCTA Role
2021 Regional Plan	Federally required transportation planning document. Addresses needs over a 20-plus year planning horizon and constrained by a reasonably foreseeable revenue forecast. Must also demonstrate air quality conformity and GHG emission reductions with budgeted levels set by EPA and CARB.	<p><u>May 2021</u> – Release of draft 2021 Regional Plan for public review</p> <p><u>August 2021</u> – Close of public comment period for draft 2021 Regional Plan</p> <p><u>September 2021</u> – Release of draft Program Environmental Impact Report (PEIR) for the 2021 Regional Plan for public review</p> <p><u>October 2021</u> – Close of public comment period for draft PEIR</p> <p><u>Late 2021</u> – SANDAG Board to adopt 2021 Regional Plan and final environmental impact report</p>	Monitor development of plans and projects that approach the Orange County border.	Monitoring.

Regional Planning Activities November 2021

Los Angeles County Metropolitan Transportation Authority (LA Metro)

Summary		Key Dates	OCTA Interest	OCTA Role
2028 Olympics	<p>The Greater Los Angeles Area must begin preparing for the 2028 Olympics. This will include greater coordination between OCTA, LA Metro, and other planning agencies in the area.</p> <p>OCTA, in collaboration with LA Metro and other transit operators along the Los Angeles-Orange County (LA-OC) Line recently completed the LA-OC Transit Connections Study. The study developed recommendations for both short-term route changes and long-term improvements based on existing and future transit needs. The effort builds on recent bus restructuring efforts at OCTA, LA Metro, Long Beach Transit, and Foothill Transit. In addition, the study considered existing service and future changes to Metrolink and Metro rail transit services.</p>	<p><u>November 2, 2017</u> – Memorandum of Understanding signed between OCTA and LA Metro</p> <p><u>November 30, 2017</u> – LA Metro announced the Twenty-Eight by '28 initiative</p> <p><u>January 2018</u> – LA Metro Board approved a list of projects, 20 of which are already slated for completion by 2028 and eight require additional funding (estimated at \$26.2 billion) to deliver by 2028</p> <p><u>September 2018</u> – LA Metro Board directed development of Twenty-Eight by '28 funding plan</p> <p><u>December 2018</u> – Twenty-Eight by '28 Program Financing/Funding White Paper</p> <p><u>June 2019</u> – OCTA executed contract to begin the LA-OC Transit Connections Study</p> <p><u>October 2020</u> – LA-OC Transit Connections Study completed</p>	<p>Coordinate with LA Metro and the City of Los Angeles as preparations begin for the 2028 Olympics.</p> <p>Monitor development of financing/funding strategy and potential implementation of the Twenty-Eight by '28 program of projects.</p>	<p>Coordinate with LA Metro and other partner agencies.</p>

Regional Planning Activities November 2021

LA Metro (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
2020 LRTP	<p>The 2020 LRTP details how LA Metro plans, builds, operates, maintains, and partners for improved mobility in the next 30 years.</p> <p>In September 2017, staff began work to update the 2009 LRTP, following the passage of M2, and in alignment with the SCAG process for updating the RTP/SCS.</p> <p>Following adaptation of the 2020 LRTP, LA Metro initiated development of an action plan in the form of a Short-Range Transportation Plan (SRTP) to recommend near-term implementation steps over a ten-year timeframe and allow for any needed recalibrations due to the coronavirus pandemic.</p>	<p><u>May 2020</u> – Draft LRTP released for public review</p> <p><u>July 2020</u> – Public comment period ended on draft LRTP</p> <p><u>September 2020</u> – Metro Board approved 2020 LRTP</p> <p><u>Fall 2020</u> – Initiated development of SRTP</p>	Monitor development of plans and projects that approach the Orange County border.	Monitoring.
Gold Line Eastside Transit Corridor Phase 2	<p>Study of three alternatives for extending the LA Metro L Line (Gold) to more eastern Los Angeles County communities. One alternative traverses the northern side of State Route 60 (SR-60), another travels along Washington Boulevard, terminating near Orange County, and the third would build both the SR-60 and Washington Boulevard alignments.</p> <p>In February 2020, the LA Metro Board selected the “Washington Alternative” for further evaluation.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>February 2020</u> – LA Metro Board approved proceeding with CEQA only for the project’s environmental process and withdrawing the SR-60 and combined alternatives from further consideration in the environmental study</p> <p><u>2023</u> – Anticipated completion of environmental process</p> <p><u>2028</u> – Completion of final design</p> <p><u>2029</u> – Start of construction</p> <p><u>2035</u> – Phase 2 in service</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring.

Regional Planning Activities November 2021

LA Metro (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
West Santa Ana Branch Transit Corridor Project	<p>A new 19-mile light rail transit line that would connect downtown Los Angeles to southeastern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.</p> <p>Included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>November 2020</u> – Administrative draft environmental document submitted to Federal Transit Administration for review</p> <p><u>August 2021</u> – Release of draft environmental document for public comment</p> <p><u>2022</u> – Anticipate selection of a locally preferred alternative</p> <p><u>2028</u> – Anticipate opening service</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring.
Countywide Express Lanes Strategic Plan	<p>Establishes a vision for a system of Express Lanes for Los Angeles County that is intended to address federal performance standards and provide a more reliable and faster travel option, utilizing existing capacity in carpool lanes.</p> <p>Express lanes on Interstate 105 and Interstate 10 (from Interstate 605 to the San Bernardino County Line) included in Twenty-Eight by '28 program of projects for potential acceleration.</p>	<p><u>Pending</u> – Initiation of planning studies and a financial plan for the Tier 1 projects that are intended to be delivered in the next five to ten years</p>	Monitor development of plans and projects that approach the Orange County border.	Monitoring.

Regional Planning Activities November 2021

Transportation Corridor Agencies (TCA)

Summary		Key Dates	OCTA Interest	OCTA Role
Transportation Control Measure (TCM) substitution	<p>TCA is seeking to remove the TCM designation from three portions of TCA facilities: 1) the San Joaquin Hills Transportation Corridor (Federal Transportation Improvement Program Project ID: ORA10254), 2) the Eastern Transportation Corridor (ORA050), and 3) the Foothill Transportation Corridor-North (ORA051).</p> <p>TCA is working with OCTA and SCAG on next steps, including a formal substitution. TCA will participate in interagency consultation on any requested TCM substitutions through SCAG's Transportation Conformity Working Group.</p> <p>As part of the 2020-2045 RTP/SCS development process, SCAG, TCA, and OCTA were able to extend the TCM deadline for these three projects from December 31, 2020, to December 31, 2022.</p>	<p><u>Summer 2020</u> – Initiated substitution process with SCAG</p> <p><u>June 2021</u> – Presentation to the SCAG Transportation Conformity Working Group</p> <p><u>Fall 2021</u> – Present to the SCAG Energy and Environment Committee and Regional Council for approval</p> <p><u>2022</u> – Anticipate CARB and EPA concurrence</p>	Avoid potential impacts to regional transportation funding.	Coordinating with SCAG and TCA.

Regional Planning Activities November 2021

OCTA

	Summary	Key Dates	OCTA Interest	OCTA Role
Express Lanes Network Study	The OCTA 2018 LRTP's Short-Term Action Plan recommended an Express Lanes Network Study to identify planning and policy positions in response to an initiative by Caltrans to implement express lanes in Orange County. The study will establish OCTA's priorities for tolled express lanes implementation by evaluating quantitative and qualitative factors against stated goals and objectives to determine a preferred approach.	<p><u>May 2019</u> – Study initiated</p> <p><u>December 2019</u> – Study update presented to OCTA Board</p> <p><u>Winter 2021/2022</u> – Draft recommendations on a preferred approach to implementation of express lanes to be presented to OCTA Board</p>	Establish OCTA's priorities for tolled express lanes.	Study effort lead by OCTA.
South Orange County Multimodal Transportation Study (SOCMTS)	<p>SOCMTS is a strategic transportation study that will consider transportation needs of residents, commuters, and visitors to the area. Through collaboration with local stakeholders, the study will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways, and bikeways. The study will address south Orange County's mobility needs through the year 2045 and beyond.</p> <p>Study objectives</p> <ul style="list-style-type: none"> • Work collaboratively with stakeholders • Leverage all modes of transportation • Address long-term mobility needs • Develop consensus on a set of transportation improvements across all modes 	<p><u>Summer/Fall 2020</u> – Phase 1: Identify issues and opportunities; develop purpose and need; and develop initial alternative strategies</p> <p><u>August 2020</u> – Study update presented to OCTA Board</p> <p><u>Winter 2020 - Spring 2021</u> – Phase 2: Analysis of alternative strategies</p> <p><u>February 2021</u> – Study update presented to OCTA Board</p> <p><u>Summer/Fall 2021</u> – Phase 3: Further analysis of reduced set of alternative strategies; Recommend a locally preferred strategy</p> <p><u>Summer 2021</u> – Study update to be presented to OCTA Board</p> <p><u>Spring 2022</u> – OCTA Board to consider study recommendations</p>	Establish a locally preferred strategy for south Orange County.	Study effort lead by OCTA.

Regional Early Action Planning Grants Program of 2021 (REAP 2021)

AB 140 (Chapter 111, Statutes of 2021) established REAP 2021 with approximately \$600 million available statewide. This funding will support transformative and innovative projects that implement a region's SCS and help achieve goals for housing and transportation options that reduce vehicle miles traveled (VMT). REAP 2021 funds will be provided primarily to metropolitan planning organizations (MPO) such as the Southern California Association of Governments (SCAG). AB 140 allows for sub-allocation of funds to County Transportation Commissions (CTC) such as the Orange County Transportation Authority (OCTA). The SCAG region's formula share is estimated to be \$246 million. An initial allocation of ten percent of these funds are available starting January 1, 2022. All funds are to be obligated by June of 2024 and expended by June 2026. The final closeout report is due June 2026.

SCAG intends to use the following set of core objectives for REAP 2021 funds:

- Support transformative planning and implementation activities that realize Connect SoCal objectives,
- Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with the community-driven, pandemic recovery priorities,
- Build regional capacity to deliver housing that realizes 6th Cycle Regional Housing Needs Assessment (RHNA) goals,
- Represent best practices in VMT reduction,
- Establish projects that are shovel ready and shovel worthy,
- Demonstrate consistency with SCAG Equity Early Action Plan, and
- Promote infill development in Connect SoCal-identified priority growth areas.

The core objectives noted above were developed in consideration of the 2020 Connect SoCal Implementation Strategy and goals established during the SCAG Executive/Administration Committee Retreat.

SCAG is considering three main programmatic areas for distributing funds and achieving the core objectives. These will be refined and shared for stakeholder discussion pending guidance from the State on program guidelines (anticipated in January 2022). Currently, the programmatic areas include:

1. Early Action Initiatives: SCAG would expand their Sustainable Communities Program call for projects, which funds greenhouse gas (GHG) and vehicle miles traveled (VMT)-reducing planning activities and demonstration projects in local jurisdictions throughout the SCAG region.

Regional Early Action Planning Grants Program of 2021 (REAP 2021)

2. CTC Partnership Program: SCAG is anticipated to create a new partnership program with the region's CTC to fund the development of plans, programs, pilot projects, and even some signature GHG/VMT-reducing capital projects. Examples of candidate funding areas include:
 - Mobility as a service/shared mobility,
 - Congestion pricing studies and pilots,
 - Transit recovery and integration pilot projects,
 - Dedicated lanes and other tactical transit solutions to improve transit travel time and reliability,
 - Micro-transit and other mobility-on-demand services providing first/last mile connections, and
 - Regional Advanced Mitigation Program or VMT Mitigation Bank.

SCAG has initiated some early outreach with CTC staff to gauge opportunities for partnership and continued dialogue is anticipated with SCAG in developing the CTC Partnership Program.

3. Housing Supportive Infrastructure Program: SCAG's primary priority of this program element would be investments in utilities (e.g., sewer, gas, electric, broadband, etc.) needed to meet the region's 6th cycle RHNA goals and in the priority growth areas identified in Connect SoCal. SCAG's secondary focus for this program is on parking, in particular, opportunities to develop shared parking and reduce the cost of parking delivery in priority growth areas as well as other housing supportive infrastructure such as open space, community facilities, food markets and childcare facilities. Other components that SCAG is considering for this housing program include promoting wealth building through alternate homeownership models, supporting financing mechanisms to deliver housing, and supporting housing development on publicly owned land.

SCAG's anticipated next steps for REAP 2021 include:

- Refining the draft REAP 2021 Program Development Framework based on feedback from SCAG's Policy Committees,
- Presenting the draft REAP 2021 Program Development Framework to the California Department of Housing and Community Development and its state agency partners as they work to develop the Notice of Funding Availability (NOFA) for the program,
- Continued conversations with key regional partners including CTCs and the Subregional COGs to further refine the approach,
- Preparing a report and presentation on the REAP 2021 Program Development Framework for the October series of SCAG Policy Committee meetings, and
- Developing a methodology for allocating resources to each of the proposed program areas based on NOFA requirements, potential impact/contribution to SCS implementation and project readiness/worthiness.

**Other Key Southern California Association of Governments Activities Underway
Supporting the Development of the 2024 Connect SoCal**

- Forecasted regional development pattern. Southern California Association of Governments (SCAG) is proposing to use the Regional Data Platform – an online tool used to gather local input from the 197 jurisdictions in the SCAG region – and introduce plan growth strategies in advance of local review.
- SoCal Greenprint. The SoCal Greenprint will be a web-based mapping tool that compiles more than 100 existing and publicly available data sources into interactive maps. SCAG is required to develop the SoCal Greenprint data tool in accordance with mitigation measures contained in the 2020 Connect SoCal Program Environmental Impact Report. The tool is intended to assist users in making informed land use and transportation infrastructure decisions. It will also support conservation investments based on the best available scientific data. Per SCAG governing Board direction, implementation of the SoCal Greenprint was delayed pending a public hearing and potential SCAG Regional Council further action. To date, two public hearings on the SoCal Greenprint were held: one on August 24, 2021, and a second on October 7, 2021.
- Regional Express Lanes Network Concept of Operations (ConOps). This document describes how express lane facilities could operate from a user perspective. It also sets the framework for the design and operational characteristics of the regional express lane system, including identification of network segments for each county. The study considers express lanes being implemented, planned, or proposed by County Transportation Commissions and/or California Department of Transportation (Caltrans) districts in the SCAG region. (It is relevant to note that OCTA's 2018 Long-Range Transportation Plan assumes the existing carpool lane system will be operated as express lanes by 2040 as Caltrans exercises its authority to make operational changes needed to meet federal performance standards.) The ConOps document was first developed as input to the 2020 Connect SoCal. An update is currently underway that will provide input to the 2024 Connect SoCal.

Orange County Council of Governments

Strategic Planning Options to Innovate
Regional Planning Paradigm for Orange County
and all Southern California Communities

OCCOG STRATEGIC PLANNING

*Options to innovate regional planning
paradigm for Orange County and all
Southern California communities.*

AUGUST 26, 2021

PREPARED BY:

KRIS MURRAY, OCCOG CONSULTANT



Executive Summary

Consideration of New Regional Planning Governance Model(s)

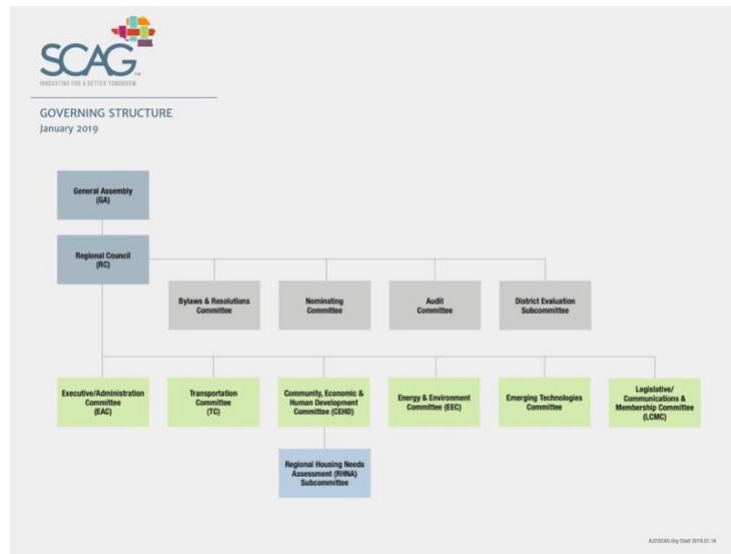
Southern California contends with the most severe multi-modal congestion and air quality in the country, an escalating housing crisis and unprecedented levels of homelessness, widespread disparities and access to quality jobs, education, water resources, and health care. Regional collaboration to address these vital issues is of paramount importance.

Federal law established metropolitan planning organizations (MPOs) to facilitate regional cooperation as the most effective way to address community planning, housing, transportation, and land-use matters that extend beyond individual jurisdictions. The intent was for regional planning agencies to foster collaboration and work with their local communities to plan for the future. Southern California counties, with the exception of San Diego, are governed by the Southern California Association of Governments (SCAG) the largest MPO in the United States.

Orange County is the sixth largest county in the United States (by population) and more populous than eight of the top 10 cities in the country. Representing 3.2 million people and 35 jurisdictions, Orange County is larger than 21 states. The county is significant not only for its size and population, but is also home to world-class coastal communities, resort districts, and championship sports teams. Some of the state and nation's most esteemed universities and largest employers, including entertainment, technology, manufacturing, and health care industries choose Orange County to operate their businesses.

However, as it pertains to regional planning for state and federal housing, transportation, and land-use planning for the region, Orange County regularly loses out on funding and policy discussions that have long-term impacts for its residents. The Orange County Council of Governments (OCCOG) is one of 15 designated subregional planning agencies in the SCAG region. SCAG oversees six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), 191 incorporated cities, and more than 19 million people.

SCAG's policy direction is guided by an 86-member Regional Council, which serves as its official governing board. Throughout SCAG's history, given its size and scope, compliance with and implementation of regional transportation and housing programs has occasionally caused contention among the subregions. As state and federal regulations become more complex, it has become increasingly difficult for SCAG's Regional Council to reach consensus on these critical regional issues.



Southern California is facing unprecedented challenges, from intensifying wildfire seasons and historic drought, responding to a global pandemic and the subsequent economic fallout, to an escalating housing crisis. It is essential to have a functional and responsive regional MPO that works cooperatively to improve our region's resiliency and sustainability, as well as to ensure the quality of life and access to opportunities for all residents.

Recognizing the need for improvements, OCCOG's board instructed staff to explore alternative MPO and subregional governing models legally authorized in California and to bring back a comprehensive report on options for reform to improve local control, transparency, and parity for regional planning.

Specifically, OCCOG's board is exploring several options as enumerated below:

1. Work internally within SCAG to adopt reforms resulting in greater local control, engagement, and leadership for Orange County and all subregions;
2. Consider merging with another subregion(s) or Metropolitan Planning Organization (MPO) such as the San Diego Association of Governments (SANDAG), with shared county borders, similar demographics, and governing objectives.
3. Establish Orange County as its own MPO in California.

What is an MPO and Why Does it Matter to Orange County?

As mentioned, MPO's were originally legislated by Congress as part of the Federal-Aid Highway Act of 1962 to ensure regional cooperation in transportation and land-use planning. Subsequent federal transportation authorization bills expanded the regulatory and programmatic roles of MPOs.

Under the 1973 Highway Act and the Urban Mass Transit Act, MPOs were designated to perform significant planning and programming of federally funded highway and transit projects.

Under federal transportation legislation in the 1990s, the Long Range Transportation Program (LRTP) and the Transportation Improvement Program (TIP), further expanded regional MPOs role in programming transportation projects. In addition, MPOs have a more significant role in regional transportation planning, with additional resources and powers authorized by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Efficiency Act for the 21st Century (TEA-21).

In addition, with the passage of ISTEA, federal law was amended to make it more difficult to break up the SCAG region into independent MPOs. Specifically, federal law was amended to give the City of Los Angeles veto power over any other jurisdiction in the SCAG territory wishing to form its own MPO.

MPOs are federally funded and regulated for all urbanized areas (UZA) with more than 50,000 residents. In total, there are 408 MPOs in the United States. In the State of California, there are 18 MPOs, four of which are multi-county MPOs that coordinate planning in three or more counties. The legislative and regulatory role of MPOs at the state and federal level have long-term impacts on local communities as it pertains to housing, land-use, and transportation programming.

STATE AND FEDERAL COMPLIANCE

As the Southern California region's MPO, SCAG is responsible for overseeing significant state and federal program requirements for transportation, housing, clean air, and natural resources. Managing a federal and state regulatory framework that evolves on an annual basis is a massive undertaking for

a region of SCAG's size and complexity. The ability to maintain state and federal regulatory compliance has a direct nexus on the region's apportionment of hundreds of millions in state and federal funding. The two most significant long-range planning programs include the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Regional Housing Needs Assessment (RHNA). SCAG also serves as the pass-through agency for state and federal transportation funding for the region.

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The 2020-2045 Regional Transportation Plan (RTP) is a federally mandated long-term planning document that is the basis for federal transportation fund distribution. It must be updated every four years. The Sustainable Communities Strategy (SCS) was first mandated in 2012 as an outcome of new state legislation, SB 375, aimed at reducing greenhouse gas emissions (GHG's). Combined these two planning efforts are the region's long-range plan that projects future mobility and housing needs taking into account economic, environmental, and public health objectives. As the regional MPO, SCAG, develops the RTP/SCS, now called "Connect SoCal" in consultation with local governments, county transportation commissions (CTCs), tribal governments, non-profit organizations, businesses, and community stakeholders within the SCAG region. Currently, the 2024 ConnectSoCal planning process is underway and the framework and guidelines will be brought before the Regional Council in fall 2021 for approval.

SCAG's Connect SoCal document includes over 4,000 transportation projects, including highway improvements, railroad grade separations, transit programs, as well as pedestrian and bicycle lanes all intended to reduce emissions and improve mobility. The projects included in the RTP/SCS are provided to SCAG by each of the six county transportation commissions (CTCs). In Orange County this effort is led by the Orange County Transportation Authority (OCTA). The RTP/SCS is an important planning document for the region to qualify for significant federal funding. The planning accounts for operations and maintenance costs to ensure reliability, sustainability, and cost-effectiveness.

The adopted plan must also consider future growth projections and contemplates transportation and land-use strategies that achieve state greenhouse gas emission reduction goals and federal Clean Air

Act requirements, improve public health and roadway safety, support goods movement, and preserve open space.

REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)

The RHNA process is mandated by State Housing Law as part of updating local Housing Elements for municipal General Plans. The California Department of Housing and Community Development (HCD) regulates the RHNA process, which is undertaken every eight years to quantify the need for housing units for residents in specified income ranges within each jurisdiction.

Communities use RHNA in land-use planning, to prioritize local resources, and decide how to address identified existing and future housing needs resulting from population, employment, and household growth. RHNA was developed and intended to be a resource for cities to plan for anticipated growth, so that collectively the region and subregion can grow in ways that enhances quality of life, improves access to jobs, and enhances transportation mobility. Most importantly, RHNA is intended to provide a roadmap for building enough housing to meet the needs of all California residents.

SCAG's process for allocating housing units through the RHNA process is influenced by political processes that create conflicts, rather than regional cooperation, between its diverse jurisdictions. In addition, the process for allocation of housing units to the SCAG region by HCD is a point of regional contention. This was the case most recently with the adoption of SCAG's 6th Cycle RHNA Allocation Plan. The outcome was a wide disparity in the distribution of new housing units regionally.

Ultimately, the private sector must provide the capital, financing, and labor to build new housing, including affordable housing for very low- and low-income residents, on the sites that jurisdictions identified through the RHNA process.

Options to Improve OCCOG'S Leadership Role and Local Control

The purpose of this report is to provide comprehensive data for OCCOG's board to consider viable options to improve local control, transparency, and governing parity for Orange County and all subregions represented by SCAG. All of these options would require varying degrees of expense, time, and staff resources to pursue.

Orange County agencies and officials have considered separating from SCAG multiple times since the early 1990s. In each instance, county officials ultimately determined to stay with the current system due to the complexities, as well as potential regulatory and funding impacts of separating from SCAG to form an independent MPO.

What has not been fully vetted in past considerations by Orange County officials, are the breadth of options OCCOG's Board is currently considering. In addition to possibly forming a new, independent MPO, additional options include merging with another MPO or combining with other subregions to create a new, multi-jurisdiction MPO. There are also steps OCCOG and other jurisdictions could take to reform SCAG's governing structure and committee processes.

Below are the three options under consideration:

- 1. Develop reforms within SCAG to achieve greater governing integrity and parity among the Regional Council members and subregions.**

The composition of SCAG's Regional Council and governance has not been substantially changed in decades. Collectively, the local jurisdictions within Los Angeles County have a significant governance advantage based on the Regional Council's membership and voting structure. As such, all other member jurisdictions are constrained by funding, planning, and regulatory decisions influenced by the Los Angeles delegation. There are reforms OCCOG could assist in leading with other regional partners to amend SCAG's bylaws to create a level playing field and in the long-term, ensure greater regional collaboration.

- PROCESS**

SCAG is governed by a set of bylaws that can only be changed through a process that requires action by the Regional Council, as well as approval during the annual General Assembly. The process requires notification to SCAG's President at least 45 days in advance of the annual General Assembly. OCCOG's Board would be required to submit proposed changes as a resolution to the Regional Council. A Resolutions Committee would then be formed by SCAG's President to review the changes and make recommendations to

the Regional Council. With approval by the Regional Council, the resolution would be agendaized for consideration at the General Assembly. Amendments to SCAG's Bylaws may also be considered at the General Assembly. OCCOG could forward a resolution directly to the General Assembly, which requires a two-thirds vote to be considered and approved.

- **ADVANTAGES**

OCCOG and other jurisdictions could achieve a more collaborative governance structure, as well as planning and policy reforms, while maintaining the current SCAG structure. This option has far less legal, regulatory, and legislative requirements than forming a new MPO. If successful, reforms could be implemented much more quickly and at much less expense. Rather than separating from SCAG, this option is diplomacy-based and could strengthen Orange County's leadership role in the region.

- **DISADVANTAGES**

Every decade for the past 30 years, Orange County has considered the option of separating from SCAG. The reasons are consistent over time, primarily a lack of local control and negative impacts on Orange County cities as a result of policy decisions made by SCAG's Regional Council. This option would not provide independence for Orange County that separating from SCAG and establishing a new MPO would provide.

2. Consider joining another MPO or forming a MPO among other subregions

There are 15 Councils of Government (COGs) in the SCAG region. OCCOG shares a border with the Western Region Riverside Council of Governments (WRCOG) and Gateway Cities Council of Governments (GCCOG), two subregions that have developed innovative programming within the SCAG region. OCCOG also shares a border with the San Diego Association of Governments (SANDAG) and could initiate the process to leave SCAG and join SANDAG or consider joining another MPO.

- **PROCESS**

The same process to form an independent MPO is required to separate from SCAG (see below). In addition, OCCOG would need to secure approval by the appropriate

jurisdiction(s) to join another MPO or to combine with one or more subregions to form a new MPO.

- **ADVANTAGE**

By working with another MPO that shares the same objectives for local control, transparency, and governing parity, OCCOG would assist in the formation and development of governing principles to ensure the county's planning and regulatory objectives are met.

- **DISADVANTAGE**

The steps, resources, and time required to pursue this option are significant. In addition, Orange County would not achieve full independence and self-determination for planning of housing, transportation, and land-use planning.

3. Create a New MPO

The process for Orange County to create a new MPO is complex, requires changes in federal law, and a complex approval process by local, state, and federal officials. If a subregion within an existing metropolitan planning area pursues forming their own MPO, the steps within existing state and federal law are extensive and enumerated below.

- **PROCESS**

Phase I: Initial Legal Steps

- a) Largest incorporated city in the subregion (OCCOG's is Anaheim) must agree;
- b) 75 percent of the city councils within the county must agree (34 cities);
- c) U.S. Census Bureau must approve creating (1) Urbanized Area out of (2) – can be done every 10 years through the census.
 - a. Los Angeles-Long Beach-Anaheim, CA UZA
 - b. Mission Viejo-Lake Forest-San Clement, CA UZA

Phase II: If initial legal steps are met, SCAG redesignation is triggered and the following actions are required.

- a) City of Los Angeles must approve;

- b) A majority of SCAG's Regional Council must approve (covering 75 percent of population for SCAG region);
- c) SCAG Bylaws must be amended, which requires:
 - a. Regional Council approval; and
 - b. General Assembly approval.
- d) California's Governor must approve.

- **ADVANTAGES**

- a) Orange County would directly receive federal planning funds for MPO functions.
- b) Provides Orange County greater local control in determining planning priorities and eliminates impacts of decisions made by jurisdictions with different or conflicting interests.
- c) MPO would be smaller, more nimble, and responsive to Orange County's cities, residents, businesses and community stakeholders.

- **DISADVANTAGES**

- a) Establishing a new MPO would require significant, upfront staffing, time, resources, and investment to stand-up and operate a new agency.
- b) Significant duplication of SCAG resources that would not be available to OCCOG as an MPO.
- c) Resources and funding needed would be significant. Capital investments would include facilities, capital equipment, software, databases and personnel.
- d) Orange County would assume full liability for transportation (RTP/SCS), housing (RHNA), and state and federal requirements for greenhouse gas emissions and targets. This includes California Environmental Quality Act (CEQA), liability that comes with the RTP/SCS Program and Environmental Impact Report (EIR) under state law.
- e) Orange County would remain in the South Coast Air Basin and would be required to submit regional conformity findings regardless of MPO boundaries.
- f) Orange County has a much smaller state and federal delegation than SCAG's to compete for funding and legislative priorities.

CONCLUSION

MPOs were established in federal law to create regional entities that work collaboratively to implement state and federal programs. As this report outlines, there are numerous models, sizes, and governance structures for MPOs within the State of California. The SCAG region has some unique federal requirements for any subregion or jurisdiction to easily separate from SCAG and form its own MPO. There are also significant funding and policy implications if OCCOG were to separate from SCAG in any capacity.

As one of SCAG's 15 subregional planning organizations, OCCOG has the ability to take a leadership role, in collaboration with other jurisdictions, to develop and advocate for reforms to SCAG's bylaws focused on improving the quality of regional planning and governance. Alternatively, OCCOG can take the necessary steps to form its own MPO, align with another MPO, or form a new MPO with other subregions.

Following the Board's consideration of these options, addressing identified questions, and Board direction on next steps, it is recommended that the Board's executive leadership and staff conduct extensive outreach within Orange County and with regional stakeholders, representing transportation, housing, economic, and community interests, to obtain a comprehensive understanding of any potential impacts. OCCOG staff will then be better-equipped to develop a strategic plan, budget, and resources needed to advise the Board further on how best to proceed.

APPENDIX A

MPOs and their Governing Models Operating in California

As referenced, there are 18 MPOs in the State of California. They vary by geography, demographics, governing models, and voting structures. A summary of all 18 MPOs operating in the State of California is posted below as a reference:

1. Association of Monterey Bay Area Governments (AMBAG)

- Designated MPO and Council of Governments (COG)

- Regional MPO Governance: 24 Members
 - 18 cities; three counties
 - Each member city has one representative on the board; Each member county has two representatives on the board.
- **1 Subregional COG: San Benito Council of Governments (SBCOG)**
 - Joint Powers Agreement (JPA) with County of San Benito, and cities of Hollister and San Juan Bautista.
 - Local Transportation Authority (LTA)
 - Airport Land Use Commission (ALUC)
 - Service Authority for Freeways and Expressways (SAFE)
 - Measure A Authority (MEA)

2. Butte County Association of Governments (BCAG)

- Five cities; one county (Butte)
- Regional MPO Governance: Five Members
 - One representative from each member city, and
 - Five County Supervisors each have one seat on the board.

3. Fresno Council of Governments (FresnoCOG)

- 15 cities; one county (Fresno)
- Regional MPO Governance: 16 Members
 - Chairman of the County Board of Supervisors or their designated elected official.
 - Mayors of each incorporated city.
 - Voting System:
 - Fresno COG has a “double-weighted” voting system to ensure urban/rural balance.
 - Each member has a percentage of the vote based on population.
 - To approve any action the vote must pass two tests:
 - Agencies representing over 40 percent of the population must be in favor of an action, AND

- A majority of all the members must support the action (9 of 16).

4. Kern Council of Governments (KCOG)

- 11 cities; one county (Kern)
- Regional MPO Governance: 13 Members two ex-officio representatives.
 - One elected official from each of the 11 incorporated cities,
 - Two Kern County Supervisors, and
 - Ex-officio members representing Caltrans and Golden Empire Transit District.

5. Kings County Association of Governments (KCAG)

- Four cities; one county (Kings)
- Regional MPO Governance: Six Members
 - One Representative for each city.
 - Two Representatives from County Board of Supervisors.
 - Caltrans District 6 staff serves in advisory capacity.

6. Madera County Transportation Commission (Madera CTC)

- Two cities; one county (Madera)
- Regional MPO Governance: Six Members
 - 3 Members from the Madera County Board of Supervisors,
 - 2 Members from the City of Madera,
 - 1 Member from the City of Chowchilla, and
 - Caltrans District 6 staff serves in advisory capacity.

7. Merced County Association of Governments (MCAG)

- Six cities; one county (Merced)
- Regional MPO Governance: 11 Member Board
 - One elected official from each of the six incorporated cities, and
 - Five County Supervisors – one from each of the five county districts.

8. Metropolitan Transportation Commission (MTC)

- 101 cities; nine counties
- One Subregion – Association of Bay Area Governments (ABAG) Not AMBAG, listed above.
- Regional MPO Governance: 21 Commissioners; 18 of them voting members, representing all nine Bay Area counties.
 - Alameda and Santa Clara counties each have three representatives, one selected by the county Board of Supervisors; one selected by the mayors of the cities in each county; and one appointed by the mayors of the counties' largest cities, Oakland and San Jose.
 - San Francisco is represented by three members as well, one appointed by the Board of Supervisors; one by the mayor; and a third selected by the Bay Conservation and Development Commission (BCDC), whose representative is required by state law to be a San Francisco resident.
 - Contra Costa and San Mateo counties each have two representatives, one selected by each county's Board of Supervisors; and the other selected by the mayors of the cities in each county.
 - Marin, Napa, Solano, and Sonoma counties each appoint one MTC commissioner to represent both their Board of Supervisors and the cities within each county.
 - ABAG also selects a local elected official from its board to sit on MTC.
 - Three ex-officio non-voting members represented by:
 - U.S. Department of Transportation
 - U.S. Department of Housing and Urban Development
 - California State Transportation Agency

9. Sacramento Area Council of Governments (SACOG)

- 22 cities; six counties
- Regional MPO Governance: 28 Members
 - Each member county may appoint one representative who must be a county supervisor and appointed by the Board of Supervisors of the appointing county (with the exception of Sacramento County).

- Sacramento County Board of Supervisors may appoint one, two or three representatives from the Board of Supervisors.
- City of Sacramento shall appoint one or two representatives from the Mayor or City Council.
- Every other city shall appoint one representative from the Mayor, City Council, or County of the appointing City.
- Voting System:
 - **Population:** Each director's vote shall be counted as the total population of the Director's appointing agency. Action by the board shall require an affirmative vote of at least a majority of the total population.
 - **Member Cities:** Each director appointed by a City shall have one vote, except as provided below for the City of Sacramento. Action by the board shall require an affirmative vote from at least a majority of the Directors representing member Cities present and voting.
 - **Member Counties:** Each Director appointed by a County shall have one vote, except as provided below for the County of Sacramento. Action by the board shall require an affirmative vote from at least a majority of the Directors representing member counties present and voting.
 - Director(s) appointed from the County of Sacramento shall have a total of three votes, divided equally among those Directors present and voting.
 - Director(s) appointed from the City of Sacramento shall have a total of three votes, divided equally among those Directors present and voting.

10. San Diego Association of Governments (SANDAG)

- 18 cities; one county (San Diego)
- Regional MPO Governance: 19 member agencies constitute the Board of Directors.
 - In all votes except when electing the Chair and First Vice Chair (see below) a majority vote of the Board Members present on the basis of one vote per agency (tally vote) is required. After the tally vote of the Board Members, a weighted vote may be called by the Board Members of any two Member Agencies unless otherwise required by law. Approval under the weighted vote procedure requires the vote of not less than four

board members representing separate Member Agencies and not less than 51% of the total weighted vote to supersede the original action of the board.

- The election of the Chair and First Vice Chair shall require of the weighted vote procedure. For the weighted vote, there shall be a total of 100 votes. Each member agency shall have that number of votes determined by an apportionment formula outlined in bylaws.

11. San Joaquin Council of Governments (SJCOG)

- Seven cities; one county (San Joaquin)
- Regional MPO Governance: 12 Members
 - One representative from cities of Ripon, Escalon, Lathrop, Lodi, Manteca, and Tracy;
 - Three representatives from the city of Stockton; and
 - Three representatives from the county Board of Supervisors.
 - Advisory representatives from Caltrans District 10, San Joaquin Regional Transit District, and Port of Stockton.
 - *San Joaquin Valley Regional Policy Council is an Advisory Board that also provides guidance on San Joaquin Valley-wide subject matters.*

12. San Luis Obispo Council of Governments (SLOCOG)

- Seven cities; one county (San Luis Obispo)
- Regional MPO Governance: 12 Delegates
 - Five members from the County Board of Supervisors, and
 - One Representative from each of the seven member cities: One representative from each member city: Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach and San Luis Obispo.

13. Santa Barbara County Association of Governments (SBCAG)

- Eight cities; one county (Santa Barbara)
- Regional MPO Governance: 13 Members
 - Five county supervisors, and
 - One city council member from each of the eight cities within the County.

- Quorum requires a simple majority with at least one representative from the County.

14. Shasta County Regional Transportation Planning Agency (SCRTPA)

- Three cities; One county (Shasta County);
- Regional MPO Governance: Seven Members
 - Three members of the Shasta County Board of Supervisors,
 - One member from each of the three cities, and
 - One member Redding Area Bus Authority.

15. Southern California Association of Governments (SCAG)

- 191 cities, six counties (Orange, Los Angeles, Imperial, Riverside, San Bernardino, Ventura)
- 15 Sub-Regions
 - Imperial County Transportation Commission (CTC)
 - Arroyo Verdugo Cities
 - City of Los Angeles
 - Gateway Cities Council of Governments (GCCOG)
 - Las Virgenes/Malibu Council of Governments
 - North Los Angeles County
 - San Gabriel Valley Council of Governments (SGVCOG)
 - San Fernando Valley Council of Governments (SFVCOG)
 - South Bay Cities Council of Governments (SBCCOG)
 - Westside Cities Council of Governments (WCCOG)
 - Orange County Council of Governments (OCCOG)
 - Coachella Valley Council of Governments (CVAG)
 - Western Riverside Council of Governments (WRCOG)
 - San Bernardino County Transportation Authority (SBCTA)/San Bernardino Council of Governments (SBCOG)
 - Ventura Council of Governments (VCOG)
- Regional MPO Governance: 86 Members

- The Regional Council is composed of 67 Districts that include one elected representative of one or more cities of approximately equal population that have a geographic community of interest. Exception, City of Long Beach has two representatives.
- SCAG's Regional Council includes one representative from each county Board of Supervisors (except the County of Los Angeles, which has two representatives).
- One representative of the Southern California Native American Tribal Governments.
- All members representing the Los Angeles City Council and the Mayor of Los Angeles who serves as the city's At-Large Representative.

16. Stanislaus Council of Governments (StanCOG)

- 9 Cities; 1 County (Stanislaus)
- Regional MPO Governance: 16 Members
 - 3 Representatives from the Modesto City Council
 - 1 Representative from each of the other 8 City Councils
 - 5 representatives from the Stanislaus County Board of Directors

17. Tahoe Metropolitan Planning Agency (TMPA)

- 14 Member Governing Board (with non-voting federal representative)
 - 7 members from California
 - 7 members from Nevada

18. Tulare County Association of Governments (TCAG)

- Eight cities; one county (Tulare)
- Regional MPO Governance: 17 Members
 - Five members from the Board of Supervisors,
 - One elected representative from each City, and
 - Three Residents (over the age of 18) appointed by majority vote of elected members.

APPENDIX B

Glossary of Terms

ABAG	Association of Bay Area Governments
ALUC	Airport Land Use Commission
AMBAG	Association of Monterey Bay Area Governments
AQMP	Air Quality Management Plan
BCAG	Butte County Association of Governments
BDAC	Bay Conservation and Development Commission
CEQA	California Environmental Quality Act
COG	Councils of Government
CTC	County Transportation Commissions
CVAG	Coachella Valley Council of Governments
EIR	Environmental Impact Report
FresnoCOG	Fresno Council of Governments
GCCOG	Gateway Cities Council of Governments
GHG	Greenhouse Gas Emissions
HCD	California Department of Housing and Urban Development
ImperialCTC	Imperial County Transportation Commission
JPA	Joint Powers Agreement
KCAG	Kings County Association of Governments
KCOG	Kern Council of Governments
L RTP	Long Range Transportation Program
LTA	Local Transportation Authority
MaderaCTC	Madera County Transportation Commission
MCAG	Merced County Association of Governments
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
OCCOG	Orange County Council of Governments
OCTA	Orange County Transportation Authority

RHNA	Regional Housing Needs Assessment
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
Connect SoCal	Name for SCAG Region's RTP/SCS document
SACOG	Sacramento Area Council of Governments
SAFE	Service Authority for Freeways and Expressways
SANDAG	San Diego Association of Governments
SBCAG	Santa Barbara County Association of Governments
SBCOG	San Bernardino Council of Governments
SBCCOG	South Bay Cities Council of Governments
WRCOG	Western Riverside Council of Governments
VCOG	Ventura County Council of Governments



November 1, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Regional Traffic Signal Synchronization Program Update

Overview

The Orange County Transportation Authority has been working with local cities, the County of Orange, and the California Department of Transportation to fund and implement key regional traffic signal synchronization projects. This report provides an update on the Measure M2 Regional Traffic Signal Synchronization Program, including results from recently completed projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) provides funding and assistance to implement multi-agency signal synchronization as part of the Measure M2 (M2) Regional Traffic Signal Synchronization Program (Project P). Annually, OCTA provides competitive grants dedicated to the coordination of traffic signals across jurisdictional boundaries. The goal of Project P is to improve traffic flow by developing and implementing regional signal coordination that crosses local agencies' boundaries and maintains coordination through freeway interchanges, where possible.

Since 2008, OCTA and local agencies have implemented 94 signal synchronization projects that include 3,265 signalized intersections and 838 centerline miles of streets (Attachment A). The projects have improved travel times, reduced delays and congestion, and increased the number of successive green lights drivers experience in their daily commutes. The results of the program translate into direct benefits to motorists and the environment measured in time and cost savings from lower fuel consumption and a reduction of greenhouse gas (GHG) emissions.

Discussion

Signal synchronization is a cost-effective way to maximize roadway throughput without major new construction. Projects are corridor-based, and new optimized signal timings are developed based on traffic conditions and current travel patterns. These projects optimize traffic signal timing to reduce travel times, stops, delays, and ultimately give users an overall better driving experience. Key to these efforts is regular dialogue between partner agencies and the California Department of Transportation, resulting in agencies working together towards the multijurisdictional goal of the program.

Funding is provided through annual calls for projects (call), with 80 percent of funding from M2 (Project P) and 20 percent from local agencies' matching funds. Supplemental funding is used whenever available, including SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program funds, and Solutions for Congested Corridors Program grants. Various sources have been used in the past to fund signal synchronization projects, including Measure M1, Proposition 1B Traffic Light Signal Synchronization Program, and air quality funds.

Signal synchronization projects implement a coordination strategy involving time-based synchronization of the respective agencies' systems, including the necessary upgrades to the traffic signal infrastructure. This includes modifications to prepare for future connected and autonomous vehicle technologies and applications. Existing synchronization on crossing arterials is incorporated when and where possible. Optimized timings are developed and implemented for identified peak periods, which are typically weekday mornings, midday, and evenings. For weekend operations, the peak is typically mid-morning through early evening. To quantify signal synchronization benefits, "before" and "after" travel time studies are conducted to evaluate the improvements from these new optimized timing plans.

These studies are conducted during peak traffic periods with specially equipped vehicles that have computer-linked global positioning system devices to collect traffic data. Several runs are made in each direction with the car "floating" in the middle of the traffic platoon of vehicles for each run. These studies showed improvements across all performance measures, including travel time, number of stops, and average safe speed. Additionally, fuel consumption, GHG, and other vehicle emission data is reported (Attachment B). Historically, signal synchronization efforts nationwide have resulted in travel time and speed improvements, as well as a reduction in stops in the range between five and 15 percent. Comparisons of the corridors' before and after studies indicate results in the high-end of this range due to the combination of the optimized traffic signal timing plans, cooperation between all participating agencies, and minor signal upgrades to maximize traffic flow.

Signal Synchronization Projects

The signal synchronization program's target is to regularly synchronize 2,000 signalized intersections, as expressed in the M2 voter guide. OCTA and local agencies have completed 94 signal synchronization projects since 2008. A total of 3,265 signalized intersections and 838 centerline miles of streets have been implemented. The total Board of Directors' (Board) grant allocations for the completed projects were approximately \$78 million. The completed projects are identified on the map in Attachment A. A summary of the results for the 94 completed signal synchronization projects is identified in Attachment B. The early acceleration of Project P allowed the benefits of signal synchronization to be experienced by travelers much earlier than originally promised.

The completed projects have reduced average travel time by 12 percent and the average number of stops by 28 percent. Average speed improved by 14 percent. Consumers will save approximately \$201.1 million (at \$3.90 per gallon in today's dollars) on fuel costs and reduce GHG emissions by approximately 1.04 billion pounds over the three-year project cycle. The reduction of GHG emissions is made possible by reducing the number of stops, smoothing the flow of traffic, and reducing the amount of acceleration and deceleration of vehicles. These results are comparable to signal synchronization efforts nationwide.

The following table lists five signal synchronization projects, where new timing plans were implemented within the last two years, along with the corresponding travel time and speed improvements:

Corridor	Limits	Length (Miles)	Travel Time Improvements	Average Speed Improvements
Brookhurst Street	Commonwealth Avenue to Pacific Coast Highway	16.51	19%	25%
Imperial Highway/SR-90	Cajon Drive-Brass Lantern Drive to Avocado Avenue	10.28	14%	17%
Los Alisos Boulevard Route	Columbia/Polaris Way to Promenade	10.92	2%	2%
Magnolia Street	Commonwealth Avenue to Banning Avenue	16.20	2%	0%
Main Street	Taft Avenue to Culver Drive	11.86	14%	15%

SR-90 – State Route 90

Note that these five projects faced significant challenges due to traffic patterns that fluctuated because of the pandemic. Most projects resulted in significant improvements in both travel time and speeds; however, in the case of Los Alisos Boulevard and Magnolia Street, the improvements were relatively limited. This was due to lower traffic volumes along the corridors and cross streets.

As part of the projects, other improvements were installed, which will greatly benefit future retiming efforts to quickly account for a return of traffic volumes. Traffic engineers continue to monitor and update the signal timing to respond to changes in traffic patterns and to ensure travelers experience benefits from the completed projects.

OCTA is currently funding an additional 26 signal synchronization projects that are in various stages of implementation. The total Board grant allocations for the planned projects is approximately \$61.2 million, including external funds. Once completed, these funded projects will synchronize an additional 1,015 signals and 250 miles of roadway.

It is best practice to periodically resynchronize traffic signals to make sure they consider changes in traffic. The OCTA M2 Signal Synchronization Program allows previously completed streets and highways projects to compete again for funding during the annual call. Previous investments made as part of earlier projects are incorporated into revisited projects. An example of this would be the three recently completed projects on Brookhurst Street, Magnolia Street, and Los Alisos Boulevard. The signals along these corridors were synchronized prior to 2015. The result is a program that can regularly coordinate intersections as the basis for synchronized operation across Orange County.

Next Steps

OCTA continues to work with local agencies through various venues, including the Technical Steering Committee, Technical Advisory Committee, and the traffic forum to identify corridors that are eligible for funding and would benefit from signal program funding as part of the annual call.

Summary

OCTA and local agencies have successfully implemented new cooperative traffic signal synchronization timing on 94 corridors. Another 26 projects are planned or underway. The synchronization of traffic signals along these regional corridors continually results in significant improvements to traffic flow by reducing total travel times, stops per mile, and improving average safe speeds while decreasing fuel costs, GHG, and overall vehicle emissions.

Attachments

- A. OCTA-Funded Signal Synchronization Projects, (2008 – Present)
- B. Summary of Results for Completed Regional Traffic Signal Synchronization Projects

Prepared by:

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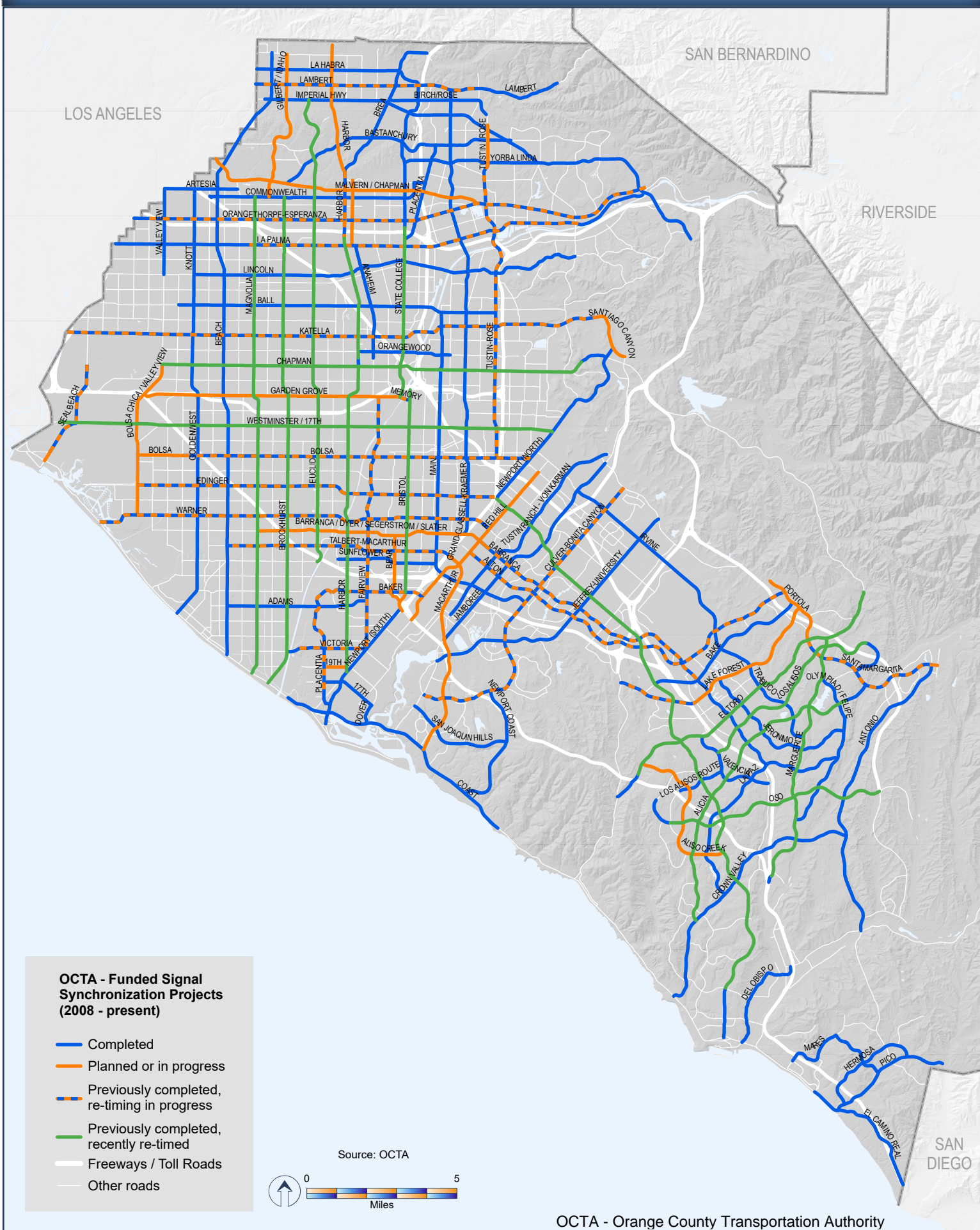
Alicia Yang
Project Manager III
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Approved by:

A handwritten signature in black ink, appearing to read 'Kia Mortazavi'.

Kia Mortazavi
Executive Director, Planning
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OCTA - Funded Signal Synchronization Projects (2008 - Present)



Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	M1 / M2 Grant Board Allocation	Estimated Project Life Gas Savings (Dollars)^	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
1	Euclid Street*	2008	OCTA	15	62	\$ 480,083	\$ 3,091,631	16,188,276	20%	24%	43%
2	Pacific Park Drive/Oso Parkway*	2009	OCTA	9	34	\$ 248,272	\$ 3,647,370	19,098,249	22%	29%	50%
3	Alicia Parkway ¹	2010	OCTA	11	41	\$ 939,144	\$ 806,001	4,220,358	13%	12%	40%
4	Beach Boulevard ¹	2010	OCTA	21	70	\$ 1,243,859	\$ 10,469,722	54,821,202	14%	21%	28%
5	Chapman Avenue (South)**	2010	OCTA	14	52	\$ 798,161	\$ 3,244,679	16,989,696	16%	18%	46%
6	Edinger Avenue/Irvine Center Drive/ Moulton Parkway**	2011	OCTA	22	109	\$ 846,217	\$ 4,609,706	24,137,220	11%	14%	34%
7	Harbor Boulevard**	2011	OCTA	16	107	\$ 890,377	\$ 3,226,111	16,892,430	11%	12%	23%
8	Orangethorpe Avenue ¹	2011	OCTA	17	47	\$ 697,585	\$ 2,659,036	13,923,183	17%	20%	42%
9	State College Boulevard/Bristol Street**	2011	OCTA	17	97	\$ 574,639	\$ 4,089,735	21,414,531	15%	18%	28%
10	Westminster Avenue ¹	2011	OCTA	13	48	\$ 308,847	\$ 4,233,390	22,166,736	14%	17%	35%
11	Brookhurst Street ¹	2012	OCTA	16	56	\$ 631,764	\$ 7,850,213	41,105,031	19%	18%	31%
12	El Toro Road**	2012	OCTA	11	40	\$ 478,916	\$ 3,302,828	17,294,160	19%	24%	32%
13	Katella Avenue ¹	2012	OCTA	17	69	\$ 673,845	\$ 4,435,716	23,226,165	14%	14%	36%
14	La Palma Avenue ¹	2012	OCTA	18	61	\$ 803,999	\$ 6,281,546	32,391,229	18%	22%	27%
15	Bastanchury Road	2013	Fullerton	8	27	\$ 539,936	\$ 1,053,007	5,513,723	13%	15%	49%
16	Euclid Street*	2013	Fullerton	17	66	\$ 1,000,000	\$ 4,316,031	22,599,458	15%	17%	39%
17	Lambert Avenue	2013	La Habra	10	26	\$ 520,000	\$ 4,578,312	23,972,807	14%	16%	41%
18	Tustin Avenue/Rose Drive	2013	OCTA	10	43	\$ 683,200	\$ 2,309,842	12,094,717	15%	17%	37%
19	Yorba Linda Boulevard ¹	2013	OCTA	12	46	\$ 521,837	\$ 1,813,693	9,496,799	12%	10%	21%
20	Lincoln Avenue	2014	Anaheim	13	53	\$ 777,910	\$ 1,564,300	8,190,935	9%	15%	25%
21	Valley View Street	2014	Buena Park	3	20	\$ 280,000	\$ 3,056,089	16,002,194	28%	24%	37%
22	17th Street	2014	Costa Mesa	3	9	\$ 220,000	\$ 123,098	644,563	7%	3%	0%
23	Baker Street/Placentia Avenue	2014	Costa Mesa	8	27	\$ 519,960	\$ 540,228	2,828,724	14%	16%	34%
24	Fairview Road/Street	2014	Costa Mesa	8	31	\$ 620,001	\$ 1,735,472	9,087,220	11%	12%	24%
25	Victoria Street	2014	Costa Mesa	3	11	\$ 200,000	\$ 124,820	653,581	22%	15%	25%
26	Brea Boulevard	2014	Fullerton	4	16	\$ 320,000	\$ 813,531	4,259,783	12%	13%	43%
27	Commonwealth Avenue	2014	Fullerton	8	30	\$ 600,000	\$ 803,023	4,204,761	11%	12%	36%
28	Lemon Street/Anaheim Boulevard	2014	Fullerton	2	13	\$ 280,000	\$ 531,872	2,784,969	16%	21%	40%
29	Placentia Avenue	2014	Fullerton	4	15	\$ 380,000	\$ 570,921	2,989,436	18%	22%	48%
30	Culver Drive	2014	Irvine	11	39	\$ 779,856	\$ 3,625,648	18,984,498	12%	12%	19%
31	Jamboree Road	2014	Irvine	9	27	\$ 230,608	\$ 3,173,217	16,615,495	9%	9%	19%
32	Jeffrey Road	2014	Irvine	9	40	\$ 410,032	\$ 1,910,910	10,005,845	9%	10%	26%
33	La Habra Boulevard/Central Avenue/ State College Boulevard	2014	La Habra	6	23	\$ 460,000	\$ 1,550,184	8,117,025	10%	11%	27%
34	Paseo de Valencia	2014	Laguna Hills	3	12	\$ 190,742	\$ 169,859	889,411	8%	5%	34%
35	Ball Road	2014	OCTA	11	38	\$ 733,416	\$ 1,532,115	8,022,411	5%	7%	13%

Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	M1 / M2 Grant Board Allocation	Estimated Project Life Gas Savings (Dollars)^	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
36	Crown Valley Parkway	2014	OCTA	9	30	\$ 367,200	\$ 556,861	2,915,820	4%	3%	20%
37	Edinger Avenue*	2014	OCTA	12	38	\$ 753,800	\$ 1,264,832	6,622,870	2%	5%	25%
38	First Street/Bolsa Avenue	2014	OCTA	12	49	\$ 980,000	\$ 3,506,276	18,359,448	11%	12%	26%
39	Lake Forest Drive	2014	OCTA	2	10	\$ 119,679	\$ 685,904	3,591,510	19%	23%	33%
40	Los Alisos Boulevard	2014	OCTA	7	21	\$ 332,617	\$ 27,876	145,962	5%	3%	16%
41	MacArthur Boulevard/Talbert Avenue	2014	OCTA	7	24	\$ 392,256	\$ 524,129	2,744,427	7%	8%	13%
42	Magnolia Street	2014	OCTA	16	54	\$ 399,943	\$ 2,208,937	11,566,362	10%	12%	26%
43	Marguerite Parkway	2014	OCTA	9	31	\$ 323,056	\$ 609,084	3,189,264	11%	12%	21%
44	Pacific Park Drive/Oso Parkway*	2014	OCTA	8	32	\$ 490,222	\$ 1,912,481	10,014,071	16%	19%	29%
45	Warner Avenue	2014	OCTA	13	43	\$ 621,848	\$ 1,797,186	9,410,366	8%	6%	15%
46	Avenida Pico	2014	San Clemente	4	21	\$ 416,453	\$ 705,991	3,696,687	9%	10%	21%
47	El Camino Real	2014	San Clemente	4	19	\$ 359,998	\$ 1,482,733	7,763,838	9%	10%	25%
48	Del Obispo Street	2014	San Juan Capistrano	4	16	\$ 138,800	\$ 992,762	5,198,269	13%	10%	11%
49	Knott Avenue	2015	Buena Park	7	28	\$ 448,000	\$ 1,918,098	10,043,483	23%	26%	37%
50	Newport Coast Drive	2015	Newport Beach	5	15	\$ 260,000	\$ 651,984	3,413,896	10%	0%	6%
51	San Joaquin Hills Road	2015	Newport Beach	4	11	\$ 220,000	\$ 584,913	3,062,701	11%	12%	32%
52	Jeronimo Road ¹	2015	OCTA	6	16	\$ 267,360	\$ 1,508,063	7,896,471	12%	3%	35%
53	Santa Margarita Parkway	2015	OCTA	5	20	\$ 311,912	\$ 1,705,334	8,929,416	15%	18%	41%
54	Trabuco Road ¹	2015	OCTA	5	16	\$ 266,971	\$ 1,294,844	6,780,018	15%	18%	32%
55	Avenida Vista Hermosa	2015	San Clemente	3	17	\$ 305,856	\$ 252,899	1,324,219	17%	19%	54%
56	Camino De Los Mares	2015	San Clemente	2	13	\$ 248,208	\$ 1,806,683	3,153,365	27%	37%	57%
57	Artesia Boulevard	2016	Buena Park	2	11	\$ 422,142	\$ 795,156	4,163,572	20%	16%	38%
58	Alton Parkway	2016	Irvine	14	48	\$ 1,209,396	\$ 3,082,089	16,138,332	12%	14%	39%
59	Barranca Parkway	2016	Irvine	13	44	\$ 2,106,434	\$ 2,734,900	14,320,395	10%	11%	26%
60	Adams Avenue ¹	2016	OCTA	5	17	\$ 1,042,374	\$ 2,065,973	10,817,781	7%	14%	27%
61	Antonio Parkway ¹	2016	OCTA	10	27	\$ 1,156,920	\$ 2,274,125	11,907,699	16%	19%	23%
62	Bake Parkway	2016	OCTA	6	19	\$ 532,603	\$ 1,434,344	7,510,464	12%	12%	28%
63	La Paz Road	2016	OCTA	8	23	\$ 328,192	\$ 1,951,861	10,220,270	14%	16%	21%
64	Newport Avenue/Boulevard (North) ¹	2016	OCTA	7	24	\$ 946,045	\$ 581,731	3,046,041	12%	15%	36%
65	Newport Boulevard (South)	2016	OCTA	7	33	\$ 1,304,596	\$ 944,446	4,945,276	5%	7%	17%
66	State College Boulevard* ¹	2016	OCTA	5	35	\$ 1,041,579	\$ 1,484,920	7,775,289	10%	11%	16%
67	Seal Beach Boulevard/Los Alamitos Boulevard	2016	Seal Beach	3	13	\$ 586,720	\$ 1,016,379	5,321,931	10%	11%	31%
68	Anaheim Boulevard	2017	Anaheim	4	18	\$ 787,940	\$ (95,430)	(499,686)	-1%	0%	9%
69	Harbor Boulevard*	2017	Anaheim	4	22	\$ 731,867	\$ 1,414,593	7,407,047	8%	9%	15%
70	Birch Street/Rose Drive	2017	Brea	4	14	\$ 664,230	\$ 629,603	3,296,709	23%	30%	37%

Summary of Results for Completed Regional Traffic Signal Synchronization Projects

	Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	M1 / M2 Grant Board Allocation	Estimated Project Life Gas Savings (Dollars)^	Estimated Project Life Greenhouse Gas Savings (lbs.)	Travel Time Improvement	Average Speed Improvement	Stops Improvement
71	Bristol Street*	2017	OCTA	8	45	\$ 1,884,620	\$ 1,649,926	8,639,290	7%	8%	13%
72	Goldenwest Street	2017	OCTA	8	32	\$ 380,800	\$ 374,406	1,960,454	11%	7%	23%
73	Harbor Boulevard*	2017	Santa Ana	10	46	\$ 1,852,080	\$ 4,320,825	22,624,563	10%	10%	15%
74	Sunflower Avenue	2018	Costa Mesa	3	14	\$ 617,960	\$ 631,288	3,305,529	15%	32%	38%
75	Imperial Highway/SR-90	2018	La Habra	10	46	\$ 2,760,001	\$ 6,317,107	33,077,428	14%	17%	22%
76	El Toro Road*	2018	Laguna Woods	3	15	\$ 514,000	\$ 1,116,724	5,847,356	17%	20%	33%
77	Moulton Parkway*	2018	Laguna Woods	11	37	\$ 645,440	\$ 939,620	4,920,008	12%	2%	41%
78	Marguerite Parkway*	2018	Mission Viejo	9	30	\$ 759,232	\$ 1,663,372	8,709,695	8%	9%	18%
79	Olympiad Road-Felipe Road	2018	Mission Viejo	6	18	\$ 515,656	\$ 197,900	1,036,240	3%	3%	6%
80	Chapman Avenue*	2018	OCTA	14	55	\$ 2,344,044	\$ 2,322,428	12,160,622	8%	9%	0%
81	Kraemer Boulevard/Glassell Street/Grand Avenue	2018	OCTA	15	61	\$ 2,433,520	\$ 1,722,240	441,600	12%	7%	8%
82	Orangetown Avenue	2019	Anaheim	3	15	\$ 683,328	\$ 1,140,726	5,973,032	17%	22%	46%
83	Irvine Boulevard	2019	Irvine	7	29	\$ 378,166	\$ 2,757,359	14,437,996	17%	21%	37%
84	Irvine Center Drive/Edinger Avenue*	2019	Irvine	9	39	\$ 1,824,000	\$ 3,402,931	17,818,317	16%	19%	31%
85	Von Karman Avenue/Tustin Ranch Road	2019	Irvine	8	30	\$ 1,439,980	\$ 2,231,534	11,684,688	13%	14%	27%
86	Alicia Parkway*	2019	OCTA	11	40	\$ 1,847,200	\$ 3,550,240	18,589,652	12%	13%	31%
87	Coast Highway	2019	OCTA	9	27	\$ 1,799,210	\$ 1,907,001	9,985,376	5%	5%	8%
88	El Toro Road*	2019	OCTA	7	25	\$ 1,112,447	\$ 4,079,112	21,358,911	20%	25%	42%
89	Westminster Avenue/17th Street*	2019	OCTA	16	63	\$ 2,820,102	\$ 141,754	742,246	5%	5%	16%
90	Camino Vera Cruz	2019	San Clemente	1	5	\$ 192,686	\$ 145,831	763,596	9%	8%	35%
91	Brookhurst Street*	2020	OCTA	17	59	\$ 2,895,884	\$ 12,421,778	65,042,507	19%	25%	35%
92	Los Alisos Boulevard Route**	2020	OCTA	11	40	\$ 1,777,782	\$ 550,476	2,882,383	2%	2%	19%
93	Magnolia Street*	2020	OCTA	16	50	\$ 2,711,694	\$ 276,528	1,447,948	2%	0%	3%
94	Main Street*	2021	OCTA	12	67	\$ 3,058,176	\$ 3,120,385	16,338,858	14%	15%	28%
Summary of All Projects				838	3265	\$ 78,016,430	\$ 201,137,907	1,037,808,699	12%	14%	28%

* These corridors have been revisited and retimed

^ \$3.90 per gallon gasoline price used to estimate savings

Note: Improvements are averaged across both directions over the full corridor

* Project Board allocation includes external funding

Board - Board of Directors

lbs - pounds

M1 - Measure M1

M2 - Measure M2

OCTA - Orange County Transportation Authority



November 1, 2021

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

Overview

The Orange County Transportation Authority administers the Master Plan of Arterial Highways, including the review and approval of amendments requested by local jurisdictions. The City of Orange is considering the recurring seasonal closure of Glassell Street to operate the Orange Plaza Paseo. An amendment to remove Glassell Street from the Master Plan of Arterial Highways is presented for the Regional Planning and Highways Committee and Board of Directors' consideration. An update on pending Master Plan of Arterial Highways amendments is also provided.

Recommendations

- A. Approve an amendment to the Master Plan of Arterial Highways to remove Glassell Street between Walnut Avenue and La Veta Avenue from the Orange County Master Plan of Arterial Highways.
- B. As applicable, direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the Board of Directors' action.

Background

The Orange County Transportation Authority (OCTA) administers the Master Plan of Arterial Highways (MPAH), a plan that establishes a system of countywide arterial roadways to support regional travel demand. The MPAH represents the transportation element of Orange County local agencies' general plans and supports regional planning efforts dealing with intercity circulation, public transit, accessibility, etc. Further, consistency with the MPAH is a prerequisite for local agencies to be eligible for Measure M2 (M2) net revenues and funding programs, including the Comprehensive Transportation Funding Program (CTFP) and M2 Local Fair Share (LFS) funds. Consistency with the

MPAH means that a local agency's Circulation Element must maintain an equivalent number of minimum through-lanes on each arterial highway shown on the MPAH.

In July 2020, the City of Orange (City) closed Glassell Street between Maple Avenue and Almond Avenue to traffic. This closure allowed for the creation of Orange Plaza Paseo (Paseo), which permitted businesses to operate outdoors in response to coronavirus (COVID-19) restrictions. Glassell Street is designated as a collector (two-lane, undivided) in the MPAH.

In December 2020, OCTA issued an MPAH letter agreement with the City for the temporary closure of Glassell Street (Attachment A). OCTA was supportive of the Paseo given suppressed traffic volumes due to the pandemic and previous positive experience with the City involving street closures. The City agreed to restore pre-COVID-19 traffic operations on Glassell Street at the end of the current public health emergency or when the City Council ceases closure of the facility, whichever occurs first.

Recently, the City decided to continue the closure of Glassell Street while City staff performs an environmental review of a recurring seasonal Paseo from late spring to late summer (Attachments B and C). Although this change was initially a temporary measure to address pandemic impacts on the local economy, the City's recent action to study a recurring seasonal closure – independent of the pandemic – requires OCTA to modify the MPAH. A recurring closure has circulation and public transit implications as well as potential conflicts with M2 funding eligibility. In order to support the City's efforts and adhere to regional planning requirements, staff has developed a proposed solution which is discussed below.

Discussion

The December 2020 MPAH letter agreement will expire when the public health emergency ends. At that time, the City will have to reopen Glassell Street to vehicular traffic or risk conflicting with the M2 funding eligibility requirement of MPAH consistency. M2 funding eligibility requires that each jurisdiction must adopt and maintain a circulation element within the jurisdiction's general plan that is consistent with the MPAH. Additionally, volume control measures (e.g., street closures and diverters) are prohibited by MPAH policies. Consequently, the closure of Glassell Street to vehicular traffic, seasonal or permanent, is contrary to the intent of the MPAH consistency requirement.

In anticipation of the City's consideration of the seasonal Paseo that would close portions of Glassell Street, OCTA proposes to remove Glassell Street between Walnut Avenue and La Veta Avenue from the MPAH (Attachment D). The proposed MPAH amendment will allow the City flexibility to study and implement the proposed seasonal closures of Glassell Street while it remains closed, without risking M2 eligibility for CTFP or LFS funds. Because the LFS distribution formula is calculated using existing centerline MPAH miles, there will be a reduction in the City's share of LFS funds should Glassell Street be removed from the MPAH.

Typically, local agencies initiate amendments to the MPAH. However, MPAH guidelines provide the OCTA Board of Directors (Board) with the discretion to amend, modify, and/or waive the recommended processes in the MPAH guidance. OCTA Board action is proposed to ensure the City meets M2 eligibility requirements. An amendment is technically justified in this case given the nature of Glassell Street within a historic district, constructed as a two-lane collector with relatively low traffic volumes and supported by a dense local street network.

A preliminary travel demand analysis of the proposed closure was conducted and the analysis suggests that the closure of Glassell Street would not result in new significant traffic impacts, and any impacts would be contained in the surrounding local area within the City. The City has also coordinated the proposed street closure with OCTA to reroute transit operations. OC Bus routes 54, 56, and 59 have been permanently modified during the October service change. Overall, the recurring seasonal closure of Glassell Street should have minimal impacts on regional transportation.

California Environmental Quality Act (CEQA)

Amendments to the MPAH are exempt from the 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. The City could then determine whether or not to remove Glassell Street from their own planning documents. Should the City decide to leave Glassell Street on its general plan, it would not result in M2 funding ineligibility and will allow the City to implement seasonal closures on Glassell Street. On the City's general plan, Glassell Street would represent a local road that is in addition to the facilities reflected on the MPAH. Glassell Street could also be added back to the MPAH should the City decide on a year-round opening.

MPAH Status Update

As indicated in the status report in Attachment E, there are currently 18 pending amendments proposed for the MPAH. These pending 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


Staff is seeking Board consideration for the removal of Glassell Street from the MPAH, consistent with current policies. A summary of pending MPAH amendments is also provided for Board review.

Attachments

- A. Letter from Christopher S. Cash, Public Works Director, City of Orange, to Kia Mortazavi, Executive Director, Orange County Transportation Authority, dated January 12, 2021
- B. City of Orange, City Council Agenda Item #7.2, Dated October 13, 2021
- C. Letter from Christopher S. Cash, Public Works Director, City of Orange, to Kia Mortazavi, Executive Director, Orange County Transportation Authority, dated August 30, 2021, re: Orange Plaza Paseo Traffic Analysis
- D. City of Orange, Proposed Removal of Glassell from MPAH
- E. Status Report on Pending 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



CITY OF ORANGE

PUBLIC WORKS DEPARTMENT
www.cityoforange.org
ENGINEERING DIVISION

(714) 744-5544

FAX: (714) 744-5573

MAINTENANCE DIVISION

(714) 532-6480

FAX: (714) 532-6444

TRAFFIC DIVISION

(714) 744-5540

FAX: (714) 744-5573

WATER DIVISION

(714) 288-2475

FAX: (714) 744-2973

January 12, 2021

Mr. Kia Mortazavi
Executive Director, Planning
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863-1584

Dear Mr. Mortazavi,

The City of Orange is in receipt of your letter of December 7, 2020 concerning the temporary closure of Glassell Street for purposes of outdoor dining. The City concurs with the conditions of that letter relative to the continuation of the closure and the eventual re-opening of the street.

We appreciate the cooperation of OCTA in response to these unprecedented circumstances. Should you have any questions, please do not hesitate to contact me at ccash@cityoforange.org or (714)744-5545.

Sincerely,

Christopher S. Cash
Public Works Director



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

December 7, 2020

Mr. Christopher S. Cash, PE
Public Works Director
City of Orange
300 E. Chapman Avenue
Orange, CA 92866

RE: Master Plan of Arterial Highways – Glassell Street Letter Agreement

Dear Mr. Cash:

This letter agreement responds to the City of Orange (City) letter, dated November 25, 2020, regarding temporary closure of Glassell Street, an Orange County Master Plan of Arterial Highways (MPAH) facility, between Almond Avenue and Maple Avenue. The Orange County Transportation Authority (OCTA) understands local jurisdictions are trying to minimize impacts on local businesses while responding to state coronavirus (COVID-19) directives. To accommodate such an effort by the City, and in light of significant lower traffic volumes, OCTA determined that the temporary closure of Glassell Street between Almond Avenue and Maple Avenue will not result in a finding of non-conformity with the MPAH under the following conditions:

- The City's General Plan shall remain consistent with MPAH classifications.
- As the City Council periodically reviews the temporary Glassell Street closure, City staff shall notify OCTA of any status changes.
- The City shall act to restore pre-COVID-19 traffic operations on Glassell Street at the end of the current public health emergency or when the City Council ceases closure of the facility, whichever occurs first.

Thank you for coordinating with OCTA and please provide a letter of concurrence agreeable to these terms. If you have any questions, please contact Stephanie Chhan, Transportation Analyst, at schhan@octa.net or (714) 560-5572.

Sincerely,

Kia Mortazavi
Executive Director, Planning

KM:sc

c: Stephanie Chhan, OCTA



CITY OF ORANGE

PUBLIC WORKS DEPARTMENT

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FAX: (714) 744-2973

November 25, 2020

Mr. Kia Mortazavi
Executive Director, Planning
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863-1584

Dear Mr. Mortazavi,

As a result of the COVID-19 Pandemic, the City of Orange has taken action to declare a local emergency pursuant to Resolution 11283. In order to assist businesses in the Old Towne Orange area who have had occupancy restrictions as a result of coronavirus directives, the City has taken action to close Glassell Street from Almond Avenue to the Orange Plaza and from the Orange Plaza to Maple Avenue. The closure is to allow for businesses to operate outdoors and to compensate for reductions in indoor occupancy, particularly for restaurants.

As Glassell Street is listed on the Orange County Master Plan of Arterial Highways (MPAH) the City understands that the street has local and regional transit impacts. However, given the unprecedented nature of the COVID-19 Pandemic and the specific impacts that the pandemic has caused to the local economy, the City initiated the temporary street closure to try to minimize the impacts. The closure of Glassell Street has been authorized directly by the Orange City Council, which has periodically reviewed the closure throughout the local emergency. The most recent review was at the September 8, 2020 City Council meeting and we anticipate that the Council will review the closure again at the December 8, 2020 meeting. The intent of the closure is meant to support local businesses during the course of the pandemic. As the current closure of Glassell Street is temporary, the closure will not extend beyond either the continuing authorization of the Orange City Council or the end of the current public health emergency, whichever ends first.

The City has extensively publicized the Glassell Street closure, has set up detour routes for vehicular traffic, and has worked with OCTA on re-routing bus traffic throughout the closure all in an effort to minimize impact of this closure to the community. With local traffic levels at reduced levels due to the pandemic, we have not encountered significant impacts.

We appreciate the cooperation of OCTA in response to these unprecedented circumstances. Should you have any questions, please do not hesitate to contact me at ccash@cityoforange.org or (714)744-5545.

Sincerely,

Christopher S. Cash
Public Works Director



Agenda Item

City Council

Item #: 7.2.

10/13/2021

File #: 21-0549

TO: Honorable Mayor and Members of the City Council

THRU: Bonnie Hagan, Acting City Manager

FROM: Susan Galvan, Interim Community Development Director

1. SUBJECT

Orange Plaza Paseo long-term plan and streetscape program.

2. SUMMARY

The City created the Orange Plaza Paseo in July 2020 in response to COVID-19 restrictions placed on dining and retail businesses. While many of the COVID-19 related restrictions have been removed in California, including limits on indoor dining and shopping, certain pandemic conditions still exist. As such, the City Council approved continuation of the Paseo on a temporary basis until the end of 2021. In addition, the City Council provided direction to staff to move forward with a study of a paseo in the form of an annual seasonal closure of North and South Glassell Street, including engaging a streetscape designer and preparing an environmental analysis under the California Environmental Quality Act (CEQA). In light of the goals of the paseo program to support a vibrant downtown experience within the historic environment, staff also considered a “parklet” option, which expands outdoor dining and retail in on-street parking spaces while maintaining vehicular traffic on Glassell Street.

3. RECOMMENDED ACTION

Option 1 - Annual Seasonal Paseo

1. Approve agreement with The Arroyo Group in the amount of \$68,120 for preparation of the Orange Plaza Paseo Streetscape Design Study; and authorize the City Manager and City Clerk to execute on behalf of the City; and
2. Approve agreement with Dudek in the amount of \$146,886 for environmental services for the Orange Plaza Paseo; and authorize the City Manager and City Clerk to execute on behalf of the City; and
3. Authorize the transfer of \$215,006 from expenditure account 952.9810.56020.20247, City Trf: NW & SW Merged 2003 Taxable Bonds - SAORA Capital Projects, to expenditure account number 952.9810.51670.20492, City Trf: NW & SW Merged 2003 Taxable Bonds - Orange Plaza Paseo.

Option 2 -Design of “Parklets”

1. Approve agreement with The Arroyo Group in the amount not-to-exceed \$68,120 for preparation of the Orange Plaza Paseo Streetscape Design Study; and authorize the City

Manager and City Clerk to execute on behalf of the City; and

2. Authorize the transfer of \$68,120 from expenditure account 952.9810.56020.20247, City Trf: NW & SW Merged 2003 Taxable Bonds - SAORA Capital Projects, to expenditure account number 952.9810.51670.20492, City Trf: NW & SW Merged 2003 Taxable Bonds - Orange Plaza Paseo.

4. FISCAL IMPACT

The total expenditure for the Option 1 is \$215,006 and will be funded in Orange Plaza Paseo (20492) through City Trf: NW & SW Merged 2003 Taxable Bonds (952).

The total expenditure for the Option 2 is not-to-exceed \$68,120 and will be funded in Orange Plaza Paseo (20492) through City Trf: NW & SW Merged 2003 Taxable Bonds (952).

5. STRATEGIC PLAN GOALS

Goal 3. Enhance and promote quality of life in the community.

- a. Refurbish, maintain, develop and/or expand public use places and spaces.

Goal 5. Recognize, promote, and preserve Orange's rich heritage.

- b. Expand and strengthen processes and practices related to protection of cultural resources.

6. DISCUSSION AND BACKGROUND

Introduction

As part of the City's efforts to support the Old Towne business community during the pandemic, in July 2020, the 100 blocks of North and South Glassell Street were closed off to vehicular traffic to offset indoor restrictions imposed by the State of California and Orange County Health Department. While many of the COVID-19 related restrictions have been removed in California, including limits on in-door dining and shopping, certain pandemic conditions still exist. In addition, since its inception, the Orange Plaza Paseo (Paseo) has become a popular destination with locals and visitors and there has been much support from both businesses and the public to continue the Paseo in some fashion. As such, at the August 10, 2021 City Council meeting, the City Council provided staff direction to initiate the process to perform an environmental review and provide design guidelines for a seasonal Paseo. While the initial implementation of the Paseo did not require a CEQA analysis due to the pandemic and the State's subsequent Emergency Order, staff determined that a seasonal Paseo will require an Initial Study/Mitigated Negative Declaration (IS/MND). Furthermore, the City Council directed staff to keep Glassell Street closed and re-open the Paseo on a temporary basis after the Orange International Street Fair, through December 31, 2021 while the studies are conducted which were anticipated to be completed in early 2022.

Temporary Paseo

Permits for the temporary paseo were accepted starting on August 13, 2021. Staff has received 18 permit applications as of October 6, 2021. Approximately 10 more are expected within the next few weeks due to the upcoming holiday season. Of the applications received, staff is working with each merchant to ensure compliance of ADA, insurance, and Fire Code requirements. In addition, because the Paseo returned on a temporary basis, staff is being sensitive to any additional costs incurred by the merchants to meet the furniture palette standards. In some cases, staff is being

flexible on the color and material of the furniture while still maintaining the intent of the standards. All merchants have been notified of the pending studies and have been advised that the current furniture may not meet future standards should the City Council approve a seasonal Paseo in the future.

Annual Seasonal Paseo

Streetscape Design

The streetscape design for an annual seasonal paseo is a specialized scope of work, requiring extensive experience in designing for public spaces within a historic environment. Based on the project scope and the Council's direction on project timing, staff reached out to The Arroyo Group to provide a proposal for the annual seasonal paseo. The Arroyo Group worked successfully with staff on the Santa Fe Depot Specific Plan and has demonstrated experience in historic districts, including Old Towne. The Arroyo Group's scope of work includes development of conceptual design plans for a historically appropriate streetscape program. Because the project expanded to include solutions for businesses on Chapman Avenue to operate in parking spaces during the seasonal paseo, the cost estimate from the consultant increased. The agreement for the streetscape design is \$68,120.

CEQA

With Council direction, staff solicited proposals from qualified environmental consulting firms to complete the necessary California Environmental Quality Act (CEQA) document for the annual seasonal paseo. The scope of work is anticipated to be an Initial Study-Mitigated Negative Declaration (IS-MND) with an emphasis on technical studies in the areas of aesthetics, cultural resources, air quality, noise, and traffic. The preferred consultant demonstrated a strong understanding of the project scope, necessary areas of study, and the project environment. The cost estimate for the environmental document is \$146,886. The timeline to complete the study is 34 weeks.

Details of the permit program, design standards, and implementation would return to the Council for approval in mid to late summer 2022.

Alternative to Annual Seasonal Paseo

With the lengthy lead-time to complete, evaluate, and potentially develop an implementation plan for mitigation measures of the CEQA study, an alternative to the annual seasonal paseo would be to permit the installation of "parklets" utilizing the on-street parking spaces on Chapman Avenue and Glassell Street. Parklets are public seating platforms that convert curbside parking spaces into outdoor spaces for either dining or other commercial use. With this option, the streets would remain open to vehicular traffic, but Plaza merchants would gain additional usable outdoor spaces beyond the existing sidewalks. Implementation of a parklet program on its own would not require CEQA review. Additionally, parklets do not impact vehicle circulation, could be implemented without closing Glassell Street, and would not require modifications to the Master Plan of Arterial Highways (MPAH) through OCTA.

A flexible but consistent parklet design standard would be implemented to fit within the parking spaces in front of individual businesses at their request. The design standard would be drafted to be consistent with historic preservation standards as well as providing for needed safety and accessibility requirements. The streetscape design consultant's scope of work would be transitioned to create this type of design should the City Council direct staff to pursue the parklet option. Should the City Council want to pursue this option, the current permit program would need to be modified to

accommodate the change in scope. Staff recommends that permits be issued for a minimum term of three years to support the investment from businesses in the construction of a parklet.

The details of a parklet permit program and parklet design standards would return to the Council for approval in early 2022.

7. ATTACHMENTS

- Proposals For Annual Seasonal Paseo
- Parklet Examples



PROPOSAL

ENVIRONMENTAL SERVICES ORANGE PLAZA PASEO

CITY OF ORANGE

OCTOBER 1, 2021

2280 Historic Decatur Road, Suite 200 / San Diego, CA 92106 / 619.591.1370

DUDEK

1. Cover Letter

October 1, 2021

Marissa Moshier, Historic Preservation Planner
Community Development Department
City of Orange
mmoshier@cityoforange.org

Subject: Environmental Services Orange Plaza Paseo

Dear Ms. Moshier,

Dudek is pleased to submit a proposal for the preparation of an Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Orange Plaza Paseo for the City of Orange (City) Community Development Department. We are confident that our team, which includes Fehr & Peers, can deliver a defensible California Environmental Quality Act (CEQA) document for the project. Recently, Dudek won a contract with Laguna Beach for a project involving the permanent closure of a portion of Forest Avenue to be converted into a permanent pedestrian plaza. Our team's expertise and capabilities, detailed below, strongly reinforces our belief that Dudek is the ideal consultant for the City's project:

A Reliable, Responsive, and Dedicated Team. Dudek's project manager, Andrew Talbert, AICP, will be the City's primary point of contact. His ability to provide technical expertise, policy interpretation, client advocacy, and public outreach is unmatched. As a medium-sized firm, Dudek is small enough for our project managers to effectively make decisions, quickly draw from our pool of technical resources, and stay engaged with you from start to finish. We are also large enough that our diverse staff can tackle a spectrum of environmental challenges.

Historic Architectural Resources. The project is within the boundaries of the Plaza Historic District, which is listed in the National Register of Historic Places. Our architectural historians, Sarah Corder and Allison Lyons, meet the Secretary of the Interior's Professional Qualification Standards for both Architectural History and History, and have extensive experience conducting historical resource evaluations in consideration of National Register of Historic Places (NRHP), California Register of Historical Resources, and local-level designation criteria and integrity.

Environmental Documentation Expertise. Combining comprehensive analysis and evidence-based findings, we provide legally defensible documents that are supported by substantial evidence, none of which have ever been successfully overturned in court.

Sincerely,



Joseph Monaco
President and CEO



Andrew Talbert, AICP
Project Manager

This fee estimate is valid for 90 days from the date of this proposal; after 90 days, Dudek reserves the right to reassess the fee estimate, if necessary.

2. Project Team Organization and Key Personnel

Project Team

Dudek has an unparalleled depth of multidisciplinary staff resources that are available for assigned tasks. We will provide the City of Orange (City) with a team of specialists who have the qualifications to conduct the range of environmental assessment, surveys, monitoring and associated documentation tasks that will be required during the term of the contract.

Dudek's environmental services team will be led by Project Manager Andrew Talbert, with oversight by Principal in Charge Rachel Struglia. Mr. Talbert is based in Dudek's San Diego office and will be supported by a team of qualified experts in our Encinitas, San Juan Capistrano, Pasadena/Los Angeles and Portland offices.

Dudek (prime consultant) will be teaming with Fehr & Peers (subconsultant) to prepare the transportation analysis. Dudek and Fehr & Peers have worked together on a range of projects from small scale planning efforts to Master Plan EIR projects. Jason Pack and Delia Votsch will be leading the transportation analysis.

Following are resume summaries of key staff members who will be providing services on this project. Full resumes for the team members are provided in Appendix A and include education and pertinent experience demonstrating qualifications for this Request for Proposals (RFP).

Project Manager

Andrew Talbert, AICP

Andrew Talbert is an environmental planner with 8 years' experience in environmental analysis and the application of the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) through the preparation of environmental documentation. Mr. Talbert has served as project manager and primary author for environmental documents for numerous projects throughout San Diego County and Southern California. Clients consist of public and private entities, and project experience includes residential specific plans, development projects, transportation improvements, and water and wastewater infrastructure.

Dudek at a Glance

- *Dudek Contact: Andrew Talbert, 760.479.4139*
- *Multidisciplinary environmental and engineering services*
- *700+ employees*
- *16 offices*
- *Founded in 1980; employee-owned corporation*
- *Top 120 U.S. Environmental Firms (Engineering News-Record, 2021)*
- *More than 160 on-call environmental contracts throughout California*
- *Silver medal in sustainability achievement (EcoVadis, 2021)*

Education

*University of California, San Diego
BA, Environmental Systems Policy*

Certifications

American Institute of Certified Planners (AICP)

Professional Affiliations

American Planning Association

Principal in Charge

Rachel Struglia, PhD, AICP

Rachel Struglia is a principal and project manager with 24 years' experience preparing CEQA/NEPA documents in both the public and private sectors. Dr. Struglia is experienced in managing CEQA documents for large infrastructure projects and has completed program environmental impact reports for the Metropolitan Water District, Orange County Sanitation District, Riverside County Community College District, North Orange County Community College District, and Coast Community College District. She has also managed general plan environmental impact reports (EIRs) and specific plans, as well as infill, residential, commercial, industrial, and school EIR projects.

Dr. Struglia leads Dudek's CEQA practice in Orange County and has the role of statewide water sector leader. In this role, Dr. Struglia focuses on water infrastructure projects, including regional conveyance and groundwater recharge projects, recycled water projects, and water treatment projects.

Education

*University of California, Irvine
PhD, Environmental Analysis
and Design, 1998*

*Arizona State University
MS, Justice Studies, 1993*

*University of Connecticut
BA, Anthropology, 1991*

*University of California,
Riverside, Extension
Certificate in Educational
Facilities Planning*

Certifications

*American Institute of Certified
Planners (AICP)*

Professional Affiliations

*American Planning Association
Association of Environmental
Professionals*

*Orange County Water
Association*

Quality Assurance/Quality Control Advisor

Caitlin Munson

Caitlin Munson is an environmental planner with 9 years' experience specializing in CEQA document preparation, including EIRs. Ms. Munson has prepared environmental documents for a variety of projects throughout California, including residential and infill development projects, colleges and universities, healthcare facilities, energy projects, water infrastructure, and transportation projects, including California Department of Transportation (Caltrans) analyses.

Ms. Munson's attention to detail, organizational skills, and technical background allow her to adapt to the challenges of a diverse range of projects. Her engineering background allows her to quickly comprehend and contribute to complex infrastructure projects. She has extensive water infrastructure project experience and assists her clients with additional analyses required as part of the grant application process. Ms. Munson's college and university project experience has been central in navigating program-level analyses. She is aware of the challenges associated with infill development and specializes in air quality and noise, which are common issue areas for these types of projects.

Education

*University of California,
San Diego
BS, Environmental Engineering*

Certifications

Engineer in Training, California

Historic Resources

Sarah Corder, MFA

Sarah Corder is an architectural historian with 18 years' experience throughout the United States in all elements of cultural resources management, including project management, intensive-level field investigations, architectural history studies, and historical significance evaluations in consideration of the California Register of Historical Resources, the National Register of Historic Places (NRHP), and local-level evaluation criteria. Ms. Corder has conducted hundreds of historical resource evaluations and developed detailed historic context statements for a multitude of property types and architectural styles, including private residential, commercial, industrial, educational, and agricultural properties. She has also provided expertise on numerous projects requiring conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Ms. Corder meets the Secretary of the Interior's Professional Qualification Standards for both Architectural History and History. She has experience preparing environmental compliance documentation in support of projects that fall under the CEQA/NEPA and Sections 106 and 110 of the National Historic Preservation Act.

Education

Savannah College of Art and Design MFA, Historic Preservation, 2004

Bridgewater College BA, History, 2002

Professional Affiliations

National Trust for Historic Preservation

Los Angeles Conservancy

California Preservation Foundation

Society for Architectural Historians

Allison Lyons, MSHP

Allison Lyons is an architectural historian with 12 years' experience throughout the western United States in all elements of cultural resources management. Her expertise includes the preparation of environmental compliance documents in accordance with CEQA and Section 106 of the National Historic Preservation Act, focusing on the evaluation of historical resources and analysis of project impacts. As a historic preservation consultant, she has been involved in the preparation of numerous large-scale historic resources surveys, Historic American Buildings Survey/Historic American Engineering Record recordation, Federal Rehabilitation Tax Credit and Mills Act Historic Property Contract applications, local landmark nominations, and evaluations of eligibility for a wide variety of projects and property types throughout California. She is highly experienced in writing NRHP nominations and historic context statements for local governments.

Ms. Lyons meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to Title 36, Part 61, of the Code of Federal Regulations, Appendix A.

Education

Columbia University, MS, Historic Preservation, 2010

Scripps College, BA, European Studies, 2006

Noise

Mike Greene, INCE Bd. Cert.

Mike Greene is an environmental specialist/acoustician with 31 years' professional experience in acoustical analysis and noise control engineering. Mr. Greene has managed, conducted, and participated in noise and vibration analyses for hundreds of transportation, commercial, industrial, and residential projects throughout California and the United States. He has conducted noise studies for industrial, infrastructure, and commercial facilities, ranging from power generation projects to hospitals, warehouses, and super-speedway facilities. Mr. Greene is experienced in the modeling of existing and future roadway noise impacts using the Federal Highway Administration's Traffic Noise Model and both SoundPLAN and CadnaA, computer software programs for prediction and assessment of noise levels near industrial facilities and other noise sources such as roadways, railways, and airports.

Education

*University of California,
San Diego
BS, Applied Mechanics, 1985*

Certifications

*Board Certified, Institute of
Noise Control Engineering
(INCE Bd. Cert.)*

County of San Diego-Approved

Professional Affiliations

*Transportation Research Board,
ADC40 Subcommittee*

Transportation (Fehr & Peers)

Jason Pack, TE

Mr. Pack began working for Fehr & Peers after receiving his degree in Civil Engineering from the University of California, Davis in 1999. He worked in the Bay Area market for over four years and worked in the Sacramento market for another five years before moving to Southern California in 2008. He has worked on a wide variety of transportation projects, from general plans and specific plans to detailed corridor, interchange, and signal coordination studies. Additionally, he has applied or developed travel demand forecast models on over 50 projects in the State of California. Jason services our clients throughout Southern California and Arizona, with projects from Bakersfield to San Diego, and Phoenix to Long Beach. Jason has had papers/presentations accepted to the TRB National Roundabout Conference, the ITE National Conference, and the California APA Conferences. Jason also teaches two classes for the ASCE national webinar series on Roundabout Feasibility Assessment and Process of Signal Coordination.

Education

*Bachelor of Science in Civil
Engineering, University of
California, Davis, 1999*

Certifications

*Licensed Traffic Engineer, State
of California (TR2402)*

3. Relevant Experience

Chapman University Villa Park Orchard Packing House

Client: City of Orange

Dates: November 2015–May 2018

Key Dudek Staff: Caitlin Munson (Environmental Planner) and Michael Greene (Noise Specialist)

Dudek prepared a memorandum to demonstrate to the City that the project was consistent with the previous Specific Plan EIR. The project would involve the adaptive reuse, demolition, and relocation of existing buildings and the construction of a new building to support the Villa Park Orchard Adaptive Reuse and West Residential Village. The proposed student housing building would entail construction of a new approximately 123,562-gross-square-foot student housing complex that would house up to 402 residents in the southern portion of the site. The proposed project would entail the rehabilitation and adaptive reuse of the original Villa Park Orchard Packing House (constructed in 1918) and the later additions (constructed after 1929). Later additions (post 1967) to the Villa Park Orchard Association Packing House would be demolished to accommodate a landscaped entrance plaza, to provide functional areas inside and outside of the building, and to restore the building to its original condition. This project was approved by the City of Orange Community Development Director on July 27, 2017. Dudek provided archaeological and paleontological monitoring services after the project was approved.

Fullerton College Master Plan EIR

Client: North Orange County Community College District

Dates: January 2016–December 2017

Key Dudek Staff: Rachel Struglia (Project Manager), Caitlin Munson (Environmental Planner), Michael Greene (Noise Specialist), Sarah Corder (Architectural Historian), Jennifer Reed (AQ/GHG Specialist), Joshua Saunders (Visual Resources Specialist)

Dudek was contracted by the North Orange County Community College District to prepare two Program EIRs for the Master Plans at Cypress College and Fullerton College. Fullerton College anticipated student growth over the 10-year planning horizon that would necessitate new instructional buildings and facilities, and renovation of existing facilities. The Fullerton College Program EIR was prepared in 2017. The North Orange Coast Community College District undertook a comprehensive improvement and building program to make upgrades and repairs to existing buildings, as well as to construct new facilities to improve the safety and education experience of those attending Fullerton College. The College proposed to implement the Facilities Master Plan to more effectively meet the space needs of the projected on-campus enrollment through the next decade and beyond, while constructing and renovating facilities to meet the District's instructional needs. Sarah Corder co-authored the cultural resources study. All buildings and structures on campus over 45 years old and/or or proposed for demolition/substantial alteration as part of the proposed project were photographed, researched, and evaluated in consideration of NRHP, California Register of Historical Resources, and local designation criteria and integrity requirements, and in consideration of potential impacts to historical resources under CEQA. As a result of the significance evaluation, three historic districts containing dozens of contributing buildings and one individually eligible building were identified within the project area. The study also entailed conducting extensive archival and building development research, a records search, Native American coordination, detailed impacts assessment, and development of mitigation measures for project conformance with the Secretary of the Interior's Standards for Rehabilitation.

Coronado Citywide Historic Resources Inventory and Historic Context Statement

Client: City of Coronado

Dates: 2019–Ongoing

Key Dudek Staff: Sarah Corder (Architectural Historian)

Dudek is currently preparing a historic context statement and historic resources inventory survey for all properties at least 50 years or older within City of Coronado limits. Following current professional methodology standards and procedures developed by the California Office of Historic Preservation and the National Park Service, Dudek will accomplish the following: 1) develop a detailed historic context statement for the City of Coronado that identifies and discusses the important themes, patterns of development, property types, and architectural styles prevalent throughout the City; and 2) conduct a reconnaissance-level survey of all properties within City limits that are at least 50 years old to identify individual properties and groupings of properties (i.e., historic districts) with potential for historical significance under City Criterion C (properties that possess distinctive characteristics of an architectural style; are valuable for the study of a type, period, or method of construction; and have not been substantially altered). To date, Dudek has conducted a public kickoff meeting, conducted local stakeholder outreach meetings, submitted a draft historic context statement to the City of Coronado for review, and began the Citywide survey component of the project.

4. Project Approach and Understanding

4.1 Project Initiation

At the outset of the project, Dudek will attend a project kickoff meeting with the City. The purpose of the kickoff meeting is to 1) compile the relevant background data and reports; 2) clearly define the proposed project for the purposes of the environmental analysis; 3) discuss the project schedule and important assumptions for achieving the schedule; 4) establish early communication among various project team members and the protocols for ongoing communication; and 5) familiarize the Dudek team with the issues and concerns that the City determines to be important issues for analysis in the environmental document.

Upon receipt of available information from the City, Dudek will prepare a comprehensive project description. Dudek will work with the City to establish a detailed description of all components of the proposed project to verify that all necessary CEQA analyses can be undertaken based on realistic and defensible assumptions. The ultimate work product will include a description of the project location and environmental setting; a description of the existing site conditions and land use designations; and a description of the proposed elements of the project. The project description will also include a statement of the proposed project's purpose and objectives, project phasing, responsible and interested agencies, and a list of required permits and approvals. Included within the project description will be graphics to depict the regional and vicinity locations, site plans, and other illustrations to assist the reader in understanding the proposed project. Dudek assumes that once finalized, the project description will remain stable and therefore allow for technical analyses to be initiated.

4.2 Preparation of Technical Analyses

Technical Analyses

Aesthetics. While significant impacts to scenic vistas, scenic highways, and day and nighttime views due to lighting and glare, are not anticipated, the introduction of new safety barriers/features and outdoor dining and space elements could seasonally affect the Plaza viewscape corridor and/or create temporary conflicts with scenic quality regulations applicable to the project site and the Plaza Historic District.

Dudek will evaluate conceptual plans and design palettes developed by the City and designers for the project. Project components will be assessed for potential impacts in accordance with the City of Orange Local CEQA Guidelines. As stated above, the focus of the aesthetics analysis will be potential effects (temporary) to the Plaza viewscape corridor and scenic quality regulation conflicts. To establish an aesthetics baseline and document the Plaza viewscape corridor, Dudek will conduct one photographic inventory of the site and surrounding area. Photographs will be included in the MND aesthetics assessment and will support the characterization of existing conditions and view quality. Effects to the viewscape corridor will be informed by the existing character and quality of the viewscape, dominance of project components, and view interruption/degradation associated with seasonal introduction of project components to the viewscape. The impact analysis in the MND will include a list of local scenic quality regulations applicable to the project site and the conceptual plan and new safety barriers/features and outdoor dining and space elements will be evaluated for potential conflicts and inconsistencies. Should potentially significant impacts be identified, Dudek will work with the City and design team to express concerns and explore potential remedies that could lessen or avoid impacts.

Included in this scope is the preparation of four visual simulations in support of the aesthetics assessment and the built environment assessment. Dudek will work closely with the City and design team to develop simulations from appropriate locations. It is assumed that the City's streetscape designer will provide plans and elevations for the proposed layout. If AutoCAD drawings are not available, artistic sketches will be adequate. No standalone aesthetic assessment report is proposed. The 3-D simulations will include existing site photographs as background images and true-scale 3-D models for the project rendered onto the existing photographs. These facilities include safety barriers/features, outdoor dining and space elements, and other items to be identified by the design team. Using available topography or digital elevation map, a 3-D surface will be created for the existing terrain then imported into 3-D Studio Max. This 3-D surface will be used to camera-match the background photos to the terrain model. 3-D models will be created for all proposed facilities that would be visible from the public vantage points selected in collaboration between the City, design team, and Dudek. It is assumed that modification of existing topography (i.e., grading) will not be required and as such, all 3-D models will be placed on existing grade. Lighting will be added to the scene to match the time of day the photos were taken and to cast realistic shadows. Each view will then be rendered to a high-resolution image. The final product will be a photorealistic before-and-after simulation.

Optional Task 6: Additional Visual Simulations

If more than four visual simulations are required by the City, Dudek can provide additional visual simulations at an additional cost.

Air Quality and Greenhouse Gas Emissions. Dudek will prepare an assessment of the air quality impacts of the proposed project utilizing the significance thresholds in the City's Local CEQA Guidelines and South Coast Air Quality Management District's (SCAQMD) emissions-based thresholds. Dudek will prepare a request for any outstanding data needed to conduct the analysis and use best available information for comparable data.

Dudek will estimate criteria air pollutant emissions associated with the annual set up and removal of temporary structures using the California Emissions Estimator Model (CalEEMod). As these project activities are temporary in nature, but occur seasonally, they could be considered construction or operational emission sources. Dudek proposes to compare estimated emissions, which are anticipated to be minimal, to operational significance thresholds, which are lower than construction significance thresholds to provide the most conservative impact analysis methodology. The analysis of these short-term emissions will be based on scheduling information (e.g., overall construction duration, phasing and phase timing) and probable construction activities (e.g., construction equipment type and quantity, workers, vendor trucks) developed by the City, and/or standardized approaches. Dudek will then evaluate the significance of the emissions based on the SCAQMD operational significance criteria.

Dudek will also assess the proposed project's potential to cause or contribute to exceedances of ambient air quality standards at sensitive receptors near the proposed project using the SCAQMD's localized significance thresholds. The localized significance thresholds assessment will use the lookup table approach provided by the SCAQMD and the project emission estimates from CalEEMod.

As the project is a seasonal street closure project, it is assumed the project would not increase the number vehicle trips, vehicle miles traveled (VMT), or otherwise result in a net change in long-term operations (any potential changes would be speculative). Therefore, Dudek will qualitatively evaluate the impacts of the project during operation. Dudek will also qualitatively evaluate whether traffic pattern changes associated with the project could lead to potential exposure of sensitive receptors to substantial localized concentrations of air pollutant emissions, specifically carbon monoxide "hot spots." The qualitative assessment will be based on the traffic report prepared for the proposed project and applicable screening criteria recommended by the SCAQMD or Caltrans. For budgetary purposes, it is assumed that no quantitative carbon monoxide hotspot modeling will be required. In addition, Dudek will qualitatively evaluate health effects of criteria air pollutant emissions. We assume that a construction and/or operational health risk assessment is not required. Details of the analysis (i.e., daily criteria air pollutant emission calculations) will be included in an appendix to the IS/MND; no standalone report is proposed.

Dudek will estimate the GHG emissions associated with the proposed project using CalEEMod based on the same methodology utilized in the air quality analysis. The SCAQMD GHG CEQA Significance Threshold Working Group has proposed options lead agencies can select from to screen thresholds of significance for GHG emissions in land use projects; however, no thresholds have been formally adopted. Our budget assumes that a simple emission-based threshold can be used, such as the SCAQMD recommend 3,000 metric tons of carbon dioxide equivalent per year for all land use types and will work with the City to identify the appropriate approach.

At the local level, the City has not adopted a qualified climate action plan or a qualified GHG reduction plan that can be used for a CEQA streamlining analysis. Nonetheless, Dudek will discuss how the proposed project complies with state regulations (Assembly Bill [AB] 32 and CARB's Scoping Plan). Dudek will also provide a qualitative analysis that will evaluate whether or not the project-generated GHG emissions would impede the attainment of the 2030 and 2050 reduction goals identified in Senate Bill [SB] 32 and Executive Order S-3-05, respectively. Details of the analysis (i.e., annual GHG emission calculations) will be included in an appendix to the IS/MND; no standalone report is proposed.

Cultural Resources - Historic Built Environment. Dudek's professionally qualified cultural (built environment) resources staff will prepare support of the project in conformance with CEQA and all applicable local municipal guidelines and regulations. The location of the Orange Plaza Paseo project along Glassell Street is within the boundaries of the Plaza Historic District, a historic district listed on the NRHP in 1982. Street closures such as the Orange Plaza Paseo project have low potential to cause material impairment to a commercial historic district; however, the closures may change spatial relationships and obscure views that convey historic significance and define the connection between people and their historic built environment. As such, a detailed analysis of the potential impacts the Orange Plaza Paseo project would have on the historic district and its contributing features is essential to the project's success in adapting a historic place for current demands. Of particular concern for project planners are views of the Plaza Park site as seen from the 100 blocks of North and South Glassell Street. The Plaza Park is an individually designated local historic site as well as a contributing feature of the NRHP district.

Dudek's team of experienced architectural historians will prepare the cultural resources technical report analyzing the potential impacts of the long-term street closure of the Orange Plaza Paseo project on the Plaza Historic District. Dudek's analysis will review project plans for conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, Rehabilitation. The following tasks serve to provide an assessment of impacts to historical resources (built environment) in conformance with CEQA and all applicable local municipal guidelines and regulations. Dudek's team of architectural historians will work closely with the Aesthetics and Visual Impacts team to identify important views of the Plaza Park from Glassell Street and analyze potential impacts to these views in both the Cultural Resources and Aesthetics sections of the IS/MND. Aesthetics and Visual Impacts will generate the images and graphics simulations. Images and graphic simulations may also be used for the Optional Task 6: Stakeholder Meeting.

Historical Resources Field Survey. Dudek will complete a survey of historical resources within a built environment study area established based on potential impacts under CEQA to damage, destroy, or alter in any way built environment buildings, structures, or historic districts considered CEQA historical resources. It is anticipated that the built environment study area will encompass the project location along North and South Glassell Street, Plaza Park, and the built environment resource with street frontage along the roundabout surrounding Plaza Park. The survey will be conducted by a qualified cultural resources specialist who meets the Secretary of the Interior's Professional Qualifications Standards for both architectural history, working no more than 1 field day. The built environment component of the survey will entail taking detailed notes and photographing contextual views of Glassell Street and the Plaza Park site. Field notes will include documentation of character-defining features, including spatial relationships and alterations, as well as the overall existing conditions of the historic district. The survey will be restricted to the public right-of-way and include only exteriors of the buildings and sites.

Background Research. Dudek assumes an update of the Plaza Historic District documentation will not be necessary to provide an analysis of project impacts. Dudek will utilize as much prior documentation as possible in the preparation of technical work in support of the MND. Dudek assumes a complete development history and building permit research for the Plaza Park, and additional contributing buildings and features of the historic district will not be required. To determine if the proposed project has the potential to impact historical resources, Dudek will begin by reviewing the local and NRHP documentation of the Plaza Historic District. Dudek will use existing documentation as well as historic aerial and archival resources to develop an understanding of the history of the Plaza Historic District and define the spatial relationships and views that convey the historic significance of the district and the Plaza Park.

Historical Resources Technical Report. Dudek will prepare a historical resources technical report addressing the built environment in support of the MND. This report will summarize the results of the background research and historical resources field survey. The technical report will include a description of the district and a summary of the Plaza Historic District's significance and eligibility for listing on the NRHP. The report will discuss the proposed Orange Plaza Paseo project description, regulatory framework, all sources consulted, research and field methodology, setting, and findings. The report will discuss the proposed project's potential to impact historical resources under CEQA and, if necessary, will provide mitigation measures and recommendations as appropriate. If Dudek sees any need for updating evaluation information on designated historical resources, this will present in a Management Recommendations section of the report. The technical report will include a delineation of study areas for the built environment. The technical documents and any applicable forms, including prior documentation of cultural resources in the proposed project area, will be bound together along with any other required documentation. It is assumed that this report will require no more than one round of revision.

Assumptions:

- For the purposes of this analysis, it will not be necessary to update the photographs, descriptions, or evaluations for the Plaza Historic District or its contributing features. No additional evaluation under NRHP, California Register of Historical Resources, or Local Criteria will not be required.
- The project designer will provide all of the required project design graphics and project site details in geographic information system (GIS) or CAD format along with parcel data as needed for analysis.
- Visual simulations must be complete before the analysis of the potential impacts to historical resources. Dudek will use the same visual simulations as Aesthetics to complete our analysis of the potential impacts to historical resources.
- The City will provide copies of all existing recordation and evaluation documentation related to the NRHP district.
- Dudek will be able to utilize historic context information and resource documentation presented in previous reports documenting the existing NRHP district. No background research to develop a historic context or significance evaluation will be necessary.
- Historical Resources Technical Report Deliverable will be limited to one (1) draft and one (1) final version of the report that will be provided in electronic versions only.

- Comments on the draft technical report will be editorial in nature and not require additional field survey, research, or subsequent resource analysis. There will be only one (1) round of comments.
- A separate scope and cost can be prepared upon request should assistance with mitigation implementation be necessary.

Native American Consultation Support. Based on information provided in the RFP, a standalone archaeological resources report does not appear to be required. The project would not result in any earth disturbance and the ground surface is entirely paved or otherwise obscured by built environment elements. Dudek’s archaeological resources analysis will be summarized within the Cultural Resources section of the IS/MND. Dudek will contact the California Native American Heritage Commission (NAHC) for a review of their Sacred Lands File. The NAHC will determine if any NAHC-listed Native American sacred lands are located within or near the project location. In addition, the NAHC will provide a list of Native American contacts for the project who should be contacted for additional information. Dudek will draft letters meeting the requirements of AB 52 project notification. If required, Dudek will additionally mail these letters via USPS Certified Mail to all Tribal contacts identified by the City as on their AB 52 list, and/or all NAHC-listed contacts. Dudek will assist with reviewing and responding to any responses received from the contacted Tribes. It is assumed that no more than 20 letters will be sent to Tribes and three virtual meetings will be had with the City and/or Tribes with regard to AB 52 and Tribal Cultural Resources. Dudek will include a record of compliance with AB 52 within the IS/MND. It is assumed that no South Central Coastal Information Center search or standalone archaeological or Tribal Cultural Resources reports will be required.

Noise and Vibration. Outdoor noise emissions from operation of stationary-type sound sources associated with the project may include sound reinforcement (e.g., speakers) for events or background music at outdoor dining and retail areas resulting from implementation of the Project. Although roadway traffic noise exposure to project occupants is not required by CEQA, the City’s General Plan Noise Element (2014) assumes a significant noise impact would occur if either of the following two conditions were met: (1) where the existing ambient noise level is less than 65 dBA, a project related permanent increase in ambient noise levels of 5 dBA Community Noise Equivalent Level or greater; and (2) where the existing ambient noise level is greater than 65 dBA, a project related permanent increase in ambient noise levels of 3 dBA Community Noise Equivalent Level or greater.

This assessment of outdoor ambient noise increase would include consideration of acoustical contribution due to increased pedestrian traffic (i.e., speech from crowds moving through the project area) and according to Table N-3 of the Noise Element, exterior areas of commercial land uses within the Old Towne Mixed Use “15” (OTMU-15) areas do not have applicable exterior noise limits.

Dudek will prepare and submit a data request for identifying information needs associated with the proposed project, the response to which should enable subsequent noise and vibration analyses to proceed. Dudek will perform a brief field survey during daytime, evening, and early nighttime hours to measure outdoor ambient sound pressure levels at up to six nearby off-site publicly-accessible locations, thus collecting empirical data to quantify and help characterize baseline acoustical conditions for the project vicinity in support of impact assessment per applicable local standards and expectations. While these investigator-attended short-term measurements will typically be no more than 15 minutes in duration each and conducted with an American National Standards Institute Type 1 or 2 sound level meter, at its discretion Dudek may deploy up to four additional unattended long-term (e.g., up to 24-hours in duration) sound level meter-based sound pressure levels monitors at sample representative project and off-site noise-sensitive receptor locations.

Using available project information and City response to the above-referenced data request, we will perform the following predictive analyses at up to six representative receptors:

- a. Construction noise using the Federal Highway Administration Roadway Construction Noise Model or a comparable methodology.
- b. Construction vibration using Federal Transit Administration or Caltrans guidance.
- c. With Federal Highway Administration or Federal Transit Administration methodologies at Dudek's discretion and using average daily traffic or trips and/or peak-hour volume data provided by others, we will predict proximate roadway traffic noise for an "existing" scenario (with applicable comparison to the measured outdoor ambient sound pressure levels data collection), along with additional scenarios for existing-plus-project, cumulative, and cumulative-plus-project cases.
- d. Using methodology at Dudek's discretion, and based on International Organization for Standardization 9613-2 sound propagation algorithms and reference data, non-transportation noise from stationary sources (e.g., on-site electrical generators, outdoor speakers) and up to three (3) event-related scenarios, as follows:
 - i. No special event, but increased pedestrian traffic present and elevated speech noise contributions to the existing project environment
 - ii. In addition to d.i, above, a special event occurring during daytime or nighttime hours at a specific site location within the project area (e.g., on a portion of the temporarily blocked Glassell Street) and including a live band with sound reinforcement and a quantity of spectators
 - iii. As described in d.ii, above, but with sound abatement or noise mitigation installed to reduce noise emissions to levels in compliance with relevant standards.

At its discretion, Dudek may combine the predictive analyses of items c and d above into a comprehensive model and use appropriate computer software. If predicted noise and vibration attributed to proposed project construction or operation are expected to exceed relevant standards and policies, we will recommend conceptual options for noise/vibration control and/or sound attenuation that—if implemented properly by others—would be expected to reduce exceedances to compliant levels. The regulatory background, summarized outdoor ambient noise environment description, analysis methodology and results, findings of potential impacts, and proposed conceptual project design features (or mitigation measures) will be summarized in draft technical report submitted electronically to the City for review. This task assumes up to two rounds of review of the report by the City.

Traffic and Transportation. Dudek will partner with Fehr & Peers to prepare a traffic technical memorandum for the project.

Task 1: Data Collection. The redistribution of traffic due to the creation of the Orange Plaza Paseo will be studied to understand how vehicle volumes will change. As Glassell Street is currently closed to vehicle traffic, the evaluation of the street closure on traffic patterns would rely on historic data. Fehr & Peers would purchase big data from Streetlight Data, which would capture volumes on Glassell Street prior to COVID-19 and the closure of Glassell to vehicles. Fehr & Peers would purchase big data vehicle volumes at up to 15 roadway segments (including both segments of Glassell Street which are currently closed to vehicles). We will work with the Project team and City staff to select the roadway segments for inclusion in the study.

Task 2: Forecast Volumes and Modeling. Fehr & Peers would refine and update the latest version of the Orange County Transportation Analysis Model (OCTAM) to better reflect the roadway network and land uses around Glassell Street in Old Towne Orange. This will enable a detailed analysis of the redistribution of traffic with the seasonal closure of Glassell Street. Fehr & Peers will use this updated version of OCTAM to produce Existing (2021) and Future Year (2045) roadway volume forecasts with and without the closure of Glassell on the 15 study segments selected in Task 1. Roadway volume summaries, including figures and tables, will be prepared, and shared with the project team to inform air quality, noise, and GHG analysis, and to be shared with key decision makers and local residents.

Task 3: Vehicle Miles Traveled Assessment. As the proposed seasonal closure of Glassell Street would not provide new roadway vehicle capacity to the City of Orange roadway network, it is not expected that the seasonal closure would induce VMT and require transportation CEQA assessment. Fehr & Peers will confirm this expectation after reviewing the data and volumes generated in Tasks 1 and 2. Fehr & Peers would document this finding in the technical memorandum.

Task 4: Active Transportation Assessment. Fehr & Peers will review active transportation facilities on the 100 blocks of North and South Glassell Street including bikes, pedestrians, and transit. It is our understanding OCTA bus routes 56 and 59 access Glassell and would require re-routing and the relocation of bus stops. We will evaluate what, if any, inconsistencies with existing and planned active transportation infrastructure the seasonal closure of Glassell Street would have.

Task 5: Documentation. Fehr & Peers will summarize our findings in a technical memorandum. Fehr & Peers will respond to one round of consolidated comments from the project team and City staff.

Task 6: Meetings. Fehr & Peers will attend up to one meeting with City staff and the project team. Fehr & Peers will also attend up to two public hearings to discuss the findings and results.

4.3 Draft Mitigated Negative Declaration

Administrative Draft MND. Consistent with the City of Orange Local CEQA Guidelines, Dudek will prepare one administrative draft version of the IS/MND for review and comment by the City. The Administrative Draft IS/MND will identify potentially significant environmental impacts associated with the project, and, if required, feasible mitigation measures recommended to reduce adverse impacts to less than significant. Environmental setting, impact analyses, and substantiating documentation will be provided to support all responses and conclusions, including the inclusion of concise tables and high-quality, full-color figures. The findings of all technical analyses will be summarized and incorporated into the Administrative Draft IS/MND to support the significance determinations. All environmental impact areas outlined in City of Orange Local CEQA Guidelines will be discussed and analyzed. Following one round of review of and comment on the Administrative Draft IS/MND by the City, we will make one round of revisions, as required. It is our intent that these revisions will satisfactorily address all prior comments on the Administrative Draft IS/MND, and only minor editorial refinements and simple clarifications will be required. We assume all submittals will be electronic with up to two hardcopies of technical studies/appendices provided.

Screencheck Draft MND. Following a second round of City review and comment, a Screencheck version of the Draft IS/MND will be submitted electronically to City staff for one final review prior to making the document publicly available. As such, it is assumed that this review by the comment will only be necessary to ensure that all previous comments have been addressed to the satisfaction of the City, and no additional comments will be made. No hardcopies are included in this task.

Public Review Draft MND. Upon authorization by the City, Dudek will finalize the public review version of the Draft IS/MND. Dudek will also prepare the Notice of Intent (NOI) to adopt a proposed MND. The City will publicly distribute the NOI to the County Clerk and to residents located within the project notification radius. Dudek will distribute the NOI to responsible agencies (up to 30 hardcopies). Three hard copies of the Draft IS/MND will include technical appendices on a CD affixed to the back cover of the document, which will be distributed to the City. We will also create an optimized, Web-ready PDF of the Draft IS/MND for the City to post online. Dudek will post the IS/MND to the State Clearinghouse CEQAnet website.

4.4 Response to Comments and Mitigation Monitoring and Reporting Program

Dudek will provide responses to comments from all agency and public comments that raise substantive environmental issues associated with the draft MND. The responses will be thoughtful, thorough, and will be provided as part of an appendix to the MND along with the Mitigation Monitoring and Reporting Program (MMRP). Based on the nature of the proposed project, it is anticipated that no more than 10 comments (requiring 20 labor hours) will be received by the City in relation to the proposed project (note that a single comment letter may include several comments). If an irregular/unanticipated number of comments are received beyond the number identified herein, if letters from attorneys (which are often lengthy and detailed) are received, or if letters requiring new analysis or changes to the project description are received, we will work with the City to revise our scope of work. This task assumes the provision of up to 15 bound hardcopies of the Final MND with technical appendices on CD.

Dudek will also draft a Notice of Determination (NOD) as part of this task. The City will file the NOD. This scope and budget does not include the NOD California Department of Fish and Wildlife and County Clerk filing fees.

4.5 Meetings, Coordination, and Project Management

The Dudek project manager and appropriate team members will conduct a monthly call to discuss project status and deliverables, as needed. In addition to the kickoff meeting, discussed in Task 1 above, the Dudek project manager will also attend one in person meeting to discuss comments on the Screencheck draft of the MND, and one City Council meeting. This task also includes time for the Dudek project manager to oversee the IS/MND's budget, scheduling, and implementation, as well as organizing and overseeing preparation of the document. The project manager will be responsible for facilitating completion of each task on time and within the contracted budget while verifying that the product meets the City's needs. As outlined in Section 5, Dudek anticipates a 9-month schedule to complete the project.

Optional Task 7: Stakeholder Meeting

If required by the City, Dudek project manager and appropriate technical experts will attend one in person, group meeting with City staff and Plaza stakeholders to scope potential environmental concerns prior to preparing technical studies. Fehr & Peers can prepare materials for and attend one meeting with key stakeholders to present the findings of the study or discuss environmental concerns.

5. Project Schedule

Task	Date
Consultant Selection	September 30, 2021
Contract Awarded	October 8, 2021
Kickoff Meeting	Week of October 18, 2021
Dudek submits Data Needs Request to City	October 29, 2021
Dudek receives Conceptual Design Plans and Data Needs Request from City	November 22, 2021
Dudek drafts Project Description and submits to City	November 22–December 1, 2021
City reviews Project Description and provides feedback to Dudek	December 1–December 10, 2021
Dudek prepares Administrative Draft MND, submits to City	December 13, 2021–January 25, 2022
City review of Administrative Draft MND, provides comments to Dudek	January 26–February 9, 2022
Dudek revises MND, provides Screencheck Draft MND to City	February 10–February 17, 2022
City review of Screencheck Draft MND	February 17–February 24, 2022
Dudek produces MND for Distribution	February 24–February 28, 2022
MND Public Review Period (30 days)	March 1–March 30, 2022
Dudek prepares Final MND, submits to City for review	March 31–April 21, 2022
City review of Final MND, provides comments to Dudek	April 22–May 6, 2022
Dudek to revise Final MND	May 9–May 13, 2022
City Council Hearing	June 14, 2022

Appendix A

Resumes

Andrew Talbert, AICP

ENVIRONMENTAL PLANNER

Andrew Talbert (*AN-droo TAL-bert; he/him*) is an environmental planner with 7 years' experience in environmental analysis and the application of the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) through the preparation of environmental documentation. Mr. Talbert has served as project manager and primary author for environmental documents for numerous projects throughout San Diego County and Southern California. Clients consist of public and private entities, and project experience includes residential Specific Plans, development projects, transportation improvements, and water and wastewater infrastructure.

Project Experience

Development

Sunbow II Phase 3 Environmental Impact Report, Lennar Homes, City of Chula Vista, California. Project manager of an Environmental Impact Report (EIR) for a planned residential community in the Sunbow area of eastern Chula Vista. The project involves the development of several hundred multifamily residential homes, open space preserve areas, passive and active recreational uses, and associated circulation and infrastructure improvements. The project requires a General Plan Amendment, Sunbow General Development Plan Amendment, Sunbow II Sectional Planning Area Plan Amendment, rezone, and Multiple Species Conservation Program boundary line adjustment. Key issues are biological resources, air quality, and land use.

Village 2 and Village 7 Supplemental EIR, Baldwin and Sons, City of Chula Vista, California. Project manager for a Supplemental EIR (SEIR) for increasing residential density within two approved and partially developed master planned communities within Otay Ranch in the City of Chula Vista. The SEIR covers specific planning areas within Village 2 and Village 7 to increase the number of residential units and add further specification to mixed-use and commercial uses. This SEIR is tiering off of a previous SEIR for Village 2 certified in 2014 and the original EIR for Village 2 certified in 2006.

North River Farms EIR, Integral Communities, City of Oceanside, California. Served as deputy project manager and primary author of an EIR for a large master planned residential, commercial, and agricultural community in Oceanside, California. The EIR analyzed conversion of existing agricultural lands, a General Plan Amendment and zoning amendment, and a planned development.

Sunrise San Marcos EIR, Integral Communities, City of San Marcos, California. Served as project manager and author for an EIR involving a Specific Plan for residential development on the borders of San Marcos, Escondido, and unincorporated County of San Diego lands.



Education

University of California,
San Diego
BA, Environmental
Systems Policy

Certifications

American Institute of
Certified Planners (AICP)

Professional Affiliations

American Planning
Association

Valley View Mitigated Negative Declaration, Land Development LLC, City of Carlsbad, California. Project manager for a Mitigated Negative Declaration (MND) involving an industrial office development in the City of Carlsbad. The project is located on a site with dense biological habitat that slopes away from the primary roadway. The project involves a General Plan Amendment to divide the site and redesignate approximately half of the site as open space.

Trails at Carmel Mountain Ranch, New Urban West, City of San Diego, California. Assisted in the preparation of several EIR sections, including land use. The project involved the infill redevelopment of an existing golf course to multifamily residential land uses, open space, and recreational uses in the community of Carmel Mountain Ranch in San Diego.

Village 8 West Addendum, HomeFed, City of Chula Vista, California. Primary author of an addendum to the Village 8 West Sectional Planning Area Plan and Tentative Map Final EIR. The addendum covered a slight reduction of single-family dwelling units while also substantially increasing the proposed high-density residential units and reconfiguring proposed park areas.

Village 3 Addendum No. 2, HomeFed, City of Chula Vista, California. Primary author of an addendum to the Otay Ranch University Villages Project Comprehensive Sectional Planning Area (SPA) Plan Amendment Final EIR. The addendum also addressed changes to the Final EIR for the SPA Plan for Otay Ranch Villages 2, 3, and a portion of 4. The project changes address increasing residential density in various planning areas within Village 3 and add an additional neighboring parcel from the adjacent planning area into the overall Village 3 SPA.

Arjons Road Marijuana Production Facility, Marty Reed, City of San Diego, California. Assisted in the processing of a Conditional Use Permit application for a Marijuana Production Facility in San Diego, California. The permits were the first of their kind in the City of San Diego, with limited numbers granted. The permit was issued in September 2018.

Newland Sierra, County of San Diego, California. Assisted in the preparation of an EIR for a controversial large master planned community within the County of San Diego. Sections included alternatives, traffic, land use, cultural resources, and hydrology.

Pyramid Construction Asphalt Plant, Imperial County, California. Assisted in the preparation of an Environmental Assessment and Finding of No Significant Impact under NEPA for a batch asphalt processing plant on an existing and active mine.

West Oaks MND, Integral Communities, City of Carlsbad, California. Served as deputy project manager and primary author of an MND for a multifamily residential project within the City of Carlsbad. The project site is located on industrial zoned land adjacent to a creek.

Persea Project EIR, Orion-Pacific, City of Vista, California. Served as deputy project manager and author for a focused EIR involving redevelopment of an existing, mostly vacant lot into multifamily residential.

Otay Ranch Village 4, Chula Vista, California. Acted as project manager and primary author for a master planned residential community in the Otay Ranch area of Chula Vista, California. The project involved development of more than 300 residential units adjacent to Wolf Canyon Preserve.

Eastlake Self-Storage, RQL Construction, Chula Vista, California. Served as project manager for environmental services for a self-storage and recreational vehicle/boat storage project in the Eastlake community of Chula Vista.

Solana Highlands Multi-Family Development EIR, City of Solana Beach, California. Assisted in the preparation of the EIR for the Solana Highlands project located in Solana Beach, California. The project involved the phased demolition of an existing apartment complex and construction of new multifamily units. Key issues included visual resources and traffic. Sections prepared included hazards and noise.

Warner Ranch Specific Plan EIR, WHP Warner Ranch LP, Pala Reservation, San Diego County, California. Assisted in revisions to the Warner Ranch Specific Plan EIR. The project is located near the Pala Reservation and involves construction of single-family and multifamily residential units, a fire station, and several parks. Key issues included land use, water supply, traffic, and hazards.

Mission Beach Residence EIR, City of San Diego, California. Assisted in preparation of the Master EIR for the Mission Beach Residences and Santa Barbara Place Residences projects located in the Mission Beach community of San Diego, California, including visual resources, geology, historical and paleontological resources, energy, mineral resources, public services, and public utilities. The projects involved two adjacent residential developments at the site of a former school.

Planning Area 12 EIR Addendum, SunRanch Capital Partners LLC, Chula Vista, California. Prepared an addendum to the previously certified EIR for a project located in the Otay Ranch area of Chula Vista, California. The addendum involved modifications to the approved commercial site to include a larger park site and a multifamily residential component. Key issues included noise impacts to newly proposed noise-sensitive land uses and utilities infrastructure.

Otay Ranch Village 2, Baldwin & Sons LLC, Chula Vista, California. Prepared various sections of the SEIR, including environmental setting, land use, transportation, noise, water quality and hydrology, geology and soils, public services, housing and population, significant irreversible changes, effect found not to be significant, and alternatives. Project involved land use density changes at Otay Ranch Village 2 due to a proposed increase of approximately 1,500 dwelling units. This SEIR tiered off the Otay Ranch Villages 2, 3, and a portion of Village 4 SPA Plan EIR prepared by another consulting firm in 2006 for the City of Chula Vista.

North County Environmental Resources Recycling EIR, Hilltop Group Inc., Escondido, California. Prepared the aesthetics, air quality, noise, and traffic sections of the EIR for the North County Environmental Recycling Services project located near Escondido, California. The project involves development of a construction waste recycling facility. Key issues included noise, traffic, and aesthetics.

Mission Oceanside Biological Services and EIR, Oceanside Project Owner LLC, Oceanside, California. Served as primary preparer and analyst of the EIR for the Villa Storia residential project located in Oceanside, California. The project is adjacent to the San Luis Rey Mission and located with the Mission San Luis Rey Historic District. Key issues included transportation and traffic, due to the surrounding land uses, and limited access and visual character, due to location.

Inns at Bridgecreek EIR, James Eleopoulos, Oceanside and Carlsbad, California. Served as deputy project manager and primary author for the Inns at Buena Vista Creek project located in Oceanside and Carlsbad, California. The project involves development of hotel land uses adjacent to Buena Vista Lagoon, State Route 78, and several large-scale commercial land uses. Key issues included aesthetics, biological resources, land use, and traffic.

Bonita Glen MND, Silvergate Development, Chula Vista, California. Served as deputy project manager and primary author of an MND for a multifamily residential project in the Otay Ranch area of Chula Vista. The project received strong opposition from the public, noting key issues such as traffic, parking, and loss of open space.

Gateway Grand, Integral Communities, Escondido, California. Served as primary author of an MND for an infill residential project located in downtown Escondido. The project involved demolition of the old police station that was no longer in use.

Mariner's Cove Redevelopment, Aimco, San Diego, California. Acting as senior reviewer for an EIR for a project involving the redevelopment of an apartment complex in the Ocean Beach community of San Diego. The project would involve demolition of an existing 500-unit apartment complex and construction of 772 new dwelling units and other open space amenities.

Education

Chula Vista Elementary School Otay Ranch Village 3, Chula Vista Elementary School District, Chula Vista, California. Primary author for a CEQA 15162 analysis for the specific design development of an elementary school within Village 3 in Chula Vista. The 15162 analysis involved a substantial conformance review ensuring that the school was adequately addressed by the Final EIR for the Otay Ranch University Villages Project, and associated mitigation monitoring and reporting program with respect to potential noise impacts.

Chula Vista Elementary School Otay Ranch Village 2, Chula Vista Elementary School District, Chula Vista, California. Primary author for a CEQA 15162 analysis for the specific design development of an elementary school within Village 2 in Chula Vista. The 15162 analysis involved a substantial conformance review ensuring that the school was adequately addressed by the Final SEIR for the Otay Ranch Village 2 Comprehensive SPA Plan Amendment and its associated mitigation monitoring and reporting program.

San Diego State University Engineering and Interdisciplinary Sciences Building, Gatzke, Dillon, and Ballance, San Diego, California. Prepared a population and housing technical report for the project, which involved demolition of old facilities and construction of new facilities that would result in an increase in the student and staff population at San Diego State University. The population and housing technical report analyzed the impact of the new student and staff population on the surrounding community.

Energy

Solar Energy Project, San Diego County, California. Assisted in the EIR preparation for a solar energy project located just north of the U.S./Mexico International Border in eastern San Diego County. Key issues included biological resources, water quality, and fire hazards.

Renewable Energy Ordinance Program EIR, County of Los Angeles, California. Prepared several EIR sections for the Los Angeles County Renewable Energy Ordinance, including land use, recreation, and utilities. The project involved a proposed ordinance to streamline permitting of small- and large-scale renewable energy development projects within Los Angeles County. The EIR provided both a project- and program-level analysis.

Municipal

Utilities Undergrounding Program EIR, City of San Diego Transportation and Stormwater Department, San Diego, California. Deputy project manager and author for a Program EIR (PEIR) covering a citywide program to underground existing utility infrastructure. The PEIR addressed extensive cultural and biological impacts on a regional basis.

Mission Bay Park PEIR, City of San Diego Public Works, San Diego, California. Acting as deputy project manager for a large-scale programmatic water quality improvement project for the whole of Mission Bay Park in San Diego, California. This project involves a multiyear approach beginning with development of Preliminary Engineering Reports, various technical studies, and eventually a PEIR. The project includes numerous components spanning the entire park, including shoreline restoration, wetlands and habitat restoration/expansion, seawall rehabilitation, bike and pedestrian connections, sea level rise abatement, and various maintenance tasks.

El Corazon Trails Phase II, City of Oceanside, Oceanside, California. Project manager for the second phase of trails development within the El Corazon Specific Plan area of Oceanside. Studies include a biological and cultural resources assessment in support of a CEQA addendum.

Central Park Buildout, City of Santa Clarita, Santa Clarita, California. Primary author of an MND involving the planned expansion of Central Park in the City of Santa Clarita. The project involves development of new sport fields, a new basketball court, restroom facility, parking lot, dog park, and exercise staircase.

Bidwell and El Rancho Verde Park, Hayward Area Recreation and Park District, City of Hayward, California. Served as senior reviewer for an MND prepared for the redevelopment of an existing elementary school as a public park and improvements to an existing park. The project spanned two park locations in different land use jurisdictions but covered by the same Master Improvements Plan.

R-4 and R-5 Zone Change and Emergency Shelter Overlay Project CEQA Studies, City of Fontana, California. Assisted in preparation of the public services and utilities sections of the Draft MND. The City of Fontana proposes to rezone various land parcels to multifamily medium- to high-density residential, multifamily high-density residential, and a new Emergency Shelter Overlay District. The project was analyzed at a programmatic level because development was not proposed, although its implementation would guide future projects in the area.

Transportation

Bradley Road Improvements at Salt Creek, NV5, Riverside County, California. Served as primary author and assistant project manager for a roadway improvement project along Bradley Road in Menifee, California. The project involved raising the current roadway out of the existing floodplain by constructing a bridge.

North Park Mid-City Regional Bikeway, Kimley-Horn & Associates Inc., San Diego, California. Served as primary analyst and preparer of the MND for the Robinson Avenue portion of the North Park Mid-City Regional Bikeway Project located in San Diego, California. The project involves bicycle roadway improvements and construction of a pedestrian/bicycle-only bridge.

Water/Wastewater

Environmental Services Master Services Agreement, San Diego County Water Authority, San Diego County, California. Serving as deputy contract manager for an as-needed environmental services contract for the San Diego County Water Authority. Dudek performs a variety of services to assist in the agency in planning, implementing, and maintaining the region's water infrastructure system. Work includes CEQA impact review and compliance strategy advising, biological resources surveys, wetlands permitting, habitat mitigation planning, and post-construction habitat restoration monitoring. The compliance team provides environmental monitoring services during construction of Capital Improvement Program projects, as well as operations and maintenance activities occurring in environmentally sensitive areas.

North County Pump Stations, San Diego County Water Authority, San Diego County, California. Primary author and deputy project manager for a CEQA Addendum involving water infrastructure improvements, including pump station upgrades, new water pipeline alignments, and a new pressure-reducing station under the control of the Valley Center Municipal Water District under the Water Authority's Emergency Storage Project.

As-Needed Environmental Services, City of San Diego Public Utilities Department, California. Serving as assistant project manager on a large as-needed contract for the City of San Diego Public Utilities Department. Duties include managing numerous task order requests, invoicing, and proposals related to water and wastewater infrastructure projects.

San Luis Rey Water Reclamation Facility Recycled Water System, City of Oceanside, California. Prepared and coordinated a constraints analysis for a project tiering off of a PEIR involving the alternative siting of water reclamation facilities and pipelines throughout Oceanside. Serving as the environmental project manager and primary author of an addendum to the PEIR, with consideration of numerous environmental constraints and existing mitigation requirements for a citywide water project.

San Diego Pure Water Program, City of San Diego Public Utilities Department, California. Assisted in the preparation of a PEIR for the San Diego Pure Water Program for the City of San Diego Public Utilities Department. The project involves reservoir augmentation with recycled water and includes several new advanced water treatment facilities, pump stations, and water and wastewater pipelines that span multiple cities and unincorporated areas of San Diego County that would provide a new source of water supply to the region.

North City Project: Pure Water Program, City of San Diego Public Utilities Department, California. Served as assistant project manager and analyst for a joint project EIR and Environmental Impact Statement (EIS) for the City of San Diego Public Utilities Department and the U.S. Bureau of Reclamation. The North City Project is the first phase of the San Diego Pure Water Program for reservoir augmentation with recycled water and involves several pump stations; expanded water treatment facilities; a new advanced water treatment facility; water, wastewater, and brine pipelines; a landfill gas pipeline; and renewable energy facility. The joint EIR/EIS analyzed two alternatives at an equal level and spanned multiple cities and unincorporated areas of San Diego County.

Coronado Golf Course Modernization Project, City of Coronado, California. Served as project manager for a proposed water reclamation facility and golf maintenance complex within the City of Coronado municipal golf course. The project involves the diversion of wastewater, development of the reclamation facility, construction of a new storage pond, and modification of several golf course holes and recycled water distribution pipelines throughout city streets.

E Reservoir Replacement and Pump Station, Vista Irrigation District, County of San Diego, California. Served as project manager for a reservoir replacement project located just outside of Vista in unincorporated San Diego County. The project involves demolition of an existing partially buried water reservoir tank and construction of a new, larger tank and pump station.

Flume Replacement Alignment Study, Vista Irrigation District, San Diego County, California. Serving as project manager for an alternative alignment study for Vista Irrigation District's existing 11-mile-long flume that currently travels from Dixon Lake west to Vista Irrigation District's service area. The study involves the initial creation of numerous alternative alignments to partially or fully replace the existing flume, ultimately leading to a conceptual design of a chosen alignment.

Sisk Dam Safety Modifications SEIR, Department of Water Resources, Merced County, California. Preparing an SEIR to a previously prepared EIS/EIR completed in 2019 for safety improvements to the B.F. Sisk Dam at the San Luis Reservoir in Merced County. The SEIR is focusing on specific changes to the previously approved project, including new campground improvements and changes in construction assumptions.

Perris Seepage Project, Department of Water Resources, Perris, California. Serving as deputy project manager for the Final EIR phase for a project involving the creation of water wells near the existing dam at the Perris Reservoir to control groundwater seepage.

Fish Creek Weir, Department of Water Resources, Los Angeles County, California. Served as senior reviewer for the drafting of an MND for an in-kind replacement of an existing weir structure within a creek in the Angeles National Forest to allow for continued operational water flow control.

State Revolving Fund Loan Support, San Elijo Joint Powers Authority, Encinitas, California. Served as project manager and primary author for two related but separate wastewater and recycled water projects for San Elijo Joint Powers Authority. The two projects involved recycled water pipelines and improvements to a water reclamation facility. Documentation also included CEQA-Plus for the application for state loan support. Additional later support involved preparation of an addendum to the original CEQA documentation.

Sewer Master Plan, Rincon del Diablo Municipal Water District, Escondido, California. Assisted in the preparation of an EIR for a controversial wastewater project within an unincorporated area of North County San Diego. The project involved Rincon del Diablo Municipal Water District activating latent powers to become a sewer agency through the Local Agency Formation Commission process.

Pacific Coast Highway 101 Sewer Pump Station and Sewer Force Main Improvements, City of Encinitas, California. Assisted in preparation of an MND for the City of Encinitas. Project involved the rehabilitation of a sewer pump station and relocation of a proposed pipeline using horizontal directional drilling. The pump station is located within Cardiff State Beach and the proposed pipeline would travel under the inlet to the San Elijo Lagoon and terminate near a residential roadway.

Wastewater Facilities Rehabilitation Projects, Moulton Niguel Water District, Laguna Niguel, California. Served as primary preparer and analyst of the Initial Study/MND for the Moulton Niguel Water District. The project proposes to install replacement line for a segment of Moulton Niguel Water District's Plant 3 effluent transmission main that travels under San Juan Creek Channel. A similar project was previously proposed but failed due to potential impacts to sensitive areas within the creek. The current project would avoid such impacts by micro-tunneling underneath the creek, not requiring any work inside the creek.

Rachel Struglia, PhD, AICP

PRINCIPAL IN CHARGE

Rachel Struglia (*RAY-chul STROOL-yuh; she/her*) is a principal and project manager with 23 years' experience preparing California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) documents in both the public and private sectors. Dr. Struglia is experienced in managing CEQA documents for large infrastructure projects and has completed program environmental impact reports (PEIRs) for Metropolitan Water District, Orange County Sanitation District, Riverside County Community College District, North Orange County Community College District, and Coast Community College District (CCCD). She has also managed general plan environmental impact reports (EIRs) and specific plans, as well as infill, residential, commercial, industrial, and school EIR projects. Dr. Struglia leads Dudek's CEQA practice in Orange County and has the role of statewide water sector leader.

Select Project Experience

Costco/Vineyard II Retail Development Project EIR, City of Murrieta, California (2018–2020). Served as project manager for a new retail center, with Costco Wholesale as the anchor, located at the intersection of I-215 and Clinton Keith Road. The 26.3-acre vacant site includes construction and operation of 225,362 square feet of new development, including a Costco Wholesale and gas station, and, in adjoining parcels, standalone retail, fitness center buildings and in-line stores, one casual dining restaurant with drive-through and window service, one drive-through fast-food restaurant, and 1,215 parking spaces. The project was approved by Planning Commission, appealed to and unanimously approved by City Council, then threatened with litigation that ultimately was not challenged. The EIR was certified in October 2020.

Five Lagunas Addendum to the City of Laguna Hills General Plan EIR, City of Laguna Niguel, California (2015–2016). Served as project manager for an Addendum to the City of Laguna Hills General Plan EIR for the Five Lagunas project. The Addendum was prepared pursuant to CEQA Guidelines Section 15164. The project is within the scope of the previously certified General Plan EIR, which adequately describes the proposed uses, activities, and development intensity/density for the purposes of CEQA. The project includes the redevelopment of the existing Laguna Hills Mall property through the demolition of approximately 449,000 square feet of the existing mall, renovation of the remaining portions of the mall, construction of approximately 410,000 square feet of new commercial space, construction of 988 multifamily dwelling units within three buildings, and construction of ancillary infrastructure, parking, utility, and landscaping improvements.



Education

University of California, Irvine

PhD, Environmental Analysis and Design, 1998

Arizona State University
MS, Justice Studies, 1993

University of Connecticut
BA, Anthropology, 1991

University of California, Riverside, Extension

Certificate in Educational Facilities Planning

Certifications

American Institute of Certified Planners (AICP)

Professional Affiliations

American Planning Association

Association of Environmental Professionals

Orange County Water Association

Village at Laguna Hills Addendum to the City of Laguna Hills General Plan EIR, City of Laguna Hills, California (Ongoing). Served as project manager for the fifth Addendum to the City of Laguna Hills General Plan EIR for the Village at Laguna Hills project. The Addendum was prepared pursuant to CEQA Guidelines Section 15168. The project is within the scope of the previously certified General Plan EIR, which adequately describes the proposed uses, activities, and development intensity/density for the purposes of CEQA. The project includes a revised redevelopment plan for the existing Laguna Hills Mall property which reduces the amount of retail space in response to market conditions, increases the amount of office space, increases the residential units from 988 to 1,500, includes a 150-room hotel, and includes construction of ancillary infrastructure, parking, utility, and landscaping improvements.

Santa Monica City Yards Master Plan EIR, City of Santa Monica, California (2018–2019). Served as project manager for an EIR for the City of Santa Monica to evaluate the reconfiguration of a 14.7-acre parcel known as “City Yards,” with new buildings and streetscape and enhanced sustainability features. The project is located within an industrial use zone across from the Bergamot Arts Center. Historically, the project site was used for clay mining operations until the City of Santa Monica acquired the project site in 1947 for a new municipal landfill, which is resulting in subsidence. The same buildings constructed in the 1940s have continued to house the City’s maintenance operations, resulting in inefficient use of space and on-site circulation as more city operations functions were added over the years. The Master Plan seeks to reconstruct the City Yards with new buildings in a new configuration to meet the needs of the City, optimize on- and off-site access through an improved streetscape, and enhance environmental sustainability. One of the challenges of the Master Plan was how to phase the project in order to keep operations of the City Yards ongoing during construction over a 10-year period. While the City initially only sought approval for Package A, which included the first three phases of construction, the comprehensive EIR assessed all 10 phases of construction. Impacts were assessed at a project level in order to minimize the need to do multiple CEQA documents for subsequent phases, and for defensibility of the analyses overall so that cumulative impacts were properly accounted for. The project was approved and the EIR for the proposed project was certified by the City’s Planning Commission in January 2019.

IS/MNDs, City of Downey, California (2013–2018). Acted as project manager for several projects that redeveloped commercial frontage along Firestone Boulevard in the City of Downey. These projects included a new Jack In The Box restaurant, a block rezoning project to bring the zoning into conformance with the uses along Firestone Boulevard and which also included a condominium development, a new Aldi market, and a new 140-room Marriott hotel. This work was completed for the City of Downey from 2013 to 2018.

Fullerton College Facilities Master Plan PEIR, North Orange County Community College District, Fullerton, California (2015–2017). Served as project manager for a Program EIR for the Facility Master Plan at Fullerton College under Measure J. The College anticipated student growth over the 10-year planning horizon that would necessitate new instructional buildings and facilities and renovation of existing facilities. The PEIR for Fullerton College included in-depth analysis of historic properties on and adjacent to campus, noise, traffic, and parking. The project was approved and the EIR certified in 2017.

Sherbeck Field Improvements Project EIR, Fullerton College (2017–2019). Served as project manager for the Sherbeck Field Improvements Project EIR, which was very controversial due to the athletic field’s proximity to existing residences. Significant and unavoidable impacts in the EIR included noise, recreation, and traffic. A key issue was community college district immunity from local regulations under Government Code Section 53094. The EIR for Sherbeck Field was certified in November 2019, and a Reduced Project Alternative was selected by the Board of Trustees. The project was ultimately not litigated.

Caitlin Munson

ENVIRONMENTAL ANALYST

Caitlin Munson (*KATE-lin MUHN-son; she/her*) is an environmental planner with 8 years' experience specializing in California Environmental Quality Act (CEQA) document preparation, including environmental impact reports (EIRs). Ms. Munson has prepared environmental documents for a variety of projects throughout California, including residential and infill development projects, colleges and universities, healthcare facilities, energy projects, water infrastructure, and transportation projects, including California Department of Transportation (Caltrans) analyses.

Ms. Munson's attention to detail, organizational skills, and technical background allow her to adapt to the challenges of a diverse range of projects. Her engineering background allows her to quickly comprehend and contribute to complex infrastructure projects. She has extensive water infrastructure project experience and assists her clients with additional analyses required as part of the grant application process. Ms. Munson's college and university project experience has been central in navigating program-level analyses. She is aware of the challenges associated with infill development and specializes in air quality and noise, which are common issue areas for these types of projects.



Education

University of California,
San Diego
BS, Environmental
Engineering

Certifications

Engineer in Training,
California

Project Experience

Development

Torrey Highlands EIR, San Diego, California. Served as project manager for the EIR for a 450,000-square-foot office campus. The project would construct three office buildings comprised of a 180,000-square-foot, six-story building; a 120,000-square-foot, four-story building that would include a 5,000-square-foot fitness center (including shower facilities); a 150,000-square-foot, five-story building; an amenity building that would include a 3,850-square-foot café; and a 180,000-square-foot, seven-story parking garage with one level below grade and surface parking.

North River Farms EIR, Integral Communities, City of Oceanside, California. Served as assistant deputy project manager of an EIR for a large master planned residential, commercial, and agricultural community in Oceanside, California. The EIR analyzed conversion of existing agricultural lands, a General Plan Amendment and zoning amendment, and a planned development.

Modelo Project EIR, City of Commerce, California. Prepared alternatives analysis for the proposed Modelo Project. The project involves the demolition of the existing Veterans Memorial Park (which is currently in an advanced state of disrepair) and an adjacent vacant parcel and the redevelopment of the project site to accommodate a mixed-use development. The project would include the construction of 850 residential units, 165,000 square feet of commercial uses, a 77,050-square-foot community center, a 5,000-square-foot museum, and approximately 4.75 acres of parks and open space.

Downey 140-Unit Hotel Mitigated Negative Declaration (MND), City of Downey, California. Served as project manager for the 140-unit hotel MND. The project involved the construct a four-story, 88,850-square-foot hotel on a 2.58-acre site. The project required a Specific Plan Amendment (SPA) to the Lakewood/Firestone Specific Plan (SP) to allow for the development of a four-story, 60-foot-high hotel and to allow for ancillary alcohol sales in conjunction with the operation of a hotel.

Firestone/Newville/Pangborn General Plan and Zone Change MND, City of Downey, California. Prepared the MND for a General Plan Amendment and zone change application to resolve General Plan and zoning ordinance inconsistencies and allow for the development of multifamily residential units. The MND included an analysis of the maximum development potential within the planning area.

Aldi Supermarket Initial Study (IS)/MND, City of Downey, California. Prepared the MND for a single-story, 18,557-square-foot supermarket in the City of Downey. The project required a SPA to the Lakewood/Firestone SP to allow for the development and operation of the supermarket, with incidental alcohol sales.

Education

Chapman University SP EIR, City of Orange, California. Project manager for preparation of the subsequent EIR for Chapman University's SP update. The SP update serves as Chapman University's Master Plan for growth and development within the City of Orange, California. Key issues addressed in the EIR include traffic, parking, noise, air quality/greenhouse gas emissions, cultural and historic resources, population and housing, public services and utilities, land-use planning, and aesthetics. The City of Orange is the lead agency for the EIR process, and the Dudek team coordinated closely with Chapman University and City of Orange.

Fullerton College Master Plan Program Environmental Impact Report (PEIR), North Orange County Community College District (NOCCCD), Orange County, California. Served as the deputy project manager for preparation of the PEIR to the Facilities Master Plan. NOCCCD undertook a comprehensive improvement and building program to make upgrades and repairs to existing buildings, as well as to construct new facilities to improve the safety and education experience of those attending Fullerton College. Fullerton College proposed to implement the Facilities Master Plan to more effectively meet the space needs of the projected on-campus enrollment through the next decade and beyond, while constructing and renovating facilities to meet NOCCCD's instructional needs.

Cypress College Master Plan PEIR, NOCCCD, Orange County, California. Served as the deputy project manager for preparation of the PEIR to the Facilities Master Plan. Implementation of the Facilities Master Plan would involve the construction of new academic, auxiliary, and recreational uses, and the demolition of existing buildings and facilities. Approximately 1,100 net parking spaces would be created from construction of a new parking structure and reconfiguration of existing lots. Parking Lots 1 through 9 would be reconfigured with 90-degree parking stalls to increase efficiency; entries/exits for all parking lots would be reconfigured to improve visibility and traffic flow; pedestrian walkways, crosswalks, and connections for pedestrian safety would be incorporated; clear and directional wayfinding signage would be provided; and options for photovoltaic canopy-covered parking lots to increase shade and reduce heat island effect would be included.

Norco College Veterans Resource Center MND, Norco, California. Served as project manager for the MND. The proposed project would involve the construction of an approximately 2,500-square-foot, 19-foot-high Veterans Resource Center building on the southeastern portion of the Norco College campus. The center would include five office spaces, open work stations/study area and laptop space, a restroom for employees and students, lounge seating, and a utility room. The project would also include a 1,000-square-foot outdoor covered deck and BBQ area.

MiraCosta Community College District, San Diego County, California. Served as deputy project manager for the Oceanside Campus Facilities Master Plan EIR and the addendum to the Master Plan EIR, and contract manager for planning support for the San Elijo campus. Dudek prepared the EIR for the Oceanside campus to meet the

needs of projected enrollment and program forecasts for the campus. Dudek is currently providing environmental compliance support for the implementation of this EIR. For the San Elijo campus, our team is providing coastal planning support services.

El Camino College Music Building Addendum, Los Angeles County, California. Served as project manager for the Music Building Addendum Project. The existing music and art and behavioral science buildings are located towards the center of the college campus. Under the proposed project, the music and art and behavioral science buildings would be demolished and a new 66,580-square-foot music building would be constructed in the location of the existing art and behavioral science building. This document was tiered from the certified 2012 Facilities Master Plan Final Subsequent EIR.

San Diego Unified School District As-Needed Services, San Diego County, California. Served as project manager for the as-needed services contract. Prepared an MND, addendums, and notice of exemptions and associated technical studies for five campuses.

San Diego State University Engineering and Interdisciplinary Sciences Building, Gatzke, Dillon and Balance, San Diego, California. Prepared the Public Services and Utilities and Energy Conservation Technical Report to support the MND. The project involved the construction of a new, five-story building for the College of Engineering and Interdisciplinary Sciences. The need for the building stemmed from outdated facilities and growth in enrollment in the engineering disciplines. The new building will provide state-of-the-art research facilities to attract significant research projects and funding. The project also involved the demolition of multiple facilities and renovation of existing facilities.

Orange Coast College Vision 2020 Master Plan, Coast Community College District, Orange, California. Served as the lead analyst in preparation of the PEIR for the Vision 2020 Facilities Master Plan. The master plan included campus growth, improvements to several existing buildings and service departments of the university, and demolition of a grouping of historically significant structures designed by Richard Neutra. Extensive public comment and outreach was received, primarily related to the growth anticipated, as well as the plan to demolish historic structures. Due to public comment received on the Draft EIR, Coast Community College District chose to further evaluate historic resources and associated preservation alternatives, which were disclosed in a recirculated Draft EIR.

Golden West College Vision 2020 Master Plan, Coast Community College District, Huntington Beach, California. Served as the lead analyst in preparation of the PEIR for the Vision 2020 Facilities Master Plan. Implementation of the Vision 2020 Facilities Master Plan would involve the construction and renovation of academic buildings, including a criminal justice training center, cosmetology building, physical education outdoor labs, and the development of a gymnasium facility in partnership with the Boys & Girls Club.

Healthcare

Kaiser Permanente Los Angeles Medical Center Project EIR, City of Los Angeles, California. Prepared the alternatives and public services analysis for the medical center EIR. The project would replace existing facilities at the medical center campus and new buildings on adjacent parcels of land. The project is proposed to be implemented in three phases and would include new and replacement medical office buildings, procedure centers, and parking structures on the project site.

Santa Monica 20th Street Wellness Center EIR, City of Santa Monica, California. Prepared energy analysis for the approximately 72,812-square-foot medical research and development and clinical/medical office space wellness center located in the City of Santa Monica. The proposed project would include the construction of a new three-story building adjacent to an existing historic Tudor-style building, which would be partially preserved in its current condition, and partially renovated/adaptively reused as part of the wellness center. The proposed wellness center

would provide medical-related research and development uses and clinical/medical office space in the City of Santa Monica's Healthcare Mixed Use District.

Riverside Community Hospital Expansion Project, City of Riverside, California. Prepared the energy conservation EIR section for the proposed project. The 22.5-acre site includes an existing hospital campus. The primary reason for the proposed expansion of Riverside Community Hospital is to build new facilities that will alleviate noncompliant seismic concerns associated with existing hospital buildings and to meet seismic retrofit requirements as required by Senate Bill 1953. A site master plan was developed and includes both short-term and long-range planning goals that cover construction over a 30-year period. An SP that superseded the Downtown SP was prepared. The EIR provided both project- and program-level analysis.

Canyon Springs Healthcare Campus SPA, City of Riverside, California. Prepared the utilities and service systems and energy conservation EIR sections for the development of a hospital, medical office buildings, parking structures, senior housing, independent living, assisted living, and skilled nursing facility site located within the Canyon Springs Business Park SP. Since the current Canyon Springs Business Park SP does not allow the majority of proposed project uses in the proposed Canyon Springs Healthcare Campus, an SPA is included as part of the project.

Infrastructure

System Infrastructure Protection PEIR, Metropolitan Water District of Southern California, Orange, California. Aided in the preparation of the IS and the noise and utilities services sections of the PEIR. The Distribution System Infrastructure Protection Program would involve the preparation and implementation of the Operation and Maintenance Manual and the design, construction, operation, and maintenance of Capital Investment Plan projects for the conveyance and distribution system within the Metropolitan Water District's Orange County Operating Region.

Ladd Canyon Bridge Replacement Project MND, County of Orange, California. Served as project manager for the CEQA and Caltrans National Environmental Policy Act (NEPA) compliance process. Prepared MND and Preliminary Environmental Study checklist pursuant to the instructions outlined in the Caltrans Local Assistance Procedures Manual, Exhibit 6-B. Managed the preparation of technical studies to support the Caltrans NEPA compliance process. The project involves the replacement of an existing bridge with a precast concrete bridge located 2.2 miles east of Santiago Canyon Road.

Huntington Beach Seawater Desalination Plant, Poseidon Resources, Huntington Beach, Orange County, California. Prepared technical analyses for a 50-million-gallon-per-day seawater desalination plant located at the AES Huntington Beach Generating Station. The Supplemental EIR was approved in 2017; however, additional technical analyses have been prepared as requested by the California State Lands Commission and Regional Water Quality Control Board.

Temescal Valley Water Reclamation Facility MND, County of Riverside, California. Served as project manager for the CEQA process. The proposed Temescal Valley Water Reclamation Facility expansion project would include various improvements, which would increase the capacity of the plant from 1.575 million gallons per day to 2.25 million gallons per day. The improvements would include the addition of primary sedimentation tanks, three new sequencing batch reactors, two new filters, waste-activated sludge thickening, new aerobic digesters, and removal of existing grit facilities. Significant piping demolition and construction would be required to accommodate these improvements.

Haynes Generating Station Units 3 Through 6 Demolition Project, Los Angeles Department of Water and Power, Los Angeles, California. Served as deputy project manager and prepared IS/MND for the demolition of the existing steam boiler generators located at the Haynes Generating Station.

Zone E Recycled Water System Expansion, Santa Margarita Water District (SMWD), Orange County, California. Prepared CEQA analysis for the installation of a recycled water line to serve the Hidden Ridge community within the SMWD service area and the Skyridge community within the Trabuco Canyon Water District. This would allow for the delivery of up to 70 acre-feet per year of additional tertiary-treated recycled water to dedicated irrigation customers within the SMWD and Trabuco Canyon Water District service areas. The proposed recycled water line would receive water from the SMWD's recycled water system, including water that could be stored at Upper Oso Reservoir.

Recycled Water Expansion Project, El Toro Water District, Lake Forest, California. Prepared CEQA and CEQA-plus analysis for the expansion of the existing recycled water distribution system. The expansion would allow for delivery of up to 300 acre-feet per year of additional tertiary-treated recycled water to existing dedicated irrigation customers within the El Toro Water District service area.

Morena Reservoir Outlet Tower Replacement Project, City of San Diego, California. Prepared the air quality and GHG technical memoranda for the Morena Reservoir Outlet Tower Replacement Project. This proposed project will replace the existing outlet tower to meet current seismic and California Department of Water Resources Division of Safety of Dams requirements. The air quality analysis discussed impacts that would result from construction of the proposed project in comparison to the federal General Conformity de minimis thresholds. The analysis also included blasting emission calculations associated with the use of ammonium nitrate to remove loose boulders and rocks from the project site. The GHG emissions analysis compared construction emissions to the City of San Diego's interim screening threshold.

69th and Mohawk Pump Station Project, City of San Diego, California. Prepared the air quality technical memoranda for the 69th and Mohawk Pump Station Project. This project involves the demolition of the existing 69th and Mohawk Pump Station, which is out of service. A new pump station will be built to replace the demolished structures and will involve light grading and construction on the approximately 9,700-square-foot project footprint. Along with the pump station installation, approximately 7,000 linear feet of new and replaced pipeline will also be installed. The air quality analysis discussed impacts that would result from construction of the proposed project in comparison to the federal General Conformity de minimis thresholds.

Addendum No. 1 to the Reservoir Management System (RMS) and Chlorine Analyzers and Reservoir Mixers/Samplers at Domestic Water Reservoirs MND, Irvine Ranch Water District, Orange County, California. Prepared addendum for the installation of an RMS at the Foothill Zone 6 Reservoir and the Portola Zone 8 Reservoir to address degraded water quality in the existing potable water reservoirs. The MND evaluated the potential effects on the environment from constructing an RMS and Chlorine Analyzer and Reservoir Mixer/Samplers at 19 reservoirs. The addendum addressed the replacement of the Chlorine Analyzers and Reservoir Mixer/Samplers at Portola Zone 8 and Foothill Zone 6 with an RMS and other minor modifications.

Carlsbad Desalination Third Addendum to EIR Biological Survey and Monitoring, Poseidon Water LLC, California. Discussed proposed project modifications to the Macario Canyon pipeline alignment and facilities additions and assessed their environmental impact.

Jennifer Reed

AIR QUALITY SPECIALIST, ENVIRONMENTAL PLANNER

Jennifer Reed is an air quality specialist/environmental planner with 14 years' experience. Ms. Reed leads Dudek's air quality services team, and has been responsible for the management, research, and analysis of projects subject to compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). She has completed numerous environmental documents in support of a diverse range of public and private developments. Ms. Reed specializes in air quality, greenhouse gas (GHG) emissions, health risk assessment (HRA), and energy technical analyses, and continues to be on the forefront of evolving science, emissions modeling computer programs, and regulatory framework.

Ms. Reed has prepared air quality and GHG assessments for a wide variety of development projects throughout California, including large residential projects, commercial and retail projects, industrial projects, mixed-use developments, colleges and universities, healthcare facilities, energy projects, water and wastewater infrastructure, and transportation improvements, including California Department of Transportation (Caltrans) air quality analyses. Additionally, she has considerable experience in project planning and regulatory compliance pursuant to the California Coastal Act (CCA) and has experience in project management, land-use permit processing, constraints analysis, development feasibility studies, due diligence investigations, and various other land-use planning projects.



Education

*University of California,
Santa Barbara
BA, Environmental
Studies, 2007
BA, Geography, 2007*

Professional Affiliations

*Association of
Environmental
Professionals
Air and Waste
Management Association*

Project Experience

Montclair Plaza Expansion CEQA Review, Best, Best and Krieger LLP, Montclair, California. Contributed to the air quality and GHG sections for a proposed commercial infill redevelopment project in the city of Montclair. The project proposes redevelopment and expansion of Montclair Plaza, an indoor, two-story shopping mall that opened in 1968 and was last renovated in 2008. The applicant's goal is to revitalize and increase the gross leasable area of the current shopping center site for greater walkability and a more upscale shopping experience.

Five Lagunas Project, Merlone Geier Management LLC, Laguna Hills, California. Prepared the air quality and GHG emissions assessment that analyzed potential impacts associated with redevelopment and reconfiguration of uses within an approximately 68-acre portion of the approximately 240-acre Urban Village Specific Plan area of the City at the Laguna Hills Mall. The project included the redevelopment of the existing mall property through the partial demolition and reconstruction of the southern portion of the central mall building, the construction of new commercial spaces on development pads (decreasing department store and retail space, but increasing restaurant, health club, cinema, and flex retail/medical office uses), and development of high-density multifamily dwelling units.

Orange County Sanitation District Facilities Master Plan, Project No. PS17-08. Preparing the air quality, GHG emissions, and energy sections of a Program EIR for the Sanitation District's 2017 Facilities Master Plan. The analysis covers projects included in a 20-year Capital Improvement Program to ensure that the Sanitation District can sustain its infrastructure, meet future regulatory requirements, and continue to provide a reliable service to the

public. These include facilities at Reclamation Plant No. 1 in Fountain Valley, Treatment Plant No. 2 in Huntington Beach, the sewer collection system, and improvements at various pump stations. All 75 project- and program-level projects were evaluated quantitatively at either a project-level or representative project approach.

California Air Resources Board (CARB) Southern California Consolidation Project, Department of General Services (DGS), Riverside, California. Contributed to the air quality and GHG emissions analysis for the consolidation and relocation of CARB's motor vehicle emissions standards development and testing to an 18-acre campus style facility. The new campus, which will be a national and international center for air pollution and climate change research, is designed to accommodate approximately 460 employees and will include approximately 800,000 square feet of testing space, chemistry laboratory space, office/administrative space, and facilities and support space (e.g., warehouse, shipping and receiving area, and vehicle wash areas). Key issues for the project were air quality and greenhouse gases, due to vehicle miles traveled for the employees traveling to the new campus and CARB's goal to achieve net zero energy for the project. In addition to employee vehicle emissions, emissions were estimated for vehicle testing, vehicle fueling, fuel storage, boilers, a fuel cell plant, an emergency generator, chemistry laboratory, and miscellaneous operations that generate criteria air pollutant, GHGs, and toxic air contaminant emissions. A net carbon storage and sequestration analysis for the project was conducted.

Concord Bay Area Rapid Transit (BART) Station Air Quality, NCE, Contra Costa County, California. Prepared an Air Quality Conformity Analysis for the project, which proposes to improve bicycle and pedestrian access to the Downtown Concord BART station. The project includes corridor enhancements along five roadways in Downtown Concord to provide last mile bicycle and pedestrian connections to the Concord BART station from the east, south, and west, and would also include bicycle detection at multiple signals, two enhanced crosswalks, and a raised intersection. This report is provided all information needed to support a full project-level conformity determination.

Rincon Trail Project, City of Carpinteria, California. Deputy project manager and lead environmental analyst for preparation of an IS and MND to assess a 1-mile segment of the Carpinteria Coastal Vista Trail in eastern Santa Barbara County. The Rincon trail is located along Carpinteria Bluffs, on lands within the jurisdictions of the City of Carpinteria and the County of Santa Barbara, and it extends within the Union Pacific Railroad and Caltrans rights-of-ways. As part of the 1,200-mile California Coastal Trail, the Rincon segment will provide a hiking and biking connection between Santa Barbara and Ventura Counties and will improve safety and access to the Santa Barbara Channel shoreline.

Distribution System Infrastructure Protection Program Environmental Impact Report (PEIR), Metropolitan Water District of Southern California (MWD), Orange County, California. Prepared the air quality and GHG emissions analyses for the Program EIR for the Orange County region Operations and Maintenance (O&M) Plan and Capital Investment Plan. The EIR includes analyses for approximately 300 facility sites in Orange County.

Los Angeles County Housing Element Update Program Environmental Impact Report (EIR), Los Angeles County, California. Contributing to the air quality, GHG emissions, and energy analysis for the County's Housing Element Update for the 2021-2029 planning period. The analysis evaluates the net change in emissions and associated potential impacts resulting from implementation of the land use and zoning changes to provide additional housing opportunities within the County.

Globemaster Corridor Specific Plan EIR/EIS, City of Long Beach, California. Prepared the air quality, GHG emissions, and energy analysis for Phase 2 of the C-17 Transition Master Plan, which provides a framework for development and improvement of the former Boeing C-17 site, Cherry Avenue corridor planning, and surrounding area.

Sarah Corder, MFA

HISTORIC BUILT ENVIRONMENT LEAD

Sarah Corder (SARE-uh COR-der; she/her) is an architectural historian with 17 years' experience throughout the United States in all elements of cultural resources management, including project management, intensive-level field investigations, architectural history studies, and historical significance evaluations in consideration of the California Register of Historical Resources (CRHR), the National Register of Historic Places (NRHP), and local-level evaluation criteria. Ms. Corder has conducted hundreds of historical resource evaluations and developed detailed historic context statements for a multitude of property types and architectural styles, including private residential, commercial, industrial, educational, and agricultural properties. She has also provided expertise on numerous projects requiring conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Ms. Corder meets the Secretary of the Interior's Professional Qualification Standards for both Architectural History and History. She has experience preparing environmental compliance documentation in support of projects that fall under the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA), and Sections 106 and 110 of the National Historic Preservation Act.

Project Experience

Los Angeles Department of Water and Power Century Trunk Line, Los Angeles Department of Water and Power, City of Los Angeles, California. Dudek was retained by Los Angeles Department of Water and Power (LADWP) to prepare an Avoidance and Protection Plan for Air Raid Siren No. 150. The resource is eligible for the NRHP and CRHR and as a City of Los Angeles Historic-Cultural Monument under Criteria A/1/1 and C/3/3 for its association with World War II and Cold War military infrastructure, and is an historical resource under CEQA. Responsibilities included co-authorship of the Avoidance and Protection Plan, on-site implementation of protection measures, on-site monitoring, and pre-construction field survey, (2020–Present)

The Meadows at Bailey Canyon Specific Plan Project, City of Sierra Madre, Los Angeles County, California. Dudek was retained by NUWI Sierra Madre LLC to complete a historical resources technical report for The Meadows at Bailey Canyon Specific Plan Project. A portion of the proposed project included a section of the Mater Dolorosa Retreat Center property located at 700 North Sunnyside Avenue. The Mater Dolorosa Retreat Center contains four buildings, seventeen historic-age structures, five modern structures, and multiple landscape elements including paths, trails, stairs, contemplative spaces, and historic aged trees. As a result of this study, the Mater Dolorosa Retreat Center property does not appear eligible for listing in the NRHP, CRHR, or as a City of Sierra Madre Landmark due significant alterations that have compromised the integrity of the property as a whole. Responsible for co-authorship of the report, archival research, and field work. (2020-2021)



Education

*Savannah College of Art and Design
MFA, Historic Preservation, 2004
Bridgewater College
BA, History, 2002*

Professional Affiliations

*National Trust for Historic Preservation
Los Angeles Conservancy
California Preservation Foundation
Society for Architectural Historians*

Pacific Coast Commons Specific Plan Project, City of El Segundo, Los Angeles County, California. Dudek was retained by the City of El Segundo to complete a cultural resources technical report for the Fairfield Inn & Suites property (525 Sepulveda Boulevard) within the Pacific Coast Commons Specific Plan Project area. Dudek evaluated the Fairfield Inn & Suites property and found it not eligible for listing in the NRHP, CRHR, or at the local level due to a lack of significant historical associations, architectural merit, and physical integrity. Responsibilities included archival research, architectural field survey, and co-authorship of the technical report. (2020)

8850 Sunset Boulevard Project, City of West Hollywood, Los Angeles County, California. Dudek was retained by the City of West Hollywood to complete a Cultural Resources Technical Report and Environmental Impact Report (EIR) for the 8850 Sunset Boulevard Project. The proposed project consisted of the demolition of existing buildings and the construction and operation of a new mixed-use hotel and residential building on a property along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard, in the City of West Hollywood. Responsibilities included archival research, field survey, significance evaluations, and co-authorship of the report. (2020)

740-790 East Green Street Mixed-Use Project, City of Pasadena, Los Angeles County, California. The proposed project involves the demolition of five commercial buildings in order to accommodate the development of a new three- to six-story mixed-use building. Dudek prepared a cultural resources technical report that included the results of a pedestrian survey of the project site by a qualified architectural historian, building development and archival research, development of an appropriate historic context for the project site, and recordation and evaluation of five commercial properties over 45 years old for historical significance and integrity in consideration of NRHP, CRHR, and City of Pasadena designation criteria and integrity requirements. Responsibilities included archival research, field survey, and co-authorship of the report. (2020)

Carol Kimmelman Sports and Academic Center Project, City of Carson, California. Dudek was retained to conduct a cultural resources study on the Victoria County Golf Course and associated recreation buildings for the proposed Kimmelman Sports and Academic Center. Conducted a record search, a pedestrian survey, archival and building development research, NRHP and CRHR evaluations, and impacts analysis. All golf course components associated with the Victoria County Golf Course were found not eligible under designation requirements. (2018)

The Santa Monica City Yards Master Plan Project, City of Santa Monica, California. The City of Santa Monica retained Dudek to complete a cultural resources study for the proposed City Yards Master Plan project site located at 2500 Michigan Avenue. The study involved evaluation of the entire City Yards site, including two murals and a set of concrete carvings, for historical significance and integrity. As a result, the City Yards and its associated public artwork was found ineligible under all designation criteria. Responsibilities included building permit research and co-authorship of the technical report. (2017)

LADWP West Los Angeles District Yard Project, City of Los Angeles, Los Angeles County, California. Dudek was retained by LADWP to complete a cultural resources study for a project that proposes demolition of five LADWP-owned administrative buildings and warehouses at the West Los Angeles District Headquarters located at 12300 West Nebraska Avenue. Dudek evaluated the yard for historical significance in consideration of NRHP, CRHR, and City of Los Angeles Historic-Cultural Monument criteria and integrity requirements. Responsibilities included field survey and archival research. (2017)

Allison Lyons, MSHP

SENIOR ARCHITECTURAL HISTORIAN

Allison Lyons (*AL-ih-suhn LYE-ons; she/her*) is an architectural historian with 12 years' experience throughout the western United States in all elements of cultural resources management. Her expertise includes the preparation of environmental compliance documents in accordance with the California Environmental Quality Act (CEQA) and Section 106 of the National Historic Preservation Act, focusing on the evaluation of historical resources and analysis of project impacts. As a historic preservation consultant, she has been involved in the preparation of numerous large-scale historic resources surveys, Historic American Buildings Survey/Historic American Engineering Record recordation, Federal Rehabilitation Tax Credit and Mills Act Historic Property Contract applications, local landmark nominations, and evaluations of eligibility for a wide variety of projects and property types throughout California. She is highly experienced in writing National Register of Historic Places (NRHP) nominations and historic context statements for local governments.



Education

*Columbia University,
MS, Historic Preservation,
2010*

*Scripps College,
BA, European Studies,
2006*

Ms. Lyons meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to Title 36, Part 61, of the Code of Federal Regulations, Appendix A.

Project Experience

Los Angeles Department of Water and Power Century Trunk Line, Los Angeles Department of Water and Power, City of Los Angeles, California. Dudek was retained by Los Angeles Department of Water and Power to prepare an Avoidance and Protection Plan for Air Raid Siren No. 150. The resource is eligible for the NRHP and California Register of Historical Resources and as a City of Los Angeles Historic-Cultural Monument under Criteria A/1/1 and C/3/3 for its association with World War II and Cold War military infrastructure, and is a historical resource under CEQA. Ms. Lyons is serving as a senior architectural historian, providing quality assurance/quality control for the Post-Construction Monitoring Report. (2021–Present)

8730 Sunset Boulevard Billboard Project Historical Resource Assessment Report, City of West Hollywood, California. The 8730 Sunset Boulevard Billboard Project consists of installation and operation of a new billboard and associated façade improvements at the existing "Sunset Towers" building. The Sunset Towers building at 8730 Sunset Boulevard was constructed in the 1950s and 1960s over the course of two phases. A smaller building was constructed on the northern portion of the parcel between 1957 and 1959. Dudek was retained by the City of West Hollywood to complete this Historic Resource Assessment, an intensive-level evaluation, as part of the environmental review of the proposed project in compliance with CEQA. This study included an intensive survey of the exterior of the Sunset Towers building by a qualified architectural historian; building development and archival research; development of an appropriate historic context; and evaluation of the Sunset Towers building for historical significance and integrity in consideration of NRHP, CRHR, and City of West Hollywood Cultural Heritage Preservation Ordinance designation criteria. Ms. Lyons served as a senior architectural historian and main author of the Historic Resource Assessment of the Sunset Towers building. (2021)

As-Needed Historic Research Consultant On Call Services, Coronado, California. Dudek is currently working with the City of Coronado Community Development Department to provide historic preservation services on an as-needed basis. Services scoped under the current contract include historic resources surveys; archival research; preparation of evaluation reports in consideration of National Register of Historic Places, California Register of Historical Resources, and City of Coronado designation criteria; attendance at Historic Resource Commission and City Council hearings; and review of projects for conformance with the Secretary of the Interior's Standards for Rehabilitation. Since January 2019, Dudek has completed 20 work orders for the city. Ms. Lyons serves as a senior architectural historian for the historical resource evaluation task orders and is responsible for quality assurance/quality control of specific deliverables. (2021–Present)

North Beach Historic District National Register of Historic Places Nomination and Plaque Program, San Clemente, California. Founded in 1925, San Clemente was one of the first new master-planned towns in California. The North Beach Historic District occupies a prominent location as the historic northern tip of the City of San Clemente along North El Camino Real. The North Beach Historic District was listed on the National Register of Historic Places at the local level of significance under Criterion A in the areas of Community Planning and Development and Entertainment/Recreation. The district features five historic contributing resources designed in the Spanish Colonial Revival style with a period of significance between 1927-1946. Ms. Lyons served as project manager for the National Register of Historic Places nomination of the district and a concurrent, Certified Local Government (CLG) grant-funded project with the City of San Clemente to create content and designs for signage across the district and informational postcards featuring historic images. (2020)

Athens Park Aquatics Facility Renovation Project Historical Resource Treatment Plan and Impacts Analysis (Secretary of the Interior's Standards Compliance Review), Los Angeles, California. The County of Los Angeles proposed a rehabilitation project at the Aquatics Facility at Athens Park, a park determined eligible for listing in the National Register of Historic Places. Ms. Lyons worked with the architect for the project on two phases of work. In advance of the development of project plans, Ms. Lyons prepared a Preservation Plan for the Aquatics Facility to establish the opportunities and constraints for the rehabilitation. After project plans were prepared, Ms. Lyons reviewed the project plans for compliance with the Secretary of the Interior's Standards for Rehabilitation and made recommendations for modifications to ensure the project plans complied with the Standards. (2020–2021)

Rives Mansion Rehabilitation Project Historical Resource Treatment Plan, Impacts Analysis (Secretary of the Interior's Standards Compliance Review), and Construction Monitoring, Downey, California. Working with the City of Downey, Ms. Lyons collaborated with the project architect for a renovation and rehabilitation project at the Rives Mansion, a historic mansion and walnut farm. In advance of the development of project plans, Ms. Lyons prepared a Preservation Plan for the property to establish the opportunities and constraints for the rehabilitation. After project plans were prepared, Ms. Lyons reviewed the plans for compliance with the Secretary of the Interior's Standards for Rehabilitation and made recommendations for modifications to ensure the project plans complied with the Standards. Ms. Lyons also performed periodic construction monitoring. (2019–2021)

Times Mirror Square Rehabilitation Project Historical Resource Evaluation and Impacts Analysis (for CEQA), Los Angeles, California. Times Mirror Square comprises buildings and additions constructed for the Los Angeles Times and Time Mirror companies in downtown Los Angeles. The buildings were constructed over several decades. Ms. Lyons worked on several aspects of documentation of Time Mirror Square, including writing historic context sections on the history of the Los Angeles Times, Times Mirror Company, and prominent individuals associated with the company for the CEQA report and Historic Structure Report. Ms. Lyons also assisted with the Historic American Buildings Survey (HABS) documentation of the complex that was completed to fulfill a mitigation measure. (2017)

Josh Saunders, AICP

VISUAL RESOURCE SPECIALIST

Josh Saunders (*JOSH SAHN-ders; he/him*) is an environmental analyst with 16 years' experience in the research, coordination, and preparation of environmental documents subject to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Mr. Saunders provides analytical, technical, and project management support on a variety of projects and environmental topics, including land use and recreation resource analyses. Since joining Dudek, Mr. Saunders has specialized in the preparation of aesthetic and visual resource analyses.

In collaboration with Dudek analysts, planners, registered landscape architects, and design professionals, Mr. Saunders documents existing landscape conditions, assesses potential impacts, and depicts and characterizes anticipated visual change. Mr. Saunders has extensive experience performing aesthetic investigations, landscape evaluations, and impact analyses in urban environments throughout Southern California. Mr. Saunders's capabilities include field investigations and existing setting documentation; sensitive receptor and key observation point/key view identification; preparation of focused aesthetic memoranda; preparation of detailed analyses and technical reports in accordance with CEQA Appendix G thresholds and/or established regional or local guidelines. Mr. Saunders also works collaboratively with Dudek's design professionals to prepare photo-realistic visual simulations.

Project Experience

Development

Promenade on Forest Avenue MND, City of Laguna Beach, California. Serving as project manager for the MND that will evaluate potential environmental effects associated with the proposed permanent closure of Forest Avenue between South Coast Highway and Glenneyre in the downtown area of Laguna Beach. As proposed, the segment of Forest Avenue would be closed for vehicular traffic to create a safe, permanent pedestrian plaza that would accommodate outdoor dining, shopping, and outdoor events. Conceptual alternatives examining a minimal design and full conversion to a pedestrian promenade are currently in preparation by the design team (environmental tasks are slated to begin in Winter/Spring 2022).

Robertson Lane Specific Plan EIR, City of West Hollywood, California. Served as lead aesthetics analyst for the project EIR that evaluated the construction of a proposed multi-use, three- to nine-story, approximately 262,000-square-foot hotel in West Hollywood. As proposed, the project would demolish several of the existing on-site structures, or portions of the structures, and construct the new hotel. Key issues in the aesthetics analysis included obstruction of existing views, demolition of a historic use, and bulk and scale contrasts with adjacent one- to three-story commercial and residential uses.



Education

*New School of
Architecture + Design
MS, Architecture
(Landscape Architecture
concentration)*

*University of California,
San Diego
BA, Urban Studies and
Planning*

Certifications

*American Institute of
Certified Planners (AICP)*

Professional Affiliations

*American Planning
Association*

*Association of
Environmental
Professionals*

Del Mar Resort Specific Plan EIR, City of Del Mar, California. Provided technical support and served as visual resources lead for the EIR that evaluated environmental impacts associated with construction and operation of a new resort atop a prominent oceanside bluff in north Del Mar. The project includes a multiple-building resort complex, including a resort hotel, residential resort villas, two restaurants, a ballroom, banquet facilities, public access amenities, a spa and fitness center, swimming pools, and an underground parking structure. Primary issues encountered in the preparation of the visual resources report included obstruction of private ocean views from elevated vantage points in Solana Beach, the introduction of multistory development atop a prominent and well-known landform, and changes to the relatively quiet and low-profile development character of north Del Mar.

Orange Coast College Facilities Master Plan Project, Coast Community College District, Costa Mesa, California. Aesthetics lead for the program EIR that evaluated environmental impacts associated with the facilities master plan, which sought to provide the building space to meet the District's instruction needs and SDSU, the academic mission of the campus. The facilities master plan identified several existing on-campus structures to be renovated, modernized, or demolished and reconstructed. Evaluated proposed building and infrastructure improvements for potential effects to existing off-site views and for compatibility with the established visual character of the Orange Coast College campus and surrounding area.

College Boulevard Improvement Project, City of Oceanside, California. Served as EIR project manager and lead analyst for the City-initiated improvement project that proposes the widening of an approximately 1-mile-long segment of College Boulevard from a four-lane to a six-lane major arterial. The project also proposes curb/gutter improvements and as-needed relocation of utilities to accommodate the widened roadway segment; installation of retaining walls; and relocation of bike lanes, lighting, and sidewalks in various locations along College Boulevard between Waring Road/Barnard Drive and Marcella Street and between Olive Drive and Old Grove Road. Major environmental topics discussed in the project EIR include right-of-way acquisition and traffic and air quality impacts in comparison to the General Plan Circulation Element, which envisions widening College Boulevard to the full six lanes (the project would retain the four-lane configuration of the road south of Olive Drive). The project EIR was certified by the City Council in May 2020.

Mike Greene, INCE Bd. Cert.

ENVIRONMENTAL SPECIALIST/ACOUSTICIAN

Mike Greene is an environmental specialist/acoustician with more than 30 years' professional experience in acoustical analysis and noise control engineering. Mr. Greene has conducted and participated in noise and vibration analyses for hundreds of transportation, industrial, commercial, and residential projects throughout California and the United States. He has conducted noise studies for industrial and commercial facilities, ranging from power generation projects to hospitals and super-speedway facilities. Mr. Greene is experienced in the modeling of existing and future roadway noise impacts using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM®) and with the use of both SoundPLAN and CadnaA, computer software programs for prediction and assessment of noise levels near industrial facilities and other noise sources such as roadways, railways, and airports.

Project Experience

Orange Corporate Yard HUD EA, Orange County Department of Housing and Community Development, Orange, California. Served as noise task manager. Development of a vacant lot into a 62-unit affordable 71,358 square feet housing community consisting of 18 two-bedroom units and 44 three-bedroom units. The project was partially funded using HUD project-based vouchers and HUD HOME funds, requiring the project to undergo NEPA review. Prepared the HUD noise analysis using the Department's DNL Calculator noise estimation tool, peer-reviewed a subsequent applicant-prepared noise report and summarized the results in a brief noise memo. The NEPA review was successfully completed in time for the project to receive HUD funding.

Las Flores Enhanced Water Reliability Project, Orange County, California. Task Manager. Dudek conducted the noise and vibration analysis of the proposed project, which is adjacent to residences. These residences could be impacted by noise and/or groundborne vibration during pipeline construction activities. Additionally, the proposed recycled water booster pumping station could impact adjacent residences during construction and operation. The existing ambient noise environment was characterized with noise measurements at noise-sensitive receiver locations in the project vicinity. Noise measurements were conducted using a sound level meter classified as Type I or Type II by the American National Standards Institute (ANSI) and in accordance with ANSI protocol for community noise measurements. Potential short-term construction noise and vibration impacts on nearby noise-sensitive land uses were evaluated based on construction equipment data and noise modeling methods developed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), respectively. Noise from operation of the project (i.e., pumps and motors) as well as occasional maintenance activities, was assessed using equipment noise data provided by the project engineers. Analysis and mitigation measures was incorporated into the noise section of the IS/MND, with technical backup data provided in an appendix to the project's IS/MND. Similar project work prepared for other water districts throughout Orange County, Los Angeles County and other parts of Southern California.



Education

*University of California,
San Diego
BS, Applied Mechanics,
1985*

Certifications

*Board Certified, Institute of
Noise Control Engineering
(INCE Bd. Cert.)*

*County of San Diego-
Approved*

Professional Affiliations

*Transportation Research
Board,
ADC40 Subcommittee*

8850 Sunset Boulevard EIR, City of West Hollywood, California. Serving as noise task manager/analyst for the EIR for a new mixed-use commercial and residential building on the Sunset Strip. The new 15-story building would include 115 hotel guestrooms, a new nightclub space (replacing the existing Viper Room building), 31 market-rate condominiums, and 10 income-restricted units. Nearby land uses include an elementary school, entertainment venues, multifamily residential buildings, offices, and other commercial uses. Key issues evaluated in the noise section included potential noise impacts at nearby noise-sensitive receivers (residences, an adjacent hotel and a school).

Rory M. Shaw Wetlands Park Project, Los Angeles County Public Works, California. Serving as task manager for noise and vibration. Dudek is preparing CEQA documentation for the conversion of a 46-acre, non-operating, inert construction debris landfill into a constructed wetlands park. The park would provide flood control, habitat, recreation, and water quality enhancements, including a 21-acre detention pond, 10 acres of wetlands, and 15 acres of recreational space. The proposed project would include recreational amenities, including a soccer field, exercise station, tennis courts, basketball courts, and a picnic pavilion. As part of the project's environmental analysis, issues of concern included potential noise and vibration effects from proposed deep dynamic compaction (DDC) activities, as well as proposed changes involving soil import/export, on-site and off-site rock crushing and other construction activities.

Cartwright Family Apartments HUD EA, Orange County Department of Housing and Community Development, Irvine, California. Served as noise task manager. Conversion of a vacant four-story commercial building into a 60-unit affordable housing community for families including Permanent Supportive Housing units designed to accommodate households who meet the Mental Health Services Act eligibility criteria whom are experiencing homelessness. The project was partially funded using HUD project-based vouchers, requiring the project to undergo NEPA review. Prepared the HUD noise analysis using the Department's DNL Calculator noise estimation tool, and summarized the results in a brief noise memo. The NEPA review was successfully completed in time for the project to receive HUD funding.

Orange County Sanitation District Facilities Master Plan, Project No. PS17-08. As task manager, oversaw and assisted in the noise and vibration analysis and reporting for the project's Program EIR for the Sanitation District's 2017 Facilities Master Plan. The analysis covers projects included in a 20-year Capital Improvement Program to ensure that the Sanitation District can sustain its infrastructure, meet future regulatory requirements, and continue to provide a reliable service to the public. These include facilities at Reclamation Plant No. 1 in Fountain Valley, Treatment Plant No. 2 in Huntington Beach, the sewer collection system, and improvements at various pump stations. All 75 project- and program-level projects were evaluated quantitatively at either a project-level or representative project approach.

Ladd Canyon Bridge Replacement Project MND, County of Orange, California. Served as task manager of the noise analysis for the CEQA and Caltrans National Environmental Policy Act (NEPA) compliance process. Prepared MND noise section pursuant to the instructions outlined in the Caltrans Local Assistance Procedures Manual. The project involves the replacement of an existing bridge with a precast concrete bridge located 2.2 miles east of Santiago Canyon Road.

Plano Forcemain CEQA Services, Santa Margarita Water District, Irvine, California. Prepared the noise and vibration analysis for the relocation of the Plano lift station force main from underneath Tijeras Creek onto a new bridge crossing the creek. The bridge would be built within the District's existing 100-foot wide permanent easement. The project would also include the construction of a new lift station and 3-inch to 6-inch diameter sewer line in the Cañada Vista Park for new sewer service at the park.

Dennis Pascua

SENIOR TRANSPORTATION PLANNER

Dennis Pascua is a senior transportation planner and Dudek's transportation services manager with 28 years' experience in transportation planning/engineering throughout California. Mr. Pascua has successfully managed a variety of projects for local agencies and private developers, including traffic and circulation impact analyses and parking demand studies in both highly urbanized and rural areas. He is highly experienced with California Environmental Quality Act/National Environmental Policy Act and transportation topics and policies surrounding vehicles miles traveled, active transportation, context sensitive solutions, and complete streets. Mr. Pascua also offers an international perspective, having managed transportation planning projects in the Philippines, Japan, and the United Arab Emirates.



Education

*University of California, Irvine
BA, Social Ecology
(Environmental Analysis and Design)*

Professional Affiliations

*Institute of Transportation Engineers
Association of Environmental Professionals
American Planning Association*

Project Experience

Municipal

Orange County Sanitation District Facilities Master Plan Project, No. PS17-08, Orange County, California. Managed the in-house Transportation team that prepared programmatic- and project level traffic analyses for the Program EIR for the Orange County Sanitation District Facilities Master Plan. The traffic analyses consisted of trip generation and VMT analyses for programmed projects included in a 20-year Capital Improvement Program to ensure that the Sanitation District can sustain its infrastructure, meet future regulatory requirements, and continue to provide a reliable service to the public. It is composed of projects necessary to upgrade, replace, and rehabilitate aging facilities across the Sanitation District's system in central and northern Orange County. These include facilities at Reclamation Plant No. 1 in Fountain Valley, Treatment Plant No. 2 in Huntington Beach, the sewer collection system, and improvements at various pump stations. The project area spans 15 cities as well as jurisdictional areas in the County of Orange.

LADWP On-Call Environmental Services, Los Angeles, California. Managed the in-house team that prepared Traffic Impact Analysis (TIAs) for the following projects prepared under an on-call contract with the City of Los Angeles Department of Water and Power (LADWP), the nation's largest municipal utility: Power Plant 1 and Power Plant 2 Transmission Line Conversion; Tujunga Central Groundwater Station; North Hollywood Groundwater Station; De Soto Avenue Trunk Line Replacement; De Soto Water Tanks; and Van Norman Complex Vegetation and Maintenance Projects. The TIAs prepared, or currently being prepared, involve the analysis of construction-related traffic and potential lane closures on major public thoroughfares. Construction mitigation measures include the preparation of a Construction Traffic Management Plan that includes traffic control plans for roadway construction, and transportation demand management for construction worker traffic. Dudek has also coordinated with the Department of Transportation and Bureau of Engineering on those projects.

LACSD On-Call Environmental Services, Los Angeles County, California. As part of an on-call contract with the Los Angeles County Sanitation Districts (LACSD), Mr. Pascua managed the TIA for the Stormwater Capture System at

Puente Hills Material Recovery Facility in County Sanitation District No. 2 to meet the Industrial General Permit's industrial stormwater requirements. The project would primarily involve construction of a proposed basin and supporting conveyance facilities (piping) that would involve grading, excavating, and fencing. The TIA analyzed the potential traffic impacts for the temporary construction phase of the project, which would generate construction-related traffic (due to construction workers, vendor trucks, and haul trucks) to and from the project site.

Land Development

Ball Road Basin EIR, Anaheim, California. Managed and prepared the traffic impact analysis (TIA) for the rezoning of 19 acres of Open Space (an existing empty/unused groundwater basin) to General Commercial uses on Orange County Water District property in the City of Anaheim. Transportation issues for this project include coordination with Caltrans and the adjacent City of Orange. The study area consists of over 40 intersections and 30 roadway segments, including the SR 57 freeway from I-5 to SR 91. The Anaheim Transportation Analysis Model (ATAM) was used for this analysis. In addition, Caltrans operations analyses were conducted for freeway mainline lanes, freeway on-ramp metering, and merge-diverge segments.

Montclair Place District Specific Plan, Montclair, California. Managed the in-house Transportation team that prepared the Traffic Impact Analysis (TIA) that identified potential project-related traffic impacts associated with the buildout of the Montclair Place District Specific Plan (MPDSP), on an approximately 104.35-acre project site in downtown Montclair. The TIA was prepared per the requirements of the City, San Bernardino County Transportation Authority (SBCTA), and Caltrans requirements; and, included a vehicle miles traveled analysis per Senate Bill 743 (SB 743). The TIA comprised a study area of 60 intersections spread over four cities and two counties. A key feature of the MPDSP would provide for the construction of a pedestrian-oriented, mixed-use downtown district, with structured parking facilities through a series of planned phases. At buildout of the MDPSP, the following uses would be operating on the project site: 5,366 mid-rise residential units; 955 high-rise residential units; 331,056 square feet (SF) of general office; 201,452 SF of medical offices; a 250 room hotel; 74,030 SF of civic uses; 1,170,853 SF shopping center uses; 72,682 SF of retail uses; and, a 109,836 SF movie theater.

Recreation

Marsh Park Access Evaluation and Recommendations, Mountains Recreation and Conservation Authority, Los Angeles, California. Conducted an evaluation of the existing access conditions at the driveways in Marsh Park in the City of Los Angeles. The project was intended to address safety concerns at the park access including obstructed sight distance, failure of vehicles to yield to bicyclists and pedestrians, and lack of visibility for drivers to see when park gates are closed. Provided recommendations to improve safety for park users including placement of stop signs, reflective markers for park gates, and signage to alert drivers to the presence of pedestrians. Recommendations were made consistent with guidance provided in the California Manual of Uniform Traffic Control Devices.

Energy

Gen-Tie Routes for Edwards Air Force Base Solar Enhanced Use Lease Project, Kern County, California. Managed the in-house Transportation team that prepared a traffic impact analysis (TIA) that identified potential construction-related traffic impacts associated with the proposed 230-kilovolt gen-tie route options for the Edwards Air Force Base (EAFB) solar generation site. The TIA evaluated existing traffic conditions, including roadway segment and intersection levels of service along or in proximity to the gen-tie route options; estimated trip generation and trip characteristics for construction-related activities of the gen-tie options; analyzed the potential for traffic impacts to occur as a result of construction of the gen-tie; described the significance of the potential impacts; and, identified mitigation measures, for construction-related traffic impacts.



Delia Votsch, PE

Senior Engineer

EDUCATION

Bachelors of Science, Civil Engineering,
Drexel University, 2015

PRESENTATIONS

Developing SB 743 Guidelines – APA Orange
County Chapter (2020)
Deciphering SB 743: Basics and Perspectives –
WTS Inland Empire (2020)

SB 743 and VMT – RSB ITE, 2020

Advanced CEQA Workshop – AEP, 2021

EXPERTISE

- General and Specific Plans
- Transportation Impact Analysis
- Complete Streets Planning & Design
- Travel Demand Forecasting
- Vehicle Miles Traveled
- Transportation Demand Management

REISTRATIONS

Licensed Civil Engineer, State of California
(C 90171)

ABOUT

Delia is a senior engineer with six years of experience. She is originally from Philadelphia; she began her career in the Walnut Creek office and has spent the past two years in the Orange County office. She was drawn into transportation engineering because of the potential to improve the built environment and to solve exciting and complex problems. She has managed and worked on a variety of projects. Delia brings a unique perspective of having lived and worked in different communities, with a commitment to serving those communities and her clients.

PROJECT EXPERIENCE

Old Towne Orange Parking Study (Orange, CA)

Delia is currently leading a parking study in Old Towne Orange. The study will evaluate existing and future parking demand in Old Towne Orange, including Glassell Street.

North Orange County VMT Implementation (Orange County, CA)

Delia led the SB 743 implementation for seven north Orange County cities, including the City of Yorba Linda. The project included evaluating VMT methodology, thresholds, screening criteria and mitigation related to the implementation of SB 743. Delia has led the development of a spreadsheet VMT calculator, authored multiple technical memos and given presentations to the project team.

CSU Fullerton Master Plan EIR (Fullerton, CA)

Fehr & Peers prepared a traffic study for the EIR for the CSU Fullerton Master Plan campus expansion. Delia oversaw the completion of the transportation chapter of the EIR, which included VMT assessment and a review of on-site circulation, including bikes and pedestrians.

SBCTA Countywide VMT Implementation (San Bernardino County, CA)

Fehr & Peers worked with SBCTA to support all jurisdictions in San Bernardino County, including Loma Linda, to establish consistent VMT methodology and thresholds for implementation of SB 743. Delia has prepared vehicle miles traveled (VMT) estimates using the SCAG and SBTAM models, coordinated project meetings, and prepared summary memorandums and presentations.

La Habra Neighborhood Traffic Calming (La Habra, CA)

Delia is working with the City of La Habra to identify neighborhood traffic calming needs in three neighborhoods in the City. The project includes data collection, meetings with residents of each neighborhood, development of traffic calming recommendations, and coordination with City staff.



Jason Pack, TE

Principal

EDUCATION

Bachelor of Science in Civil Engineering,
University of California, Davis, 1999

REGISTRATIONS

Licensed Traffic Engineer, State of California
(TR2402)

PRESENTATIONS

Multi-Modal Levels of Service – ULI SCIC
Innovative Interchange Designs – District 8
Professional Liaison Committee Meeting,
2011

Parking Strategies and GIS Based Parking
Analysis – SCAG Toolbox Tuesday, 2011
Roundabout Operations and Feasibility –
ASCE national webinar series, 2011 and 2012

ABOUT

Mr. Pack began working for Fehr & Peers after receiving his degree in Civil Engineering from the University of California, Davis in 1999. He worked in the Bay Area market for over four years and worked in the Sacramento market for another five years before moving to Southern California in 2008. He has worked on a wide variety of transportation projects, from general plans and specific plans to detailed corridor, interchange, and signal coordination studies. Additionally, he has applied or developed travel demand forecast models on over 50 projects in the State of California. Jason services our clients throughout Southern California and Arizona, with projects from Bakersfield to San Diego, and Phoenix to Long Beach. Jason has had papers/presentations accepted to the TRB National Roundabout Conference, the ITE National Conference, and the California APA Conferences. Jason also teaches two classes for the ASCE national webinar series on Roundabout Feasibility Assessment and Process of Signal Coordination.

PROJECT EXPERIENCE

CEQA/NEPA Assessment

Jason has completed transportation assessments for over 150 projects dictated by either CEQA or NEPA. These included impact assessment to support negative declarations, transportation sections for EIRs, and transportation sections for EISs or joint EIR/EISs.

In addition, Jason assisted in developing transportation impact analysis guidelines and a travel demand management manual for the California State University Statewide System, which is defining the state of the practice and recommended procedures for assessment of CSU projects.

Jason is also the Southern California leader in assisting jurisdictions with SB 743 implementation. Jason has been the Principal-in-Charge on all efforts out of the OC Office, including major endeavors for WRCOG, SBCTA, the CSU System, the North Orange County Collaborative. Some other example projects include the following:

- SBCTA SB 743 Countywide VMT SB 743 Implementation, CA
- CSU SB 743 Guidelines, CA
- County of San Bernardino Transportation Impact Study Guidelines, CA
- Corona SB 743 Implementation, CA
- Eastvale SB 743 Implementation, CA
- Moreno Valley SB 743 Implementation, CA
- Temecula SB 743 Implementation, CA

Specific Plans/Master Plans/Corridor Plans

Jason has completed assessment for more than 20 specific plans, master plans, and corridor plans. Key projects are identified below:

- CollegeTown Specific Plan – Assessing redevelopment of the block south of the Cal State Fullerton Campus including the closure of Nutwood Avenue, application of a streetcar through the project, and mixed-use development on the site (including Hope International University, retail, housing, and other development opportunities)
- Beach Boulevard Corridor Specific Plan - Evaluated a land use plan along Beach Blvd in Anaheim including vehicle and multi-modal capacity assessment
- MAG High Capacity Transit Corridors Sustainability Study – Evaluating the benefits of providing transit oriented development along the high capacity transit corridors in the greater Phoenix area
- Long Beach Boulevard Corridor Specific Plan – Completing the transportation recommendations and assessment for this corridor in the City of Long Beach including extensive multi-modal assessment
- Cal Poly Pomona Master Plan – Completed the transportation recommendations and assessment of the proposed University Master Plan
- Holt Boulevard Corridor Plan – Assessing the corridor in the City of Ontario to consider multi-modal opportunities along the corridor (including a Bus Rapid Transit application)
- Wine Country Community Plan – Assisted Riverside County in developing a travel demand forecasting model and evaluation of the plan for the Temecula Wine Country Area
- San Bernardino Bus Rapid Transit TOD Overlay Study – Assisting in developing transportation strategies in support of TOD along the SBx BRT system

General Plans

Jason has worked on a wide variety of General Plans throughout the state of California, including:

- City of Carlsbad
- City of Redlands
- City of Corona
- County of San Bernardino
- City of Fountain Valley
- City of Moreno Valley
- City of San Marcos
- City of Chico
- City of Saratoga
- City of Rancho Cordova

Most of these projects included Complete Street elements, extensive travel demand forecasting, and some level of multi-modal transportation assessment.

Interchange and Corridor Studies

Jason has completed the Traffic Report for numerous transportation infrastructure studies throughout California. The most notable of these studies are described below:

- Monterey Avenue Signal Coordination Study – Palm Desert
- OCTA Main Street Grade Separation Study – Orange
- OCTA Ball Road Grade Separation Study – Anaheim
- Rock Springs Bridge Study – San Bernardino County
- Avenue 66 Grade Separation Study – Riverside County
- SR-32 Project Study Report (PSR) - Chico

Travel Demand Model Development

Jason has completed applied or completed travel demand models on over 50 projects in the State. His use of models has given him an extensive understanding of forecasting and its integration with operations assessment. Some of his notable projects are summarized below:

- Temecula Wine Country TransCAD TDF Model Development
- City of Upland TransCAD TDF Model Development
- Kern COG Voyager 4-D TDF Model Enhancement
- Tulare CAG Voyager 4-D TDF Model Enhancement
- Butte County TransCAD TDF Model Development
- Grass Valley TransCAD TDF Model Development
- Rancho Cordova Sub Area TP+/MINUTP TDF Model Development
- MAG Sustainability Study – Direct Ridership Forecasting Development

Parking Assessment

Jason has completed numerous parking assessments. Key studies are identified below:

- Downtown Roseville Parking Management Plan – Developed a GIS-based shared parking model to assess parking demand in the downtown area
- Downtown Fullerton Parking Management Plan
- Cupertino City Center Shared Parking Assessment
- San Bernardino TOD Overlay Parking Code Development



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COST PROPOSAL

ENVIRONMENTAL SERVICES ORANGE PLAZA PASEO

CITY OF ORANGE

OCTOBER 1, 2021

2280 Historic Decatur Road, Suite 200 / San Diego, CA 92106 / 619.591.1370

DUDEK

Dudek Labor Hours and Rates

Project Team Role:	Project Director/ Environmental	Specialist IV	Specialist IV	Analyst III	Specialist V	3D Graphic Artist	Senior Specialist II	Senior Specialist I	Senior Specialist IV	Specialist IV	Specialist I	Analyst III	Project Director/ Environmental	Specialist III	Specialist III	Specialist II	Technician IV	Senior Specialist I	Specialist I	Technician II	GIS Analyst IV	Technical Editor II	Publications Specialist II	Total Dudek Hours	Dudek Labor Costs	Subconsultant	Other Direct Costs	Total Fee
Team Member:	Rachel Struglia	Andrew Talbert	Caitlin Munson	Lilli Renier	Joshua Saunders	Paul Calliguri	Jennifer Reed	Matthew Morales	Mark Storm	Michael Carr	Connor Burke	Pedro Vitar	Dennis Pascua	Sabita Tewani	Sarah Corder	Allison Lyons	Nicole Frank	Adam Giacinto	Linda Kry	Technician II	Andrew Greis	Technical Editor II	Publications Specialist II					
Billable Rate:	\$245	\$170	\$170	\$100	\$180	\$180	\$200	\$190	\$230	\$170	\$130	\$100	\$245	\$160	\$160	\$145	\$90	\$190	\$130	\$70	\$160	\$130	\$95					
Task 1: Project Initiation	2	16	8	16																	6			48	\$7,130		\$112	\$7,242
Task 2: Technical Analyses																												
2.1: Aesthetics and Visual Sims					32	40																		72	\$12,960			\$12,960
2.2: Air Quality and Greenhouse Gas Emissions							6	34																40	\$7,660			\$7,660
2.3: Cultural Resources																												
2.3.1: Built Environment															8	12	48							68	\$7,340			\$7,340
2.3.2: Native American Consultation Support																		8	12	8				28	\$3,640		\$230	\$3,870
2.4: Noise				8					6	39	33	10									5		2	103	\$15,090		\$100.80	\$15,190.80
2.5: Transportation		8											8	12										28	\$5,240	\$33,597.25		\$38,837.25
Subtotal Task 2		8		8	32	40	6	34	6	39	33	10	8	12	8	12	48	8	12	8	5		2	339	\$51,930		\$330.80	\$85,858.05
Task 3: Draft MND																												
3.1: Admin Draft MND		16	6	48			2	9								4	4	4	8	4	12	25	8	150	\$19,600			\$19,600
3.2: Screencheck Draft MND		8		12																		12	6	38	\$4,690			\$4,690

Dudek Labor Hours and Rates

Project Team Role:	Project Director/ Environmental	Specialist IV	Specialist IV	Analyst III	Specialist V	3D Graphic Artist	Senior Specialist II	Senior Specialist I	Senior Specialist IV	Specialist IV	Specialist I	Analyst III	Project Director/ Environmental	Specialist III	Specialist III	Specialist II	Technician IV	Senior Specialist I	Specialist I	Technician II	GIS Analyst IV	Technical Editor II	Publications Specialist II	Total Dudek Hours	Dudek Labor Costs	Subconsultant	Other Direct Costs	Total Fee			
Team Member:	Rachel Struglia	Andrew Talbert	Caitlin Munson	Lilli Renier	Joshua Saunders	Paul Calliguri	Jennifer Reed	Matthew Morales	Mark Storm	Michael Carr	Connor Burke	Pedro Vitar	Dennis Pascua	Sabita Tewani	Sarah Corder	Allison Lyons	Nicole Frank	Adam Giacinto	Linda Kry	Technician II	Andrew Greis	Technical Editor II	Publications Specialist II						Fehr & Peers		
Billable Rate:	\$245	\$170	\$170	\$100	\$180	\$180	\$200	\$190	\$230	\$170	\$130	\$100	\$245	\$160	\$160	\$145	\$90	\$190	\$130	\$70	\$160	\$130	\$95								
3.3: Public Review Draft MND		8	4	8														2	2		4	8	8	44	\$5,920		\$103.50	\$6,023.50			
Subtotal Task 3		32	10	68			2	9								4	4	6	10	4	16	45	22	232	\$30,210		\$103.50	\$30,313.50			
Task 4: Response to Comments and MMRP		10	4	20																	2	20	12	68	\$8,440		\$172.50	\$8,612.50			
Task 5: Meetings and PM	4	36																						40	\$7,100		\$224	\$7,324			
Total without Optional Tasks																									\$139,350.05						
Task 6: Optional Task AES-1: Additional Visual Simulations	2	10	2													6	6							26	\$3,940	\$2,403.50	\$112	\$6,455.50			
Task 7: Optional Task PM-1: Stakeholder Meeting						6																		6	\$1,080			\$1,080			
Total with Optional Tasks																									\$146,885.55						



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July 28, 2021, *revised September 8, 2021*

Marissa Moshier
Historic Preservation Planner
Community Development Department
City of Orange
300 E. Chapman Ave.
Orange, CA 92866



Dear Ms. Moshier:

Thank you for the invitation to prepare a proposal to prepare a streetscape design study for the two blocks of Glassell Street north and south of the historic Plaza Park. These two blocks are at the center of Old Towne Orange, which is the “heart and soul” of Orange and of immense importance to the City’s identity, economy and culture. Permanent changes to the street to increase the amount of space available for outdoor dining, retail and simple enjoyment in public space are at once a major opportunity for transformation, vibrancy and prosperity and a complex design challenge which requires a strong process and skilled team.

40 E COLORADO BOULEVARD

SUITE B

For over forty-five years, The Arroyo Group has practiced as a boutique planning and urban design firm with a particular specialty in designing and planning for the revitalization of historic downtown districts across Southern California and the Southwest. From the earliest foundations of the firm preparing the Plan for Old Pasadena and continuing today with our work across the historic citrus belt from Pasadena to Riverside, we have created places for people that build upon the unique physical attributes of a community as well as its distinctive sense of identity and history. At the end of the 2000’s, we were privileged to work with the Old Towne Orange community to prepare the Santa Fe Depot Specific Plan, which was adopted by the City Council in September 2012.

PASADENA

CALIFORNIA

91105-1902

VOICE 626 795.9771

The following pages provide a brief understanding of the services required, the associated task list and cost, resumes of key staff and example projects. While due to the response timeline, our response is brief, if you need more detailed scope of work information, additional qualifications, or have any other questions, please do not hesitate to contact me at the phone number or e-mail listed below. We are also certainly open to amending this proposal to meet the City’s needs based on discussion and agreement.

Again, thank you, and I look forward to hearing from you.

Sincerely,

Philip Burns, AICP, Principal
323.382.2402, phil@arroyogroup.com

1. Firm Profile

The Arroyo Group is a 45 year-old professional planning and urban design firm that provides services to both public and private sector clients. Planning that is responsive to the client's program, to the site, and to the larger community is a key to successful projects. At The Arroyo Group, we seek to balance diverse interests and inspired design with economic realities. We design revitalized downtowns, dynamic districts, livable neighborhoods and inviting public spaces that build on the unique physical attributes of a community as well as its distinctive identity and character.

The Arroyo Group Philosophy

The Arroyo Group derives its name and approach from the Arroyo Guild, an assembly of turn-of-the-century California architects, planners, engineers, artists, craftsmen, and performing artists who lived along the Arroyo Seco in Pasadena. Common to all their creative efforts was a careful consideration for the unique beauty and meaning of the environment in which they worked, and an overriding concern for quality, craftsmanship and detail. Their association was characterized by intense dialogue across traditional professional boundaries, and mutual respect for the contribution each could make to the other's work. The Guildsmen left a legacy of work that is to this day functional and beautiful in itself and in its setting.

Much like the Arroyo Guild, our team members work together because we have the shared belief that sensitive and workable relationships between people and the environment can be achieved today and integrated with the sound social and fiscal considerations so essential to successful design, planning and development. Our practice strives to reflect the spirit of the Arroyo Guild through a respect for quality and detail, and by tapping the wisdom and experience of individuals of varying professional and experiential backgrounds. Our concern is for the lasting value of our plans to our clients and their communities.

Most important to The Arroyo Group team is the creation of plans that respect, reflect and create a unique sense of place, and are responsible to the realities of existing and potential market demand and that meet community needs and aspirations. It is the actual revitalization of communities in which we take our greatest pride. Plans do get built.

Highlighted Projects

- The Plan for Old Pasadena, Pasadena Heritage
- Pasadena Playhouse District Streetscapes and Alley Walkways Plan, City of Pasadena
- Pasadena Civic Center/Mid-Town District Design Plan, City of Pasadena
- Santa Fe Depot Specific Plan, City of Orange
- Mission Street Conceptual Design, City of San Marino
- Glendora First/Last Mile Concept Refinement, City of Glendora
- Inglewood Transit-Oriented Development Plans, City of Inglewood
- First/Last Mile Plan for the Foothill Gold Line Extension Phase 2B, LA Metro
- Tweedy Boulevard and Hollydale Village Specific Plans, City of South Gate
- Heart of Norwalk Vision Plan, SCAG/City of Norwalk
- Old Town La Verne Specific Plan, City of La Verne

References:

- Steven Mateer, Transportation Manager
City of Glendora
(626)852-4846
smateer@cityofglendora.org
- Richard Rojas, Assistant City Manager
City of Norwalk
(562)959-5700x5368
rrojas@norwalkca.gov
- David Reyes, Planning Director
City of Pasadena
(626)744-7171
davidreyes@cityofpasadena.net



Colorado Boulevard Old Pasadena Pasadena, CA

2. Scope of Services

Understanding of the Assignment

The City of Orange has maintained two blocks of Glassell Street, from Almond Avenue to the Plaza, and from the Plaza to Maple Avenue, closed to vehicular traffic since July 2, 2020 in order to provide outdoor space for restaurants and other retail establishments affected by the COVID-19 pandemic. We understand that the resultant environment that has been created, the Orange Plaza Paseo, has been well received by the businesses, community and City Council. As a result, City Council directed staff to begin a study for longer-term options of maintaining increased outdoor dining and retail around the Plaza and on Glassell Avenue. As COVID-19 restrictions expire and pressure mounts to return to “normal,” time is of the essence in setting a framework and vision for the next step in the evolution of Glassell Avenue.

It is easy to see why the Paseo has been so successful. Located in a vibrant area with a walkable street pattern and high concentration of restaurants, bars and antique stores, Glassell Avenue nevertheless had a few weaknesses which the Paseo has addressed directly:

- Narrow sidewalks which do not possess sufficient width to allow outdoor dining, and historic buildings which cannot be modified to
- A roadway which, though not wide, is still wider than required to accommodate its traffic lanes and parking. The width of the street and presence of on-street parking on both sides reduces opportunities for crossing, focusing those only on mid-block crossings located 200'-300' from intersections
- Lack of a design feature (other than overhead banners) which distinguishes the street from others around the Plaza and encourages those in and around the Plaza to venture down the street.

Long-term, year-round retention of the Paseo as a pedestrian mall would give the City maximum design flexibility and the opportunity to address these weaknesses in a permanent and comprehensive fashion. However, permanent closure of streets to vehicles also causes challenges in terms of visibility, access and circulation pattern modifications. Many communities have struggled to maintain economic vibrancy on streets which have been converted in this fashion.

City staff has thus proposed three scenarios for evaluation:

- An annually recurring seasonal closure of the study area to vehicular traffic, allowing outdoor dining/retail in the street. Time of year and length of the seasonal closure is to be determined.
- A permanent, year-round closure of the study area to vehicular traffic, allowing outdoor dining/retail in the street.
- Expansion of the existing sidewalks and pedestrian amenities, including removal of on-street parking spaces, to allow additional area for outdoor dining/retail. Glassell Street remains open to vehicular traffic.

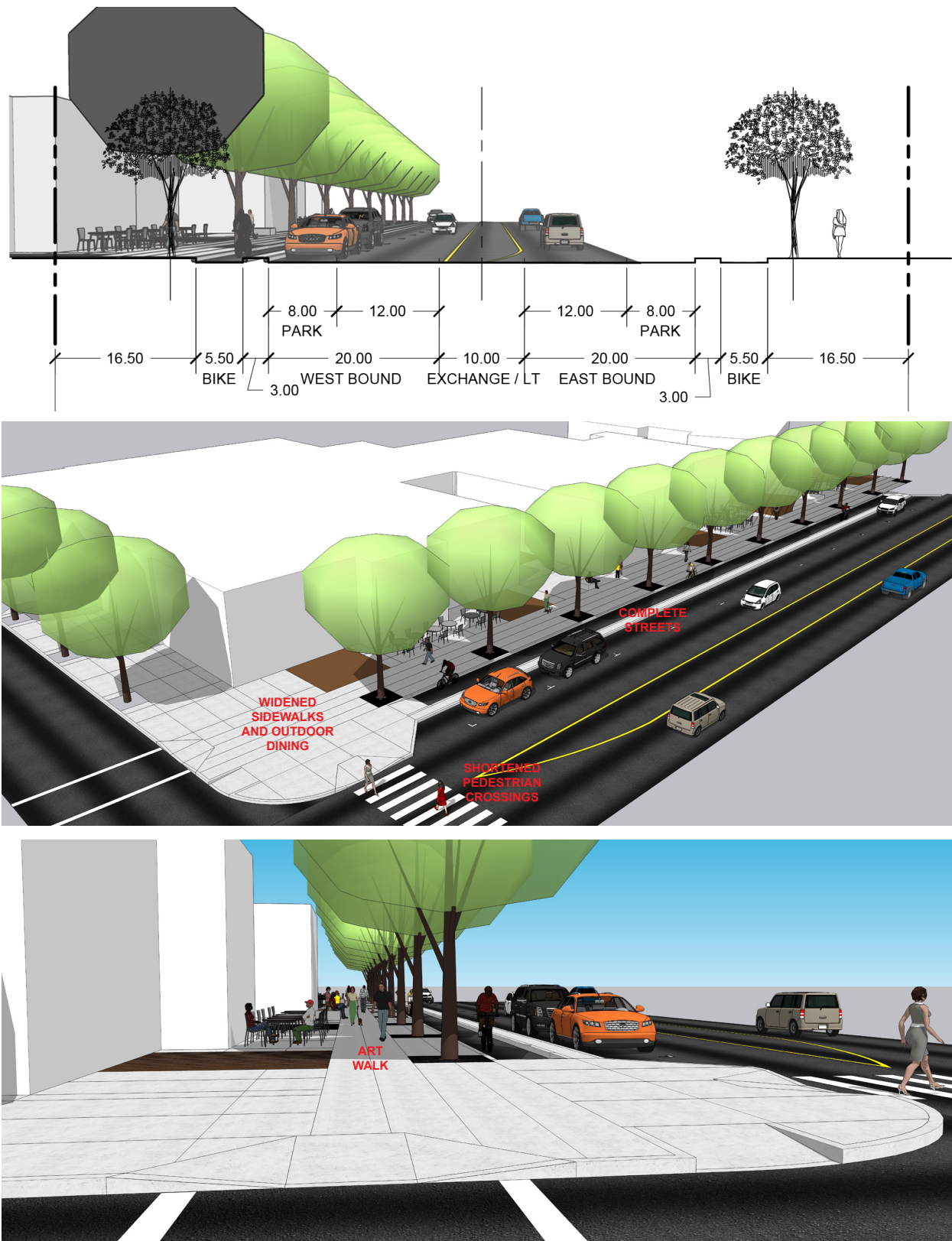
We also recommend that the City consider a shared street, potentially with one way traffic, as a variation on one of the above options to retain vehicular access and visibility while recapturing more space for people and enabling free and easy crossing of the street.

As planners and designers based in Old Pasadena and familiar with working in historic environments, we will ensure that the scenarios that we explore and develop are responsive to Old Towne's significant urban design characteristics including:

- Plaza Park as a unique traffic circle, focal point to the district, and view terminus from all portions of Glassell Street and Chapman Avenue
- The rectilinear street grid
- Orientation of buildings to Glassell Street
- The scale of the district, with a consistent building façade at the property line, one to two story heights, wide employment of awnings
- Variety of architectural styles and building materials, with most significant styles being those employed on American commercial main streets from the 1880's to 1930's
- Artifacts of and mementos to the City's citrus history

However, it is the community of Orange, in particular the Old Towne Preservation Association, which best understands what about Old Towne Orange's urban environment most resonates with the community. Through stakeholder interviews and potential engagement meetings, we intend to draw inspiration from the community to develop appropriate structures and elements for the streetscape design.

2. Scope of Services



Corridor Re-purposing Studies and Visualization

2. Scope of Services

Work Plan

Our proposed work plan is described through the Our proposed work plan is described through the task list, budget and schedule in Figure 1. The task list addresses the requirements of the scope of work described in the RFP and is further described below.

Task 1 (Project Kick-Off Meeting) will include both a kick-off meeting and discussion of an appropriate community engagement strategy. The Arroyo Group has years of experience with a broad variety of in-person and virtual community engagement methods including open houses, town hall meetings, breakout sessions, pop-up events, surveys, virtual workshops, videos and social media campaigns.

Task 2 (Site Conditions Assessment) will combine field observation with the City, historical background research, and small stakeholder group meetings or individual interviews to identify the key features of the existing historic environment to be preserved and opportunities and challenges for the three streetscape design options. We will express our findings through a memorandum with annotated historic and current photographs that will help express concepts in the presentation.

Task 3 (Streetscape Design Options) will focus on developing one annual seasonal closure option to a conceptual (10% design) level. The options will address major systems such as circulation, roadway and sidewalk areas, curbs/vertical barriers, and areas for landscaping, furniture, outdoor dining, parking, drop-off and other programs, including events. They will provide a character direction for particular streetscape elements such as lighting, furniture, paving, etc. that would be installed by the City. Our experience shows that it is best to study the design at a smaller scale in a prototypical segment, rather than focusing large amounts of energy at designing the entire corridor before the general direction is set. The smaller scale enables us to explore and express the feel and programming of the corridor at the human scale. In order to ensure that prototypical concepts can be applied across the entire study area, however, we will also prepare concept support diagrams indicating prototype application locations at the full project area scale.

In addition, our team will prepare parklet prototype designs to help streetscape dining and retail spaces expand into existing parallel parking spaces. All design features would be moveable or removeable in application and may also include new art and placemaking ideas, as well as potentially new greening and shading features. Our team will collaborate with Public Works and other relevant City departments to ensure new parklet designs include all needed safety considerations while also being aesthetical-

ly pleasing. We will develop three (3) unique concept directions exploring a range of elements, programming, and permanence. Concept plans for the parklets will express the proposed layout and arrangement of new temporary elements such as: painting / striping, site furniture, planter pots, artwork / art intent, prefabricated shade structures / umbrellas, protective vehicular barriers, raised / pedestal paving areas, and any other elements needed to complete a comfortable and unique outdoor seating space. We assume the designs will be applied to standard parallel parking space conditions only.

Parklet guidelines will be prepared to ensure clear standards of development and clear roles and responsibilities related to design and implementation of the spaces. We will draw upon previous guidelines documents and work with the City to ensure the desired regulation is clear and enforceable within the document.

Task 4 (Response to City Comments and Final Presentation) will involve the revision of conceptual design information and the application of prototypical plans to the entire study area based on City comments. A final presentation will be made to City staff.

Schedule

We have proposed a seventeen-week schedule to complete the project. However, there will be numerous points of collaboration and coordination throughout the project, so that City staff will be able to update decision-makers and other interested parties throughout:

- Field visit, identification of opportunities and constraints, and historic findings (Weeks 2-3)
- City work Session (Week 4-5)
- City Design Presentation – draft (Week 12)
- City Design Presentation – final (Week 17)

Further detail on the scope of work can be made available upon request and/or through discussion with City staff.

Management

Philip Burns, AICP, is the principal-in-charge for the project. He will oversee the overall project and guide community engagement. His resume and qualifications are given on page 8.

Lance Lowrey, ASLA is the landscape design lead and day-to-day project manager for the project. Lance is a seasoned landscape architect and project manager and will personally conduct most of the design work with support from support staff. His resume and qualifications are given on page 10.

2. Scope of Services

Figure 1 - Scope Tasks and Budget
Orange Plaza Paseo Streetscape Design Study

	Project Schedule (weeks)	THE ARROYO GROUP						TEAM
		PLANNING AND LANDSCAPE	\$175 Principal	\$175 Co-founder / Senior Design Advisor	\$135 Sr Associate - Landscape	\$100 Associate - Planning	\$100 Associate - Project Urban Designer	
TASK 1: PROJECT KICK-OFF MEETING	1							\$1,640
1.1 Kick-Off Meeting		2				2		\$820
1.2 Community Engagement Strategy		2		2		2		\$820
TASK 2: SITE CONDITIONS ASSESSMENT	2							\$10,640
2.1 Field Visit and Summary Report		4	4	8		4		\$2,880
2.2 Historic Info Collection and Available Data Review		2	4	8	8			\$2,930
2.3 Stakeholder Interviews		4		4				\$1,240
2.4 Historic Findings Summary Brief		2	4	4	16	4		\$3,590
TASK 3: STREETSCAPE DESIGN OPTIONS	8							\$31,225
3.1 Project Coordination (bi-weekly meetings)		4		8				\$1,780
3.2 City Worksession		4		4		4		\$1,640
3.3 Prototype Plan and Section Studies - Option 1 (Seasonal Vehicular Closure)		1		16		16		\$3,935
3.4 Prototype Plan and Section Studies - Option 2 (Permanent Vehicular Closure)		0		0		0		\$0
3.5 Prototype Plan and Section Studies - Option 3 (Streetscape Expansion)		0		0		0		\$0
3.6 Street Closure Systems and Research		1		4		4		\$1,115
3.7 Street Furniture - Overall Strategy, Palette Selection, and Placement Studies		1	6	16		24		\$5,785
3.8 Signage - Application Strategies		1	4	4		4		\$1,815
3.9 Event & Programming Matrix		1		4		4		\$1,115
3.10 Concept Support Diagrams (eg programming/activity locations, circulation, etc)		1		2		4		\$845
3.1.1 Parklet Conceptual Design Prototypes (3 unique options)		1		16		16		\$3,935
3.1.2 Draft Parklet Guidelines		8		16		24		\$5,960
3.1.3 Draft Report		1		8		12		\$2,455
3.1.4 City Design Presentation (options)		1		2		4		\$845
TASK 4: RESPONSE TO CITY COMMENTS AND FINAL PRESENTATION	6							\$24,415
4.1 Final Plan and Sections - Option 1 (Seasonal Vehicular Closure)		4		16		24		\$5,260
4.2 Final Plan and Sections - Option 2 (Permanent Vehicular Closure)		0		0		0		\$0
4.3 Final Plan and Sections - Option 3 (Streetscape Expansion)		0		0		0		\$0
4.4 Final Event & Programming Application Diagram		1		4		4		\$1,115
4.5 Final Parklet Conceptual Design Prototypes		1		16		24		\$4,735
4.6 Final Parklet Guidelines		4		8		12		\$2,980
4.7 Final Report		1		6		20		\$2,985
4.8 City Design Presentation (final)		4		2	4	8		\$2,170
4.9 Community Meeting and Summary Report		4		2	4	8		\$2,170
4.10 3D Renderings (one)								\$3,000
Total Labor Hours		60	22	182	32	228		
								\$67,920
Non-Labor Expenses								\$200
TOTAL								\$68,120
ADDITIONAL SCOPE:								
3-12 Community Meeting and Summary Report		4		2	4	8		\$2,170
3-13 On-Street Pop-Up Survey		4		2	4	8		\$2,170
3-14 Renderings (each)								\$3,000

Terms and Exclusions

The Arroyo Group proposes to bill for the project on a time-and-materials basis, using the hourly billing rates listed in Figure 1, **up to \$70,000**. Billing will be conducted on a monthly basis.

The following services are specifically excluded from this proposal:

- Detailed design (schematic or design development phase)
- Construction documents
- Engineering studies
- Traffic studies
- Cost estimation
- Formal determination of historic significance based on local, state or federal criteria

3. Resumes



THE ARROYO GROUP

Philip Burns, AICP
Principal

EDUCATION

BA, Urban Studies
Brown University
MA, Planning
University of Southern California

AREAS OF EXPERTISE

- Bilingual Community engagement and Public Participation
- Project Management
- Data Analysis
- Zoning
- Active Transportation

Philip Burns is managing principal and project manager at The Arroyo Group. His specialties include increasing and mediating community engagement and public participation with diverse populations, data analysis, geographic information systems and form-based codes. Philip is also experienced in the world of public realm design including active and public transportation planning, traffic calming, pedestrian treatments, bikeway design, and healthy city relationships.

Philip's project management experience includes the following projects:

- Inglewood Transit-Oriented Development Plans - Inglewood, CA
- Glendora First/Last Mile Concept Refinement - Glendora, CA
- Tweedy Boulevard Specific Plan - South Gate, CA
- Carson Neighborhood Mobility Area Plan - Carson, CA
- Metro Foothill Gold Line Phase 2B First/Last Mile Plan - SGV foothill communities

Prior to rejoining The Arroyo Group, Philip led the development of a community-driven streetscapes and open space plan in Arleta and Pacoima for the City of Los Angeles Department of Recreation and Parks. He also currently leads a campaign supporting religious organizations which seek to develop affordable housing on their land.

While a native of the San Gabriel Valley, Philip is also a former United Nations project manager and Peace Corps Volunteer in Guatemala. His friends know him as an avid transit advocate and rider who nevertheless loves a good road trip.





THE ARROYO GROUP

Raymond Spano
Co-Founder / Senior Design
Advisor

EDUCATION

Bachelor of Architecture
University of Arizona

AREAS OF EXPERTISE

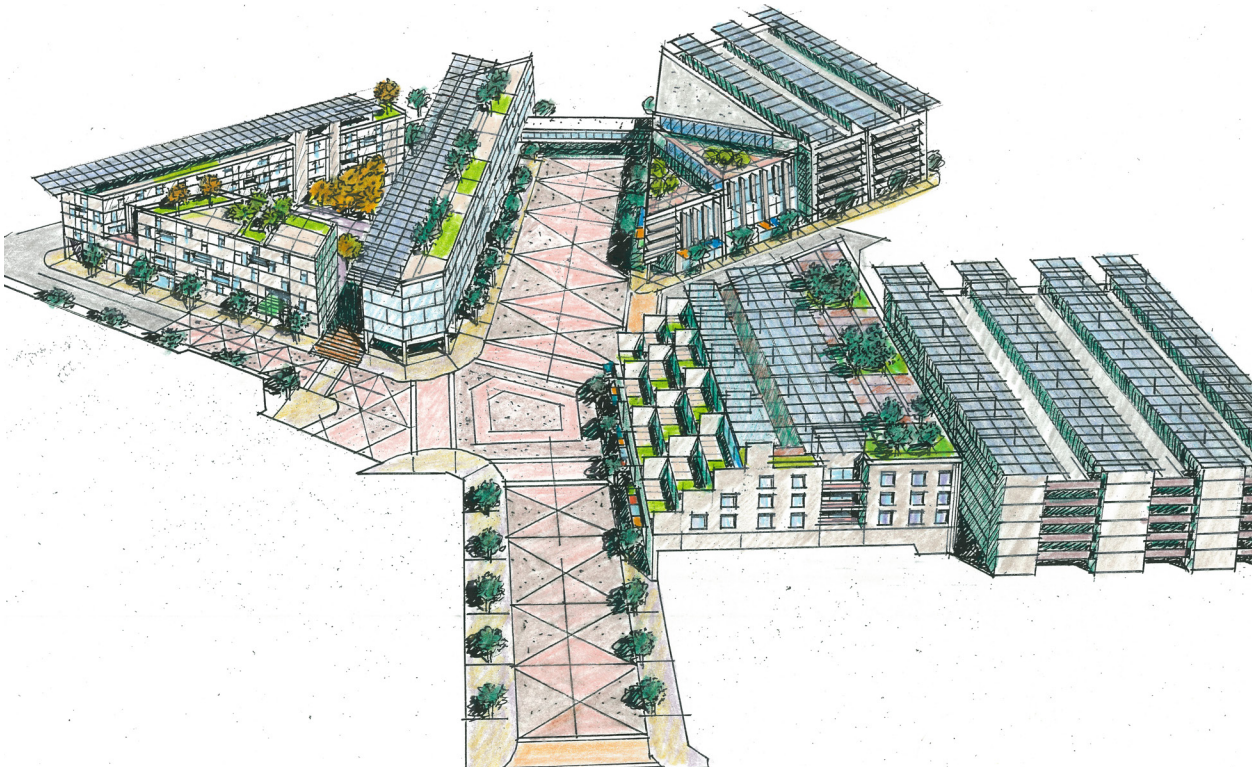
- Historic Preservation
- Adaptive Reuse
- Restaurant Operation

Raymond Spano has advised on and led historic preservation, architectural and urban design projects for The Arroyo Group since 1975. Raymond served as Principal at The Arroyo Group for twenty-seven years, during which time he was responsible for the detailed development of urban design plans and for leading the firm's architecture practice. Together with the other two founders of the firm, Raymond led the development of the Plan for Old Pasadena, identifying the structures and features which distinguished the district, made it worthy of preservation, and ultimately provided early justification for its inclusion on the National Register of Historic Places. He then designed two of the key adaptive reuse projects which catalyzed the district's revitalization – a former streamline moderne gas station converted into a restaurant with large patios for dining, and an office/restaurant/nightclub building.

Since 2002, Raymond has led his own architecture practice designing, developing and managing smaller-scale commercial and residential buildings in Old Pasadena and other local historic districts. During COVID-19, he has supported one of his largest tenants, a restaurant and bar, in advocating for the City of Pasadena to undertake a lane closure for outdoor dining and to permit modified sidewalk dining and alley dining standards.

He has most recently played an advisory role to The Arroyo Group on active projects, including preparing design guidelines and presentation sketches for the:

- Old Town La Verne Specific Plan
- Inglewood TOD Plans (Downtown, Fairview Heights, Westchester/Veterans, Crenshaw/Imperial)



3. Resumes



THE ARROYO GROUP

Lance Lowrey, ASLA
Senior Associate

EDUCATION

BS, Landscape Architecture
Colorado State University

AREAS OF EXPERTISE

- Landscape Design
- Urban Design
- Open Space Planning
- Streetscape Design

With 19 years of professional experience, Lance specializes in the fields of Landscape Architecture, Urban Design and Planning. Throughout his career, Lance has worked to deliver award-winning quality projects across a broad range of scales, project types, budgets, geographies and climates, including in desert environments.

Lance believes that the ability to craft unique and transformative design solutions aren't simply imagined but rather result directly from a process of working with clients and the project team to identify the fundamental issues, goals and desired outcomes that the project's design must address. These core outcomes become the framework to begin crafting targeted and therefore meaningful design solutions; Lance believes strongly in design with purpose.

As a member of The Arroyo Group, Lance has supported the firm's planning and streetscape projects in a wide variety of contexts. Particularly salient has been his work in developing pedestrian-priority streetscapes and complete streets plans and designs for public open spaces.

Lance's experience with The Arroyo Group includes:

- Metro Foothill Gold Line Extension 2B First/Last Mile Plan and Arrow Highway Multimodal Regional Corridor Plan, Glendora, San Dimas, La Verne, Pomona, Claremont, CA
- Glendora First/Last Mile Concept Refinement, Glendora, CA
- Compton Station Specific Plan, Compton, CA
- San Marino Mission Street Visioning and Concept Design, San Marino, CA
- Vernon Westside Specific Plan (Reimagine Vernon), Vernon, CA





THE ARROYO GROUP

Daniela Orellana
Associate

EDUCATION

Master of Urban Design
*University of California,
Berkeley*
Bachelor of Architecture
*Universidad de
Especialidades Espiritu
Santo (UEES), Ecuador*

AREAS OF EXPERTISE

- Urban Design
- Architectural Design
- Graphic Design

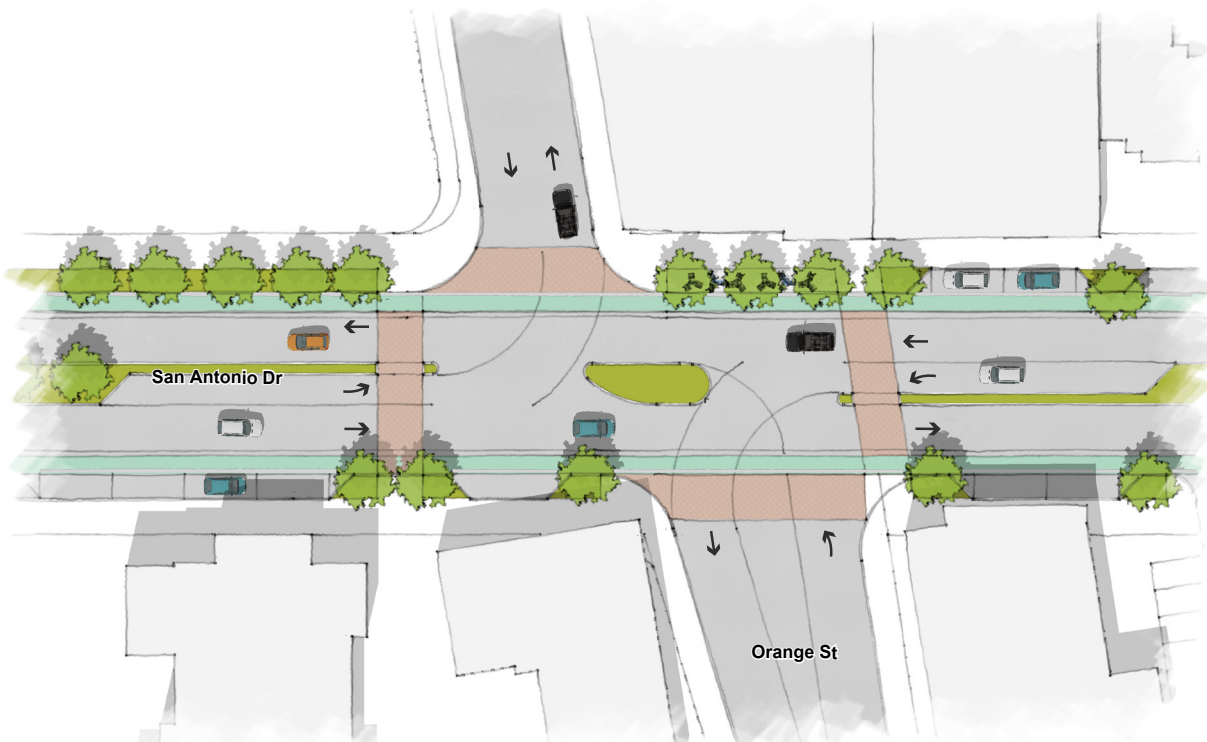
Daniela recently joined the Arroyo Group as an Urban Designer. Daniela's work involves developing strategies for revitalization, community planning and affordable housing projects. At the University of California Berkeley, she designed master plans addressing ecological challenges, water management, social equity, and cultural integration in Los Angeles and the Bay Area.

Born and raised in Ecuador, Daniela began her career as an Architect where she obtained her degree and then continued architectural studies in London and Rome. Her experience includes mixed-use development projects and a variety of scales of multifamily housing from conceptual design to construction detail phases. Daniela collaborated in the design, coordination and planning of Ciudad del Rio and the award-winning Guayaquil Riverfront Master Plan.

Since joining The Arroyo Group, Daniela has been involved in the following projects:

- Vernon Housing Element and Westside Specific Plan (Reimagine Vernon)
- Norwalk Firestone Corridor / San Antonio Village Vision Study
- Affordable Housing Study for Maryvale

Daniela contributed to emergency housing programs in Latin America to reduce housing vulnerability, working together among volunteer and families living in informal settlements. She believes in supporting and building community through thoughtful design.



4. Project Examples

City of Glendora, CA

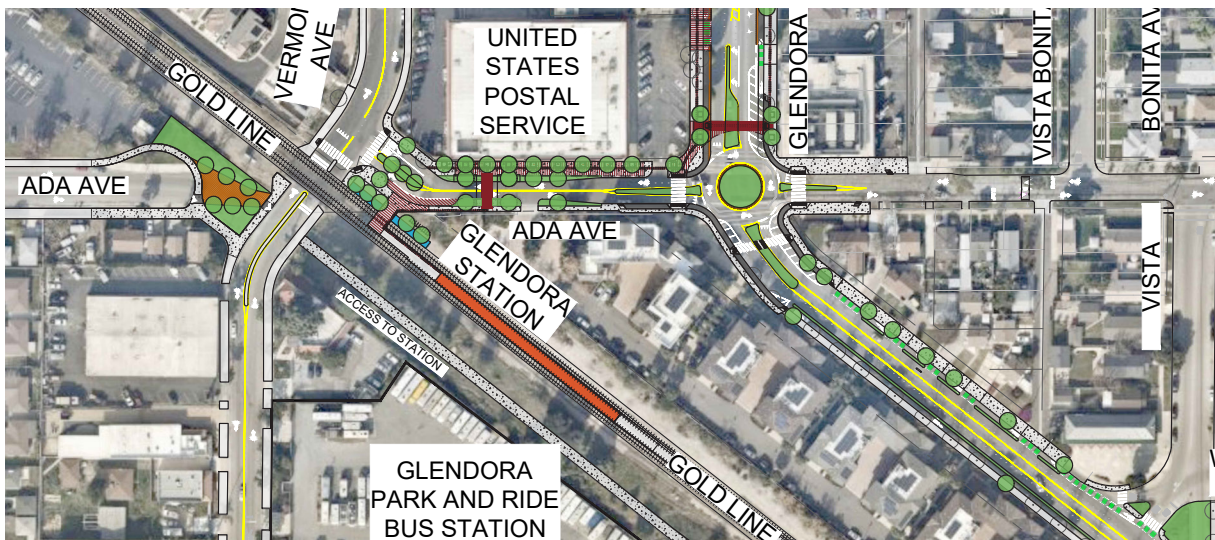
- Metro Foothill Gold Line Extension 2B First/Last Mile Plan
- First/Last Mile Concept Refinement

Reference:

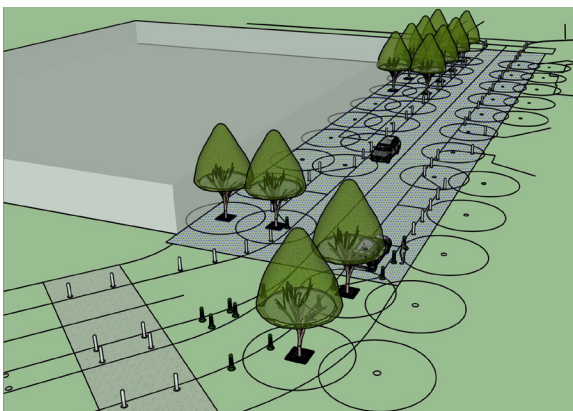
Steven Mateer,
Transportation Superintendent
smateer@ci.glendora.ca.us.
(626) 852-4846

The Arroyo Group prepared a First/Last Mile Plan for the Foothill Gold Line Extension 2B for LA Metro. The Plan was the result of community outreach which engaged over 1,500 people and over 25 meetings between LA Metro and staff of the five project corridor cities. It contains over 400 identified projects which will enhance pedestrian, bicycle, transit and pick up/drop off access to the future Metro stations. Each project is given a planning-level cost estimate and a priority ranking using different metrics.

Following the adoption of the First/Last Mile Plan by Metro in June 2019, The Arroyo Group was retained by the City of Glendora to prepare 10% design plans and renderings for grant applications for key first/last mile projects. Through a tailored and sensitive community outreach strategy, community support was garnered for a transformative design which could create Los Angeles County's first Dutch intersection and raised cycle track, while also introducing a roundabout and pedestrian-priority environments all around.



Concept plan produced by Alta Planning + Design under direction of The Arroyo Group. Renderings by The Arroyo Group.



Ada Ave - PROPOSED WOONERF (SHARED STREET) STUDY



4. Project Examples



Glendora Ave - BEFORE



Glendora Ave - PROPOSED PERMANENT



Glendora Ave - PILOT TESTING PHASE

4. Project Examples

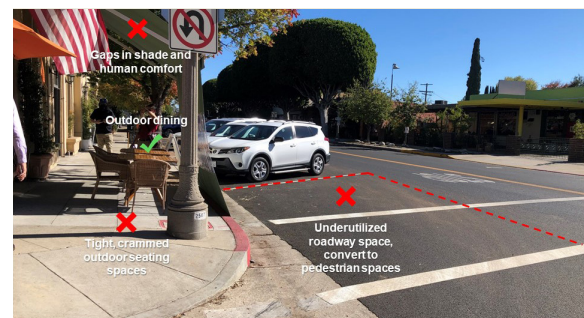
City of San Marino, CA

- Mission Street Visioning and Concept Design

Reference:

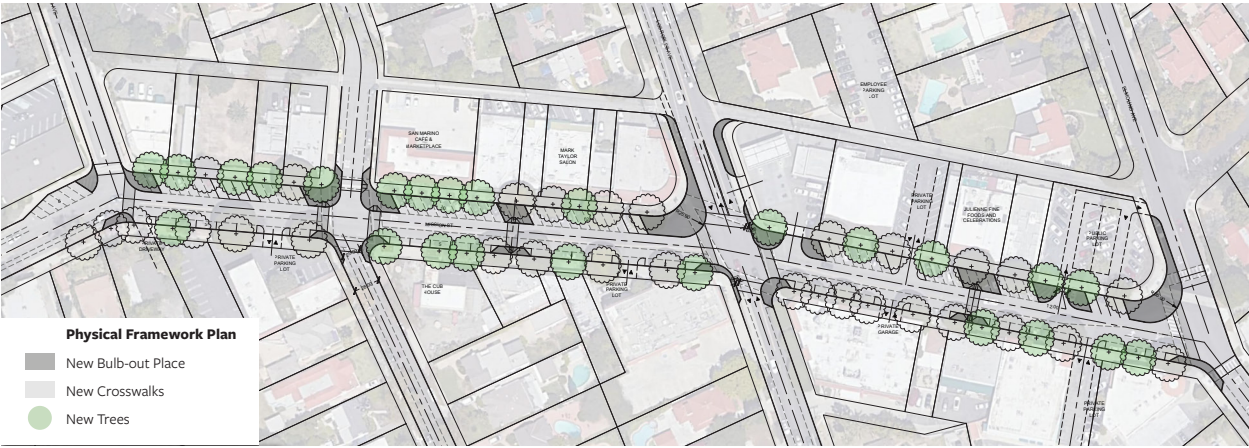
Aldo Cervantes,
Community Development
Director,
acervantes@cityofsanmarino.
org,
(626) 300-0710

Mission Street is a village-style commercial district in the City of San Marino adjacent to the cities of South Pasadena and Pasadena. Despite its pleasant pedestrian scale and comfortable tree-lined streetscapes, economic growth has stalled on the street in recent decades. The Arroyo Group team studied a range of scenarios to better connect the corridor's pedestrian strolling experience and expand sidewalk spaces for new placemaking, destination, and guest spill-out opportunities to serve local businesses. Recaptured streetscape spaces in the corridor were paired with programming and activity scenarios that studied how to best create a comprehensive and all-inclusive experience along Mission Street. A detailed look at activities and programming for the corridor was informed by the local community and through a calendar-style matrix to ensure a vision for the corridor was reaching a full range of potential user groups. A detailed cost and phasing strategy was also prepared to give the City and local decision makers a broad range of tools for near and long-term implementation of the full vision.

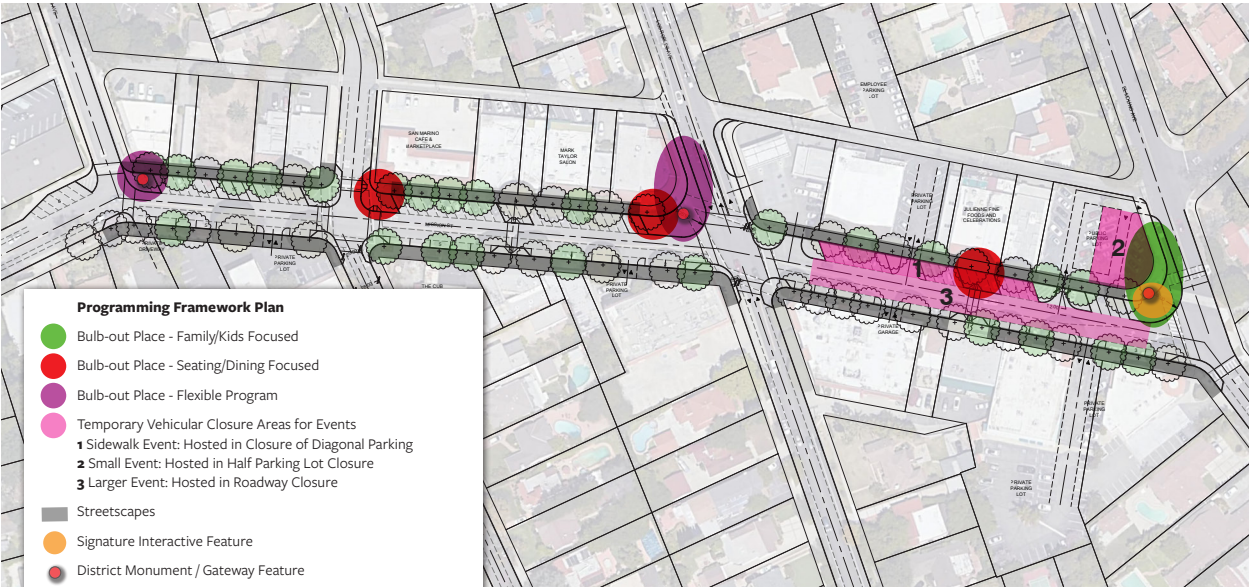


Underutilized corridor spaces re-purposed as pedestrian-focused spaces

4. Project Examples



Pedestrian Space Recapture Study



Activity and Programming Application Study

	LOCATION*	CALENDAR											USERS				
		WINTER			SPRING			SUMMER			FALL		Families with Children	Couples / Singles (Residents)	Ladies Who Lunch	Visitors from Outside	
		Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct					Nov
Holiday Events																	
4th of July Fireworks	o															x	x
Christmas Santa Event, Holiday Shopping Stroll	o															x	x
Autumn Moon Festival	o															x	x
Memorial Day Festival	o															x	x
Labor Day Festival/Walk	o															x	x
Small Businesses Saturday/Shopping Event	o															x	x
Lunar New Year	o															x	x
Mother's Day Brunch	o															x	x
Halloween Trick or Treat Walk	o															x	x
Valentines Date Night	o															x	x
Easter Brunch	o															x	x
Thanksgiving Pumpkin Carving Contest	o															x	x
New Year's Eve / Day Celebrations	o															x	x
Periodic Activities/Events																	
Farmers Market																x	x
Art Walk / Food Truck Night																x	x
Chalk Festival (Pasadena)																x	x
Wine Walk (Glendora)																x	x
Outdoor Movie Night																x	x
Temporary Ice Skating Rink																x	x
Temporary Outdoor Salon (Covid)																x	x
Outdoor Fitness Area																x	x
Arts and Crafts Shows																x	x
Small Concert and Music Shows																x	x
Outdoor Garden Show																x	x
Bike Event / Bicycle Rally																x	x

Activity and Program Summary Matrix

4. Project Examples

City of Norwalk, CA

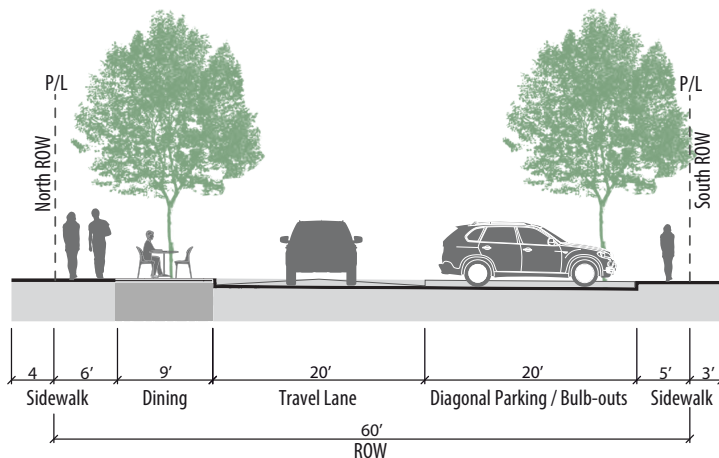
- Heart of Norwalk Vision Plan

Reference:

Richard Rojas,
Assistant City Manager,
rrojas@norwalkca.gov,
(562) 959-5700 x 5368

The Arroyo Group prepared the Heart of Norwalk Vision Plan, which articulated a clear, consensus-driven direction for the San Antonio Village and Firestone Corridor, two aging areas in Norwalk's core. The Plan was based on a broad, comprehensive and meaningful outreach process conducted during the middle of the COVID-19 pandemic. Included was a consistent social media campaign with over 700 followers and 3,000 post likes and comments; a paper and online survey reaching 363 households; four engaging videos with over 3,000 reproductions; and almost 100 participants in online workshops. The Plan uncovered the desire of Norwalk's population, particularly the large youth and young adult population, to have higher-quality commercial amenities and experiences located within a vibrant, mixed-use setting.

Putting form to the community's desire and operating within the context of economic realities, the Plan establishes two centers to the Heart of Norwalk – the Front Street Historic District, an entertainment district with ample space for outdoor dining and enjoyment in a historic setting, and the Town Square District, a mixed-use commercial center focused on a community gathering space. The two centers are linked by San Antonio Drive, an iconic complete street corridor, and supported by new residential and public transit opportunities along the Firestone Corridor. The Plan was adopted unanimously by City Council and is forming the basis for a current Specific Plan effort.



Front Street - Existing Corridor

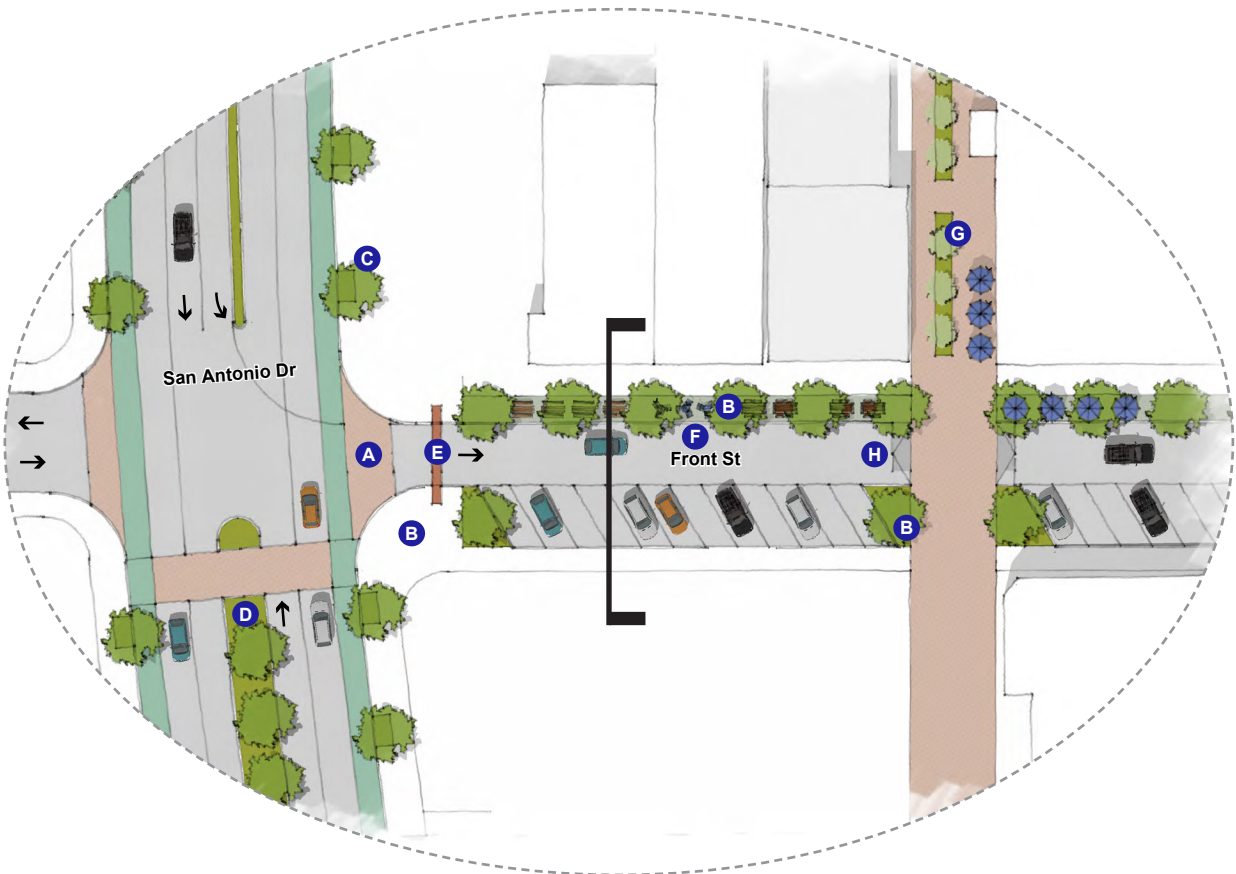


Historic Front Street - Proposed Corridor Vision

4. Project Examples



Front Street Historic District - Overall Vision Sketch



Historic Front Street - Proposed Vision Plan

4. Project Examples

City of Pasadena, CA

- **Plan for Old Pasadena** - *National Trust for Historic Preservation's Great American Main Street Award, International Downtown Association Places Award*
- **Pasadena Playhouse District Streetscapes** - *APA Los Angeles Chapter Planning Project Award*
- **Pasadena Civic Center/Mid-Town Design District Project** - *APA Los Angeles Chapter Planning Project Award*
- **South Lake Avenue Streetscape Concept Plan**

Reference:

David Reyes,
Planning Director,
davidreyes@cityofpasadena.net,
(626) 744-7141

As a Pasadena-based firm, The Arroyo Group's involvement in the City of Pasadena has been extensive. Over the last four decades, we have been instrumental in creating and enhancing the four districts within Downtown Pasadena – Old Pasadena, Pasadena Playhouse District, Pasadena Civic Center/Mid-Town District, and South Lake Avenue – shaping the physical, social and economic environment of Downtown Pasadena.

Save our History – Working in tandem with Pasadena Heritage, The Arroyo Group and other key activist organizations, were instrumental in saving Old Pasadena from large scale demolition and replacement with multi-story office towers. As the team leader for the Plan for Old Pasadena, The Arroyo Group defined uses, parking and circulation approaches which led to the revitalization of this derelict yet significant historic district. The plan envisioned specialty retailing, entertainment and residential uses to complement and link with the three other districts of Downtown Pasadena. The plan proposed activation of the district's alley walkways, creation of mid-block pass-throughs and shared parking facilities to create a vibrant and interesting pedestrian environment. Today, more than three decades later, Old Pasadena is a premier local, regional and national destination with an eclectic and exciting mix of retail and entertainment tenants as well as a growing residential population.

The Power of an Idea – In the historic Playhouse District, our team advanced the vision for creating a system of paseos and courtyards throughout the district – a concept that captured the imagination of the city leaders, community and developers alike. Twelve years after the adoption of the streetscape plan, this vision is evidenced in the development of multiple private development projects with paseos and private courtyards that have become an integral part of the spatial experience of the Playhouse District.



The Arroyo Group's urban design concepts for activating alleys and creating a system of mid-block pass throughs, paseos, and courtyards reinvigorated Old Pasadena and the Playhouse District, both of which have become vibrant pedestrian-oriented destinations.









CITY OF ORANGE

PUBLIC WORKS DEPARTMENT
www.cityoforange.org

ENGINEERING DIVISION
(714) 744-5544
FAX: (714) 744-5573

MAINTENANCE DIVISION
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FAX: (714) 532-6444

TRAFFIC DIVISION
(714) 744-5540
FAX: (714) 744-5573

WATER DIVISION
(714) 288-2475
FAX: (714) 744-2973

August 30, 2021

Mr. Kia Mortazavi
Orange County Transportation Agency
Executive Director of Planning
600 South Main Street
Orange, CA 92868

Sent via e-mail

RE: Orange Plaza Paseo Traffic Analysis

Dear Mr. Mortazavi:

As discussed at our virtual meeting this morning, the City of Orange is in the process of retaining an environmental and traffic consultant to analyze potential impacts of a seasonal Orange Plaza Paseo (seasonal closure of Glassell Street.) We expect the analysis to be underway very soon.

While a formal Notice of Preparation will be issued through the City's Community Development Department at the appropriate time, we would like to continue our cooperative effort on this locally significant matter by inviting OCTA staff to assume a proactive role in the traffic analysis. It is our hope that this approach will facilitate expedited review and increase confidence in the resulting findings. To that end, the City's traffic consultant and staff will consult with OCTA at critical analysis milestones, including requesting input over key traffic assumptions, modelling parameters, methodology, and screen check reviews. At the same time, OCTA staff is encouraged to contact the City to discuss any concerns or suggestions.

Larry Tay, City Traffic Engineer, and Doug Keys, Transportation Analyst, will coordinate project activities with OCTA, and can be reached at (714) 744-5537. Please let us know if there is a designated point of contact on your end and feel free to call me with any questions.

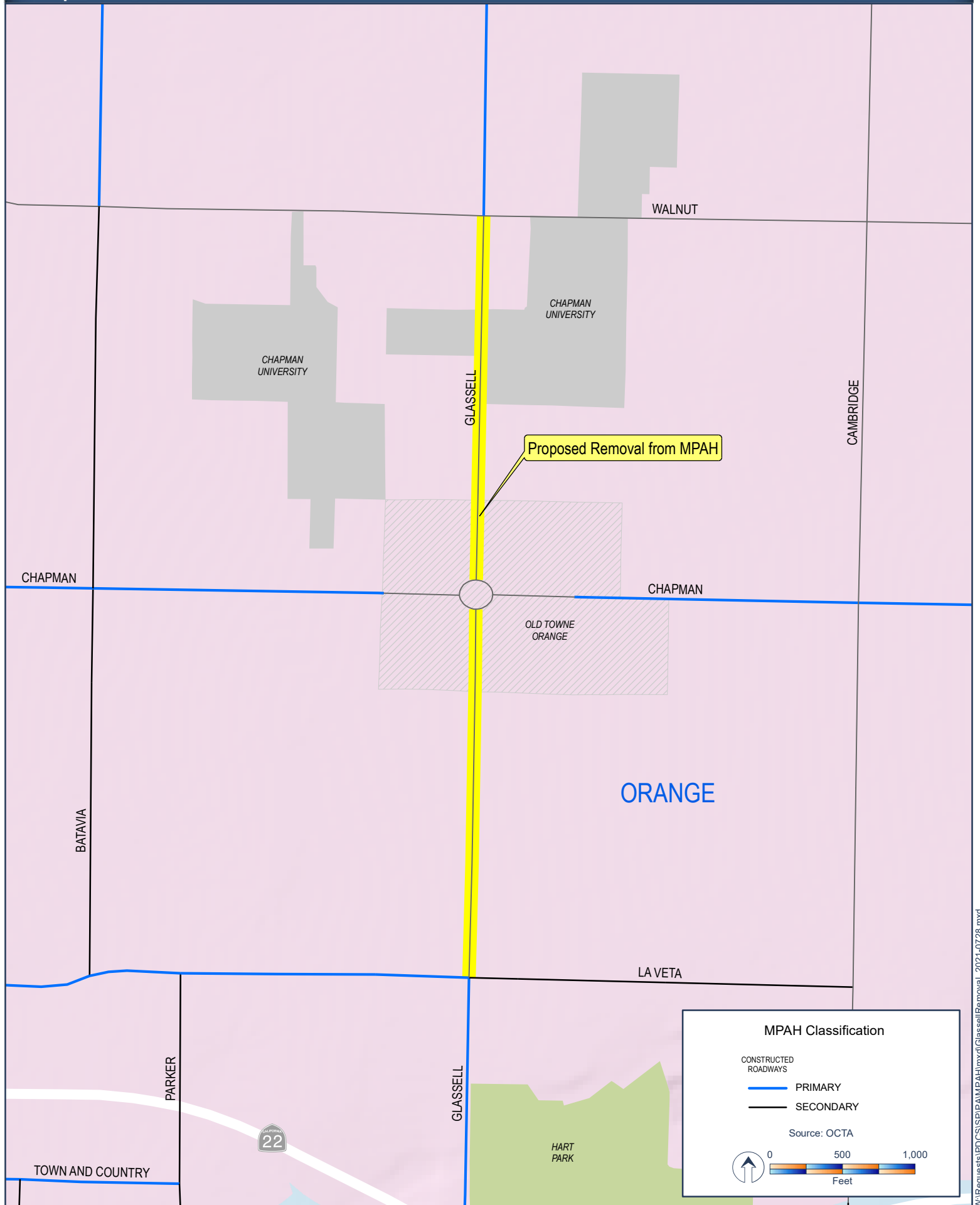
Sincerely,

Christopher S. Cash
Public Works Director

cc: Susan Galvan, Interim Community Development Director



City of Orange Proposed Removal of Glassell from MPAH



Status Report on Pending Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
1	Brea/County of Orange	Tonner Canyon Road	Brea Canyon Road	Planned Valencia Avenue	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
2	Brea/County of Orange	Valencia Avenue	Carbon Canyon Road	Planned Tonner Canyon Road	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
3	Costa Mesa	Bluff Road	19th Street	Victoria Street	Delete.	On hold pending final consensus on Banning Ranch Circulation Plan.
4	Costa Mesa	19th Street	Placentia Avenue	West City Limit	Reclassify from primary to divided collector.	On hold pending coordination with City of Newport Beach general plan update.
5	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.
6	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.
7	County of Orange	Black Star Canyon	Silverado Canyon Road	Orange County/Riverside County Line	Delete.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
8	Orange	Glassell Street	Walnut Avenue	La Veta Avenue	Delete.	Amendment is being presented to the Board for consideration.
9	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.
10	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.
11	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.

Status Report on Pending Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
12	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.
	City	Street				Status
13	Santa Ana	<p>The City of Santa Ana is proposing a citywide amendment to the MPAH.</p> <p>This amendment will reclassify:</p> <ul style="list-style-type: none"> - Cambridge Street between, Fairhaven Avenue, and SR-55, 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. 				The amendment was conditionally approved by the Board. MOU has been executed. Awaiting documentation confirming completion of CEQA and general plan change.

Status Report on Pending Master Plan of Arterial Highways Amendments

	City	Street				Status
13 cont.	Santa Ana	<ul style="list-style-type: none"> - 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>This amendment will remove the following segments from the MPAH:</p> <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. MOU has been executed. Awaiting documentation confirming completion of CEQA and general plan change.
	City	Street	From	To	Type of Amendment	Status
14	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.
15	Yorba Linda/ Anaheim	Yorba Linda Boulevard	SR-91 WB Off-Ramp	La Palma Avenue	Reclassify from primary to asymmetric major.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
16	Yorba Linda/ Anaheim	Weir Canyon Road	SR-91 WB Off-Ramp	SR-91 EB On-Ramp	Reclassify from primary to major.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
17	Yorba Linda/ Anaheim	Savi Ranch Parkway	Pullman Street	Old Canal Road	Add to MPAH.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.
18	Yorba Linda/ Anaheim	Old Canal Road/ Pullman Street	Savi Ranch Parkway		Add to MPAH.	The amendment was conditionally approved by the Board. Waiting for documentation confirming completion of CEQA and general plan change.

Status Report on Pending Master Plan of Arterial Highways Amendments

	City	Street	From	To	Type of Amendment	Status
MOU	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 into an MOU (C-6-0834). Reasonable progress has been made on the 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.

Board – Board of Directors

CEQA – California Environmental Quality Act

Con't – Continued

EB – Eastbound

I-5 – Interstate 5

NB – Northbound

MOU – Memorandum of Understanding

MPAH – Master Plan of Arterial Highways

OCTA – Orange County Transportation Authority

SB – Southbound

SR-55 – State Route 55

SR-91 – State Route 91

SR-241 – State Route 241

WB – Westbound



November 1, 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's Build America Bureau (Bureau) for up to approximately \$629 million. In October 2020, OCTA staff received Board approval to pursue a reset of the interest rate on the TIFIA loan. After approximately one year of working with the Bureau, OCTA successfully executed a new TIFIA loan agreement with the Bureau on September 9, 2021, establishing OCTA as the first agency to close a rate reset loan for a TIFIA loan that had been drawn upon. As part of the new TIFIA loan, the interest rate was reset from 2.91 percent to 1.95 percent. The lower interest rate will result in a net present value savings of approximately \$158 million.

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 the Board selection process is underway. Also in the next few months, OCTA staff will be presenting the Board options for a future customer service center and roadway services location. OCTA staff is evaluating various buy versus lease options and will be seeking Board direction on a future site to locate these services. This location is separate from the TOC location as it needs to be readily accessible to the public for customer and motorist service purposes.

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 (RON) approved by the Board and no additional RONS are anticipated.

Utility Relocations

There are currently 130 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 92 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, OC405 recently identified a new conflict along a different section of the same existing SCG gas line near Bolsa Chica Road that requires relocation. OCTA has taken an active role in coordinating this relocation with both OC405 and SCG, including developing a construction schedule to ensure that SCG's construction activities are completed in a timely manner to mitigate any potential risks to the project schedule.

Roadway and Wall Construction

OC405 began construction in March 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. Improvements have been initiated on all Orange County Flood Control District facilities which require improvements associated with the Project, including Bixby, East Garden Grove Wintersburg, Fountain Valley, Gisler, Greenville Banning, Milan, Montecito, Newland, Ocean View, and Santa Ana River channels. Work on these flood control facilities is at various stages of construction and is anticipated to be substantially complete by the end of 2022. Additionally, over half of the retaining walls and soundwalls needed for the Project are currently under construction or complete. A majority of the walls needed for the Project are anticipated to be complete by the end of 2021.

Bridge Construction

Bridges that are being replaced as part of the Project are being reconstructed in either one or two stages. Bridges being built in one stage are closed to traffic on both sides of I-405 during demolition and reconstruction of that bridge, and traffic is detoured to other adjacent bridges crossing the freeway. The first one-stage bridge completed was the Slater Avenue bridge, which opened to traffic in fall 2019. Opening the Slater Avenue bridge allowed for demolition and construction activities to commence on Bushard Street and Talbert Avenue.

The Bushard Street bridge was completed and opened to traffic in October 2020, and the Talbert Avenue bridge construction was recently completed and opened to traffic in April 2021. After the opening of the Talbert Avenue bridge, demolition and construction activities were able to commence on Ward Street. Further north within the Project limits, the McFadden Avenue bridge was opened to traffic in October 2020. The Edinger Avenue bridge is also under construction and anticipated to be opened to traffic late this year. Lastly, the Edwards Street bridge was recently opened to traffic in September 2021. Opening the Edwards Street bridge allowed for demolition and construction activities to recently commence on Springdale Street.

Bushard Street, Edinger Avenue, Edwards Street, McFadden Avenue, Slater Avenue, Springdale Street, Talbert Avenue, and Ward Street are all one-stage bridges. The last one-stage bridge replacement at Newland Street is anticipated to begin construction late this year after the Edinger Avenue bridge is opened to traffic.

Bridges being built in two stages maintain traffic on a portion of the bridge while the new bridge is being constructed. Significant bridge construction progressed at the two-stage bridges at the Bolsa Avenue, Bolsa Chica Road, Brookhurst Street, Fairview Road, Goldenwest Street, Magnolia Street, Warner Avenue, and Westminster Boulevard bridges. The first half of the new Magnolia Street bridge opened last year, and the full Magnolia Street bridge was the first two-stage bridge to be opened to traffic in May. Opening the Magnolia Street bridge allowed for the demolition and construction activities to commence on Warner Avenue. The first halves of the new Bolsa Chica Road and Goldenwest Street bridges opened last summer, and the full bridges are anticipated to be opened late this year and the spring of next year, respectively. The first halves of the new Fairview Road and Westminster Boulevard bridges opened earlier this year, and the full bridges are anticipated to be opened in spring next year. The first half of the Bolsa Avenue bridge recently opened in June 2021, and the full bridge is anticipated to be opened late next year. The last two-stage bridge to start construction was at Brookhurst Street, which began construction late last year. The first half of the Brookhurst Street bridge is anticipated to open in early 2022.

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 late this year.

Following is a tabular summary of the anticipated openings of the Project's 18 bridges that cross over the freeway and require replacement:

Overcrossing Bridge	Number of Stages	Anticipated Opening Date			
		Open	2021	2022	2023
Bolsa Chica Road	Two		X		
Springdale Street	One				X
Westminster Boulevard	Two			X	
Edwards Street	One	X			
Goldenwest Street	Two			X	
Bolsa Avenue	Two			X	
McFadden Avenue	One	X			
Edinger Avenue	One		X		
Newland Street	One				X
Heil Avenue (pedestrian)	One		X		
Magnolia Street	Two	X			
Warner Avenue	One				X
Bushard Street	One	X			
Slater Avenue	One	X			
Brookhurst Street	Two				X
Talbert Avenue	One	X			
Ward Street	One			X	
Fairview Road	Two			X	

In addition to the bridge replacements noted above, the widening of four existing freeway bridges and construction of three new on-ramp bridges continued over Beach Boulevard, Bolsa overhead railroad crossing, Harbor Boulevard, Santa Ana River, and an old United States Navy railroad crossing. Lastly, the construction of the new connector between the medians of I-405 and SR-73 that will connect the 405 Express Lanes to SR-73 commenced this past summer.

Looking ahead, the remainder of 2021 and 2022 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 continues to follow 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 at that location 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 at certain times in the past 18 months 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. Contaminated soils have been found during certain excavation operations and are a risk that will remain until excavations for Project improvements are complete. 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, concurrent with the completion of construction by OC405, 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 remain on schedule and are planned for late 2023.

Public Outreach

The Outreach team has conducted more than a dozen virtual meetings during the past year with residents, business owners, and key stakeholders. The meetings drew more than 3,300 people who either participated live or viewed recordings afterward on OCTA's YouTube channel. Participation in these meetings has outpaced that of in-person meetings by more than five to one, and community members have consistently indicated they would like to see virtual meetings in the future for construction updates.

For the past year, the Outreach team responded to an average of about 100 comments and questions from the public each month, consistent with the previous year. These calls and emails typically center on construction activities, schedule questions, upcoming closures and detours, and maintenance concerns.

Meanwhile, the team continues to use Project emails and call and text alerts to highlight major activities as well as closures and detours. In addition, Outreach has ramped up the use of flyers, with more than 650,000 canvassed in the past year, to ensure the community is aware of demolition, pile driving, ramp reconstruction, and soundwall work.

Also, location-based advertising on mobile devices and tablets has become a key communications tool for project activities. This cost-effective, targeted digital approach allows the team to reach constituents in specific geographic areas with short messages about upcoming work.

All these tools combined to drive up the number of visitors to the Project's revamped project webpage as well as increase the number of subscribers to the Project's email database by nearly 1,000 people. The webpage, with more than 1,300 views each month, is easy to navigate and highlights key activities at every major interchange along the Project corridor. It also features the 405 Forward Program, a business support program designed to encourage communities to eat at local restaurants, shop at local retailers, and use local services. Nearly 120 businesses from the cities of Fountain Valley, Garden Grove, Huntington Beach, and Westminster participate in the free program, which will soon be expanded to the cities of Costa Mesa and Seal Beach.

Looking to 2022, the team anticipates holding at least a dozen virtual meetings, which will focus on the status of activities at several bridges, as well as the remaining walls and ramps being reconstructed to accommodate the freeway widening.

In addition, the team will be producing a video series to highlight accomplishments to date on the Project, such as finished bridges and on- and off-ramps, as well as dozens of miles of completed paving. The series also will feature in-language updates for Vietnamese and Latinx communities and highlight key Project benefits.

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:

Jeff Mills, P.E.
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Approved by:

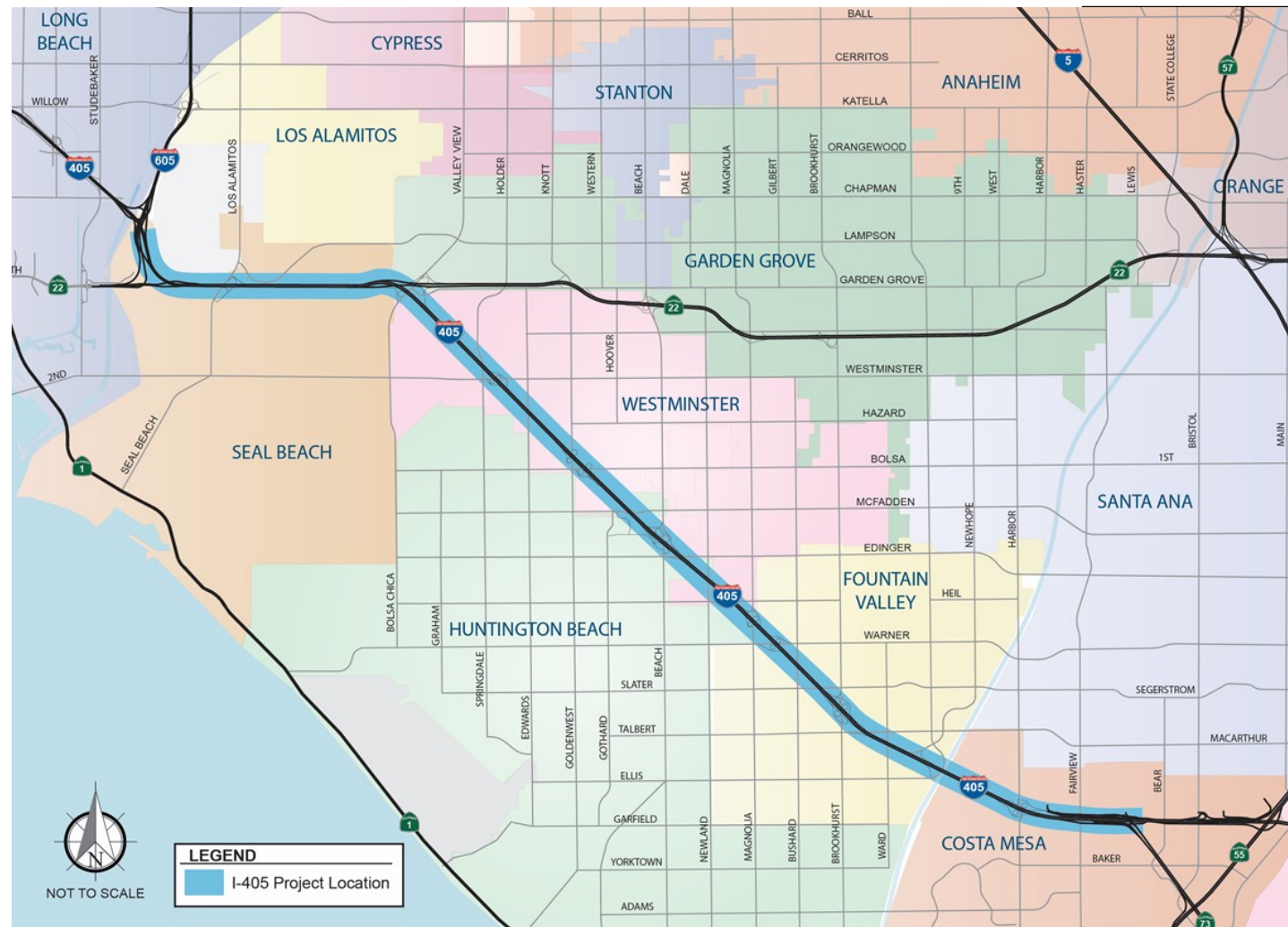
James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Interstate 405 Improvement Project Update



Project Location and Key Features



Background



Milestone	Completion Date
Environmental clearance	May 2015
Orange County Transportation Authority Board of Directors awards design-build contract to OC405 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
Anticipated substantial completion	Late 2023

* Transportation Infrastructure Finance and Innovation Act

Project Update



General

- Over 67 percent complete with Project
- New TIFIA loan closed with interest rate reset

Design and Right-of-Way Possession

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

Construction

- Six of 18 bridge replacements complete
- Nine of 18 bridges replacements complete by end of 2021
- All remaining bridges under construction by end of 2021

Construction Update



Talbert Avenue



Slater Avenue



Bushard Street



Magnolia Street



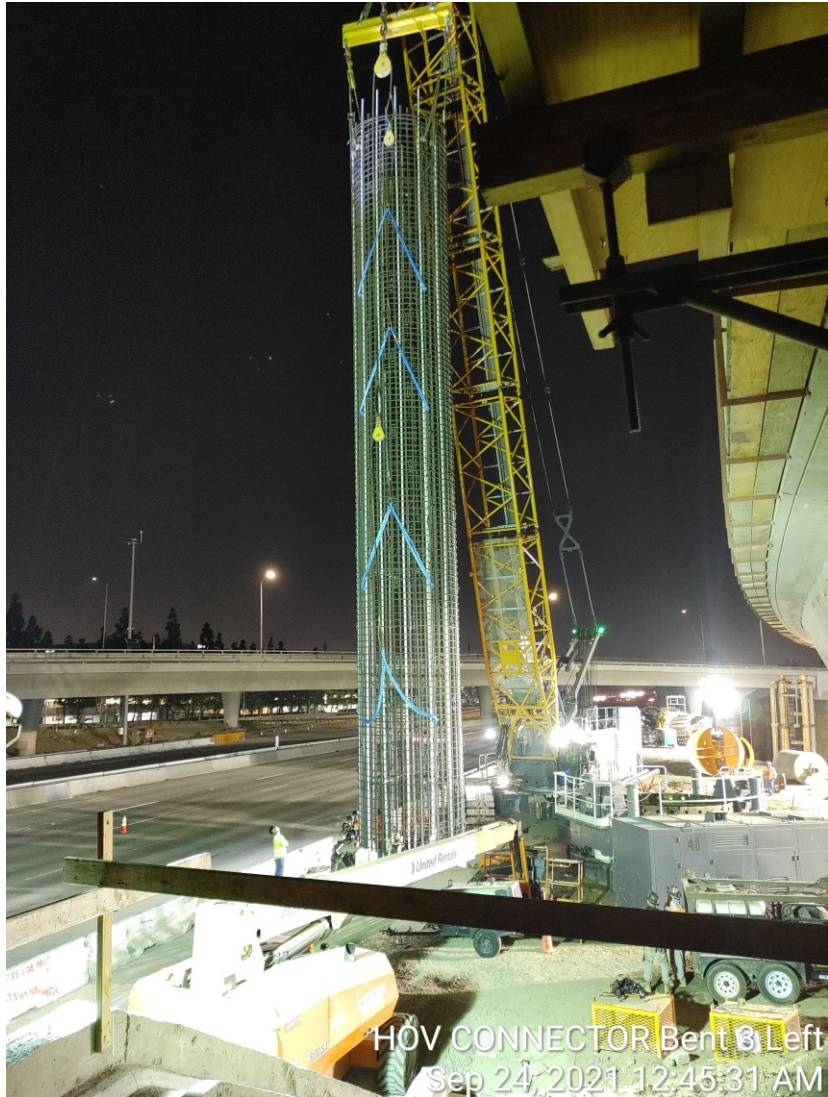
McFadden Avenue



Edwards Street

Six bridge replacements complete and open to traffic

Construction Update



Interstate 405/State Route 73 Median Connector

Construction Update



Fairview Road bridge construction

Construction Update



Ward Street bridge construction



Brookhurst Street bridge construction

Construction Update



Warner Avenue bridge construction



Heil pedestrian bridge construction

Construction Update



**Edinger Avenue bridge
construction**



Beach Boulevard construction

Construction Update



Bolsa Avenue bridge construction



Goldenwest Street bridge construction

Construction Update



Westminster Boulevard bridge construction



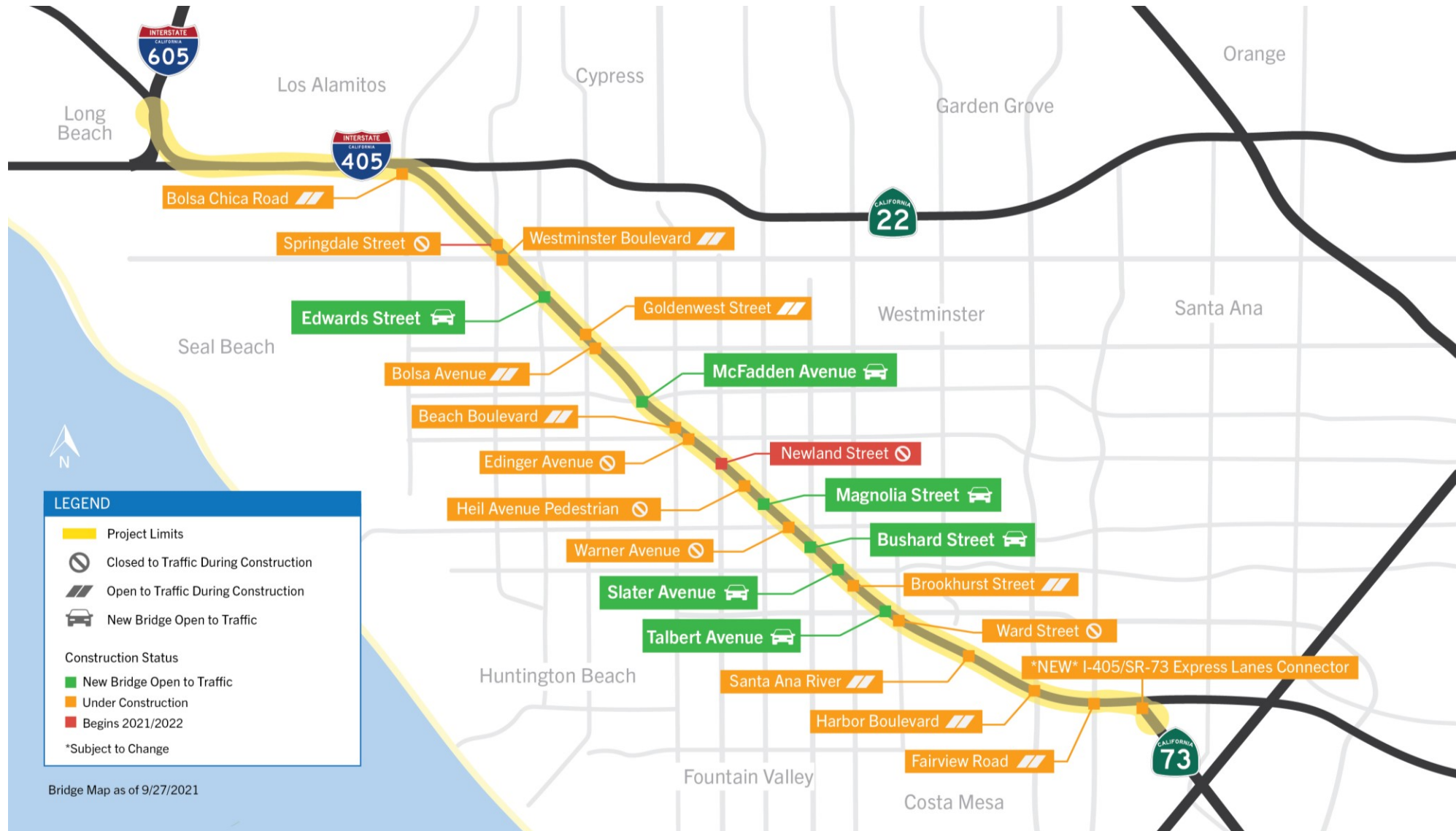
Springdale Street bridge demolition

Construction Update



Bolsa Chica Road bridge construction

Bridge Construction Map



Status of 18 Bridge Replacements



Overcrossing Bridge	Number of Stages	Anticipated Opening Date			
		Open	2021	2022	2023
Bolsa Chica Road	Two		X		
Springdale Street	One				X
Westminster Boulevard	Two			X	
Edwards Street	One	X			
Goldenwest Street	Two			X	
Bolsa Avenue	Two			X	
McFadden Avenue	One	X			
Edinger Avenue	One		X		
Newland Street	One				X
Heil Avenue (Pedestrian)	One		X		
Magnolia Street	Two	X			
Warner Avenue	One				X
Bushard Street	One	X			
Slater Avenue	One	X			
Brookhurst Street	Two				X
Talbert Avenue	One	X			
Ward Street	One			X	
Fairview Road	Two			X	

Major Risks Remaining



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

Outreach Metrics



Category	October 2020-October 2021	Monthly Average
Public Comments, Questions	1,180	98
Social Media Reach	2,489,127	207,427
Construction Alerts	585 (30% open rate)	49 (30% open rate)
Web Page Views	70,586	5,882
Interactive Map Users	15,999	1,333
Location-Based Advertising	2,084,244 impressions	173,687 impressions
Flyers	657,728	54,810

Upcoming Outreach



- Virtual neighborhood meetings
 - Newland Street
- Major activity notifications
 - Bridge demolition and pile driving
 - Extended ramp closures
- Upcoming milestones
 - Edinger Avenue bridge
 - Bolsa Chica Road bridge
 - Heil Avenue pedestrian bridge
- Programs
 - 405 Forward program
 - Accomplishments video series

Đã đến lúc tìm đến với nhau!
Cùng hỗ trợ cơ sở thương mại địa phương
bằng cách mua sắm và chia sẻ với láng giềng về
những tiệm ăn và cửa hàng mà bạn yêu thích.

bit.ly/405Forward

405FORWARD
Hỗ Trợ Doanh Nghiệp Địa Phương

Chương trình thí điểm **405 Forward** miễn phí của Giới Chức Giao Thông Quận Cam hỗ trợ các cơ sở thương mại gần khu vực Dự Án Cải Thiện I-405.

Chúng tôi phối hợp với Thành Phố và Phòng Thương Mại của quý vị để khuyến khích cộng đồng đến ăn tại các tiệm ăn địa phương, mua sắm tại các cửa hàng bán lẻ địa phương và sử dụng các dịch vụ địa phương.

octa.net/405forward



CONSTRUCTION ALERT

For more information about this project, please contact the 405 Community Outreach Team at 405project@octa.net or 888-400-8994, or visit octa.net/405Improvement.

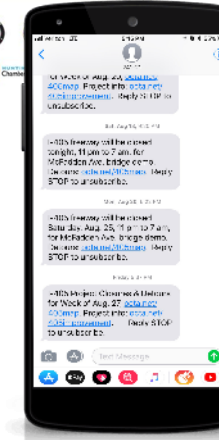
Si prefiere recibir información en español, por favor llame este número 888-400-8994.

Nếu quý vị muốn nhận được thông tin này bằng tiếng Việt, xin vui lòng liên lạc với cô Lily Gio 888-662-6563.

[CLICK HERE TO VIEW CONSTRUCTION ACTIVITIES ON THE INTERACTIVE MAP](#)

To view and print a detailed list of closures and detours [CLICK HERE!](#)

CONSTRUCTION ALERT
I-405 Closure for McFadden Falsework Erection



REMINDER! Fairview Road Bridge Partial Demolition

I-405 Improvement Project
Phong trào Cải Thiện I-405
Dự Án Cải Thiện I-405

Fairview Road Bridge and Northbound (NB) I-405 Closures and Detours
Cierre y desvíos del puente Fairview Road y I-405 en dirección norte
đóng cầu đường Fairview và làn I-405 theo hướng Bắc/Northbound đóng ở làn trái

[waze](#)



November 1, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Active Transportation Program Biannual Update

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts in Orange County through planning, grant funding, and safety programs. An update on recent and upcoming activities is provided for review.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) Board of Directors (Board) receives biannual updates on regional active transportation (bicycling and walking) projects and programs. These efforts support OCTA's vision for a multimodal transportation system.

Discussion

Safety

OCTA is administering two grants focusing on Safe Routes to School (SRTS) and bicycle, pedestrian, and transit user safety. These grants fund the Safe Travels Education Program (STEP) Campaign and the Bus Stop Safety and Accessibility Study. Both projects foster continued collaboration between OCTA and local partners and stakeholders including the Orange County Health Care Agency, local schools, jurisdictional partners, and the public.

STEP Campaign

The STEP Campaign is a \$500,000 California Department of Transportation (Caltrans) Active Transportation Program (ATP) Cycle 5 grant-funded project, which develops and will deliver education and encouragement activities for walking and bicycling to 25 public elementary schools serving disadvantaged communities. A range of activities will be offered based on school interest and time availability for assemblies, walk or bicycle-to-school day events, and training activities. In response to the coronavirus (COVID-19) pandemic, the project team has been adapting the activities to be compatible with virtual and hybrid schooling. This includes the development of online modules and educational videos for various age groups focusing on safe walking and bicycling, as well as alternative delivery methods for live events. The “menu” of activities for school is included in Attachment A. There are currently 21 schools enrolled in the program which will continue through November 2022.

SRTS

OCTA completed the SRTS Action Plan in spring 2021. This plan outlines recommendations, as well as priority and supporting actions focused on creating a countywide SRTS Program. OCTA is exploring ways to move towards implementing the plan’s recommendations by determining which entity should lead the program, how to establish a sustainable funding stream, and how best to sustain support for delivering SRTS in Orange County.

Bus Stop Safety and Accessibility Study

OCTA received a \$300,000 Southern California Association of Governments (SCAG) Sustainable Communities grant to complete the Bus Stop Safety and Accessibility Study. This study will identify first/last mile improvements within 1/4 mile of OCTA’s 13 busiest bus stops to facilitate better connections with the adjacent communities (Attachment B). This will be done in coordination with the cities of Anaheim, Costa Mesa, Garden Grove, and Santa Ana, as well as the surrounding communities and local stakeholders. The study will begin in spring 2022.

Planning

OCTA is undertaking several initiatives to better understand and improve the active transportation users’ experience on Orange County’s transportation systems. These projects include the Garden Grove – Santa Ana Gap Closure Study, Bike Gap Closure Feasibility Study, and the Cyclic Counts Program (CCP).

Garden Grove – Santa Ana Gap Closure Study

The study will complete the environmental document and preliminary engineering phase for an active transportation facility on 3.1 miles of OCTA-owned former Pacific Electric corridor between Raitt Street and Euclid Avenue, as well as 0.85 miles of the Wintersburg Channel to Hazard Avenue (Attachment C). It is funded through a \$3 million ATP Cycle 5 grant and will begin in summer 2022 and be completed in approximately three years. This study will support the advancement of subsequent project phases by the cities of Garden Grove and Santa Ana. The Board will be asked for approval to release a request for proposals in early calendar year (CY) 2022.

Bike Gap Closure Feasibility Study

This study will evaluate alignments, develop cost estimates and facility concepts for three key regional bikeways: the OC Central loop, the OC South loop, and the OC Connect (Attachment D). The study recommendations will be available to local agencies pursuing funding opportunities for implementation. The study is currently undertaking the stakeholder engagement portion of the project by conducting ten pop-ups and two large format events to provide project stakeholders information and solicit feedback. Events will be starting in mid-October and continue through the end of the project. The project is funded with \$160,000 in Caltrans Sustainable Community Grant funds and \$40,000 in State Transportation Improvement Program planning, programming, and monitoring funds.

Bike Counts Program

The Bike Counts Program began in April 2020 and collected bicycle counts at 120 locations throughout Orange County between May 1 and June 6, 2020, (not including Memorial Day weekend). The project team concluded that assessing changes in active transportation travel behavior during the pandemic presented a unique opportunity for data collection. When using this data in the future for year-to-year analysis, it will be noted that COVID-19 and its effects on travel behavior may have contributed to any data anomalies.

An additional 100 counts were taken during May and June 2021 to complete the project. The 2021 count data is being incorporated into a bicycle volume map and OCTA is in the process of developing a subsequent count project to take place in CYs 2022 and 2023. This data will provide critical information for local agencies for grant applications, evaluation of existing facilities, and assist with decision making on where to locate facilities in the future.

Other Active Transportation Considerations

Electric Bikes

OCTA and many partner jurisdictions are observing a rapid increase in interest and usage of electric bicycles (E-bikes). At the September Bicycle/Pedestrian/Active Transportation Subcommittee meeting, OCTA hosted four local E-bike sellers to discuss the state of E-bikes in Orange County. While there were varying perspectives on how exactly to best accommodate E-bikes, there was consensus on the fact that usage, both for recreation and commuting, will continue to grow. E-bikes attract new riders to the market due to allowing riders in hilly areas to use the bicycles, because they require less physical power to operate, and because the price of E-bikes is becoming competitive with non-motorized bicycles. E-bikes allow new bicyclists to be on the road longer or more often because they place less physical strain on the riders. Lastly, E-bikes travel faster compared to conventional bicycles. Because of these and other factors, it is important to monitor usage and travel patterns to determine the best course of action to support the needs of this rapidly growing mode of transportation.

Summary

OCTA has advanced planning, education, encouragement, and enforcement efforts to improve active transportation throughout Orange County. Coordination and collaboration will continue between SCAG, Caltrans, and stakeholders to encourage and support walking and bicycling within Orange County.

Attachments

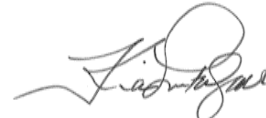
- A. STEP, An Orange County Safe Routes to School Program
- B. Bus Stop Safety and Accessibility Study, Disadvantaged and Low-Income Communities
- C. Project Fact Sheet, Garden Grove-Santa Ana Rails-to-Trails Gap Closure Project
- D. Bike Gap Closure Feasibility Study Map

Prepared by:



Peter Sotherland
Active Transportation Coordinator
(714) 560-5386

Approved by:



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

STEP

An Orange County Safe Routes to School Program

What is STEP?

STEP provides select schools with **FREE resources** to encourage families to walk/bike to school safely and more often.

Why STEP?

Students who walk/bike to school are healthier and arrive at school ready to learn! STEP helps families choose walking or biking and teaches them how to do so safely.

But our school doesn't have time for one more thing.

We know! That's why STEP keeps it simple with services that don't require a lot of your time.

By participating in STEP, your school will receive:

- Pedestrian and bike distance learning videos aligned with PE and HE standards
- Presentations for your PTA/PTO, school site councils, or other parent/caregiver/stakeholder groups
- Ready-to-forward e-blasts and/or tip sheets, e-newsletters, and educational materials to share with families
- Data about how your students get to and from school (hello Green Ribbon School Award!)
- Banner celebrating your school's efforts
- Suggested routes to school map that shows a preferred route to walk or bike to school

Check out the next page to see what additional services you can receive.



YOU choose up to three activities from the list below that will be provided to your school over next two school years (21/22 + 22/23):

- **Walk/Bike Resource Fair.** In-school education during lunchtime, recess, or other convenient time. featuring activity stations that teach students bike maintenance, helmet use, walking skills, and the benefits of active travel.
- **Assembly.** Fun performances that teach students the basics of bicycle and pedestrian safety.
- **Bike + Ped Rodeos.** Students learn safe bicycling and walking behaviors and practice their skills.
- **Walking School Bus.** STEP will provide staffing and support to launch a Walking School Bus program at your school.
- **Walkin’/Wheelin’ Days.** School designates walk/bike to school encouragement days, either on a weekly, monthly, or one-time basis. These might include Walk to School Day (October), Winter Walk to School Day (February), Earth Day (April), Bike to School Day (May), or other similar events.
- **‘Pop-Up’ Events.** Booth at a school event/back to school night to promote walking and biking, share helpful tips, and offer specific advice to make it easy for families to choose walking and biking.
- **After-school Safety Education.** Safe walking and bicycling instruction for after-school programs.
- **Activity Tracking.** Fun methods for tracking how many students travel to school include the Golden Sneaker program, punch-cards, and calendars. These pit classrooms against one another in friendly competitions that encourage walking and biking.
- **“I Drive 25” Campaign.** Students encourage parents/caregivers to commit to driving 25 MPH or less in school zones.
- **DIY (aka Design-It-Yourself).** Don’t see anything you like? Tell us what you have in mind and we tailor something for your school!

www.octa.net/Walk/Safe-Routes-to-School/OC-Step/

Peter Sotherland, Orange County Transportation Authority

psotherland@octa.net

714-560-5386

STEP

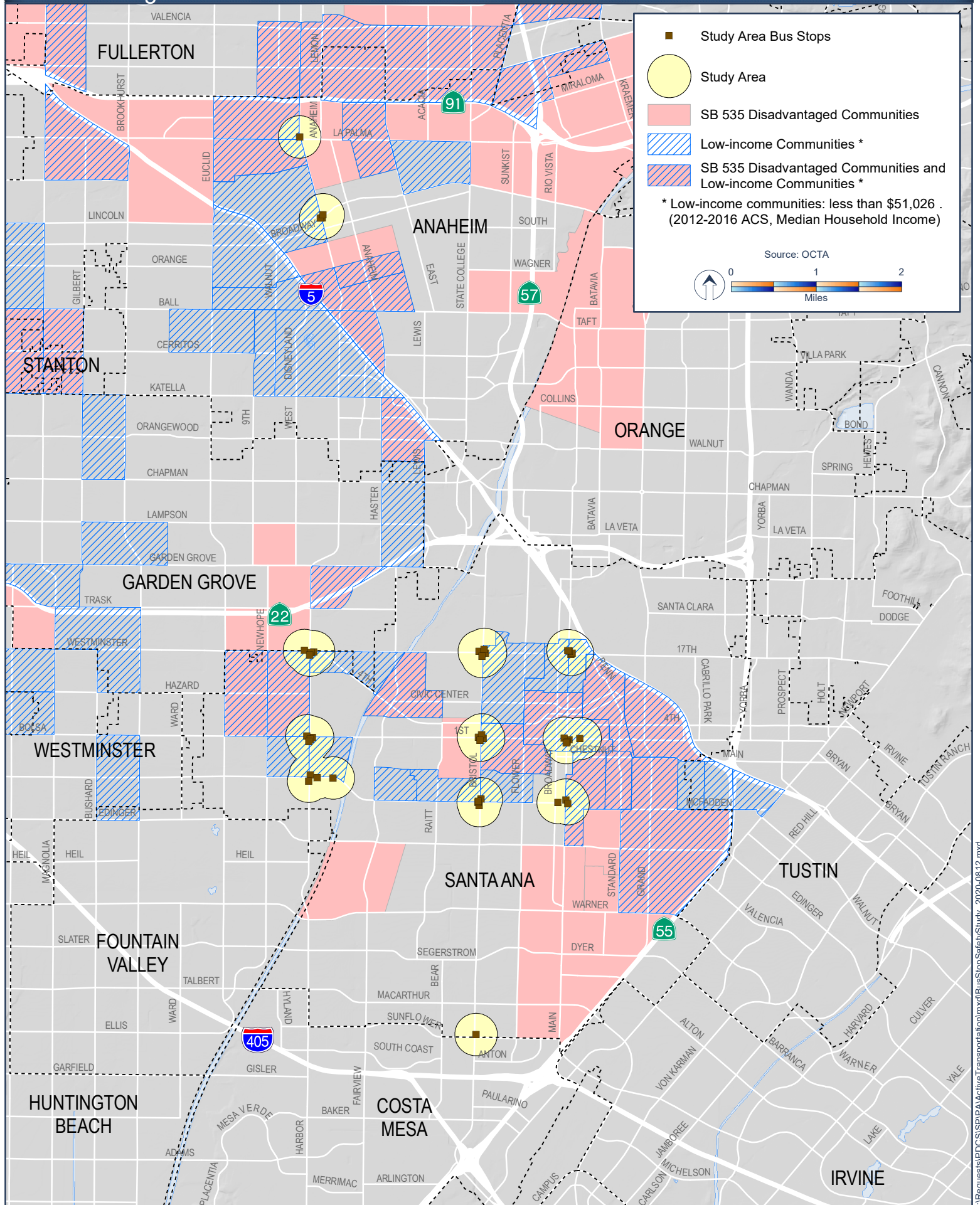
STEP is a joint program of the Orange County Transportation Authority (OCTA) and the Orange County Health Care Agency (OCHCA).



Bus Stop Safety and Accessibility Study

Disadvantaged and Low-Income Communities

ATTACHMENT B



GARDEN GROVE – SANTA ANA RAILS- TO-TRAILS GAP CLOSURE STUDY



PARTNER JURISDICTIONS
Garden Grove, Santa Ana, County
of Orange

AT A GLANCE

STUDY CORRIDOR LENGTH:	4 miles
TOTAL:	\$42 million*
CONSTRUCTION:	\$26 million*
PLANS, SPECIFICATIONS AND ESTIMATES:	\$4 million*
PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (FUNDED):	\$3 million
CONTACT:	Peter Sotherland, Active Transportation Coordinator, 714-560-5386 psotherland@octa.net

*estimates

Fact Sheet as of 8/16/21

OVERVIEW

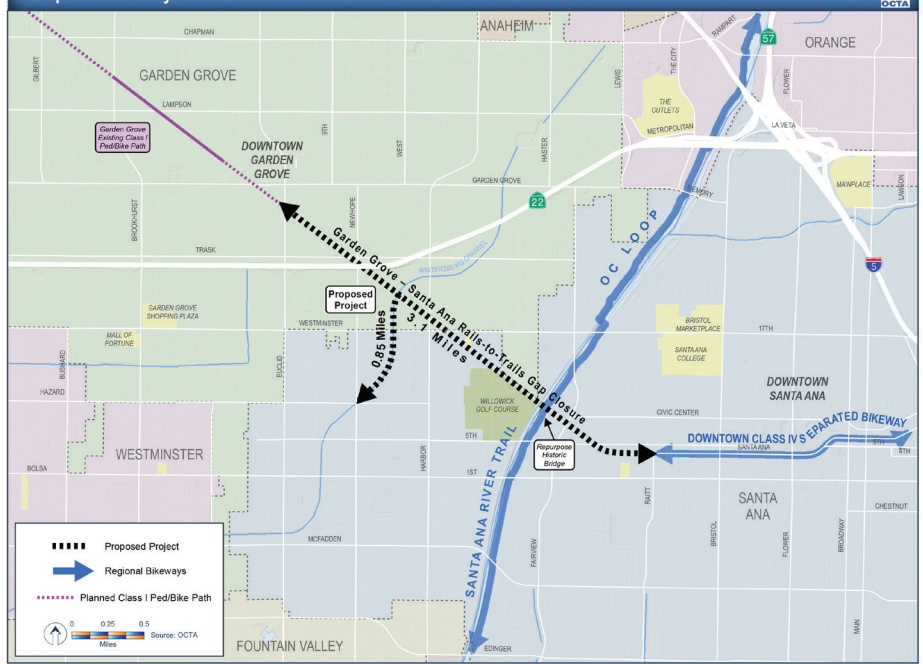
The Garden Grove – Santa Ana Rails-to-Trails Gap Closure Study will complete the Project Approval & Environmental Document (PA/ED) phase for a Class I active transportation facility along 3.1 miles of OCTA-owned former Pacific Electric corridor and 0.85 miles of the Wintersburg Channel. The Study is funded by a \$3 million Active Transportation Program Cycle 5 grant.

The Study is located between the two cities' downtown areas and is surrounded by high-traffic streets and disadvantaged neighborhoods providing critical connections with public access from 15 different entry points. The Study will begin in the Summer of 2022, will be completed in approximately 3 years, and will support the advancement of subsequent project phases to be led by the cities of Garden Grove and Santa Ana.

BENEFITS

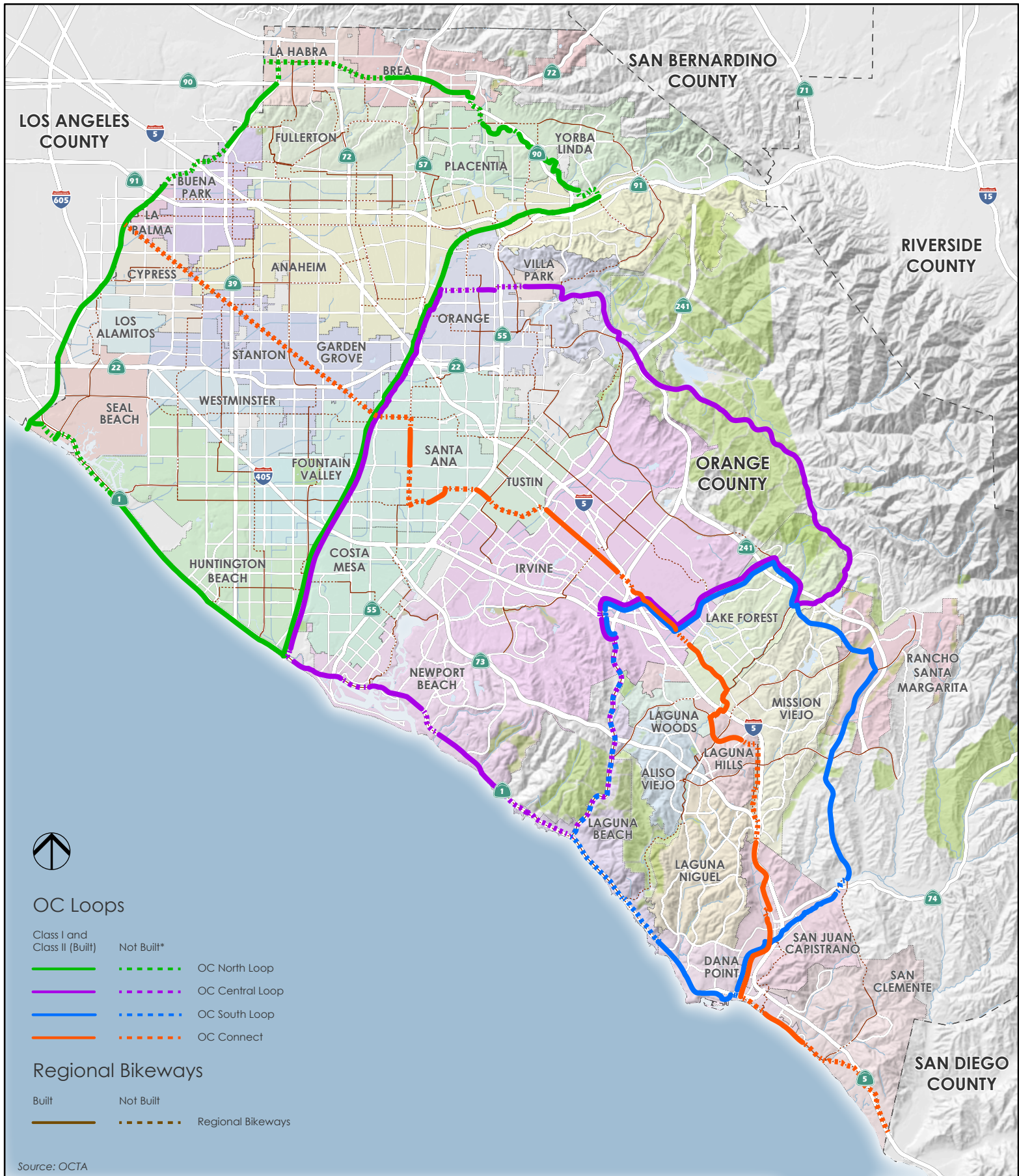
The Garden Grove – Santa Ana Rails-to-Trails Gap Closure will increase the use of active transportation travel modes, provide a no-cost, zero-emission transportation option, enhance safety and mobility for non-motorized users, and facilitate active travel away from high-speed and high-volume traffic. This corridor links two downtowns to one another and to the Santa Ana River Trail, part of the 66-mile Class I OC Loop bikeway (88 percent complete). The OC Loop connects to beaches, 200 parks, 180 schools, three Metrolink stations and 17 cities.

Proposed Project Location



Orange County Transportation Authority
550 S. Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-OCTA
www.octa.net

Bike Gap Closure Feasibility Study



Active Transportation Program Biannual Update



Safety

Key Grant-Funded Projects

- Safe Travels Education Program Campaign – Active Transportation Program Cycle 5 Grant
- Bus Stop Safety and Accessibility Study – SCAG Sustainability Communities Grant



SCAG – Southern California Association of Governments

Safe Travels Education Program (STEP)

Project Progress

- Deliver walking and bicycling safety education program to public elementary schools
- 21 schools currently enrolled in the program
- Providers working with enrolled schools
 - Participation in Walk to School Day - October 6
 - Delivering menu of activities
- Funded by \$500,000 State grant

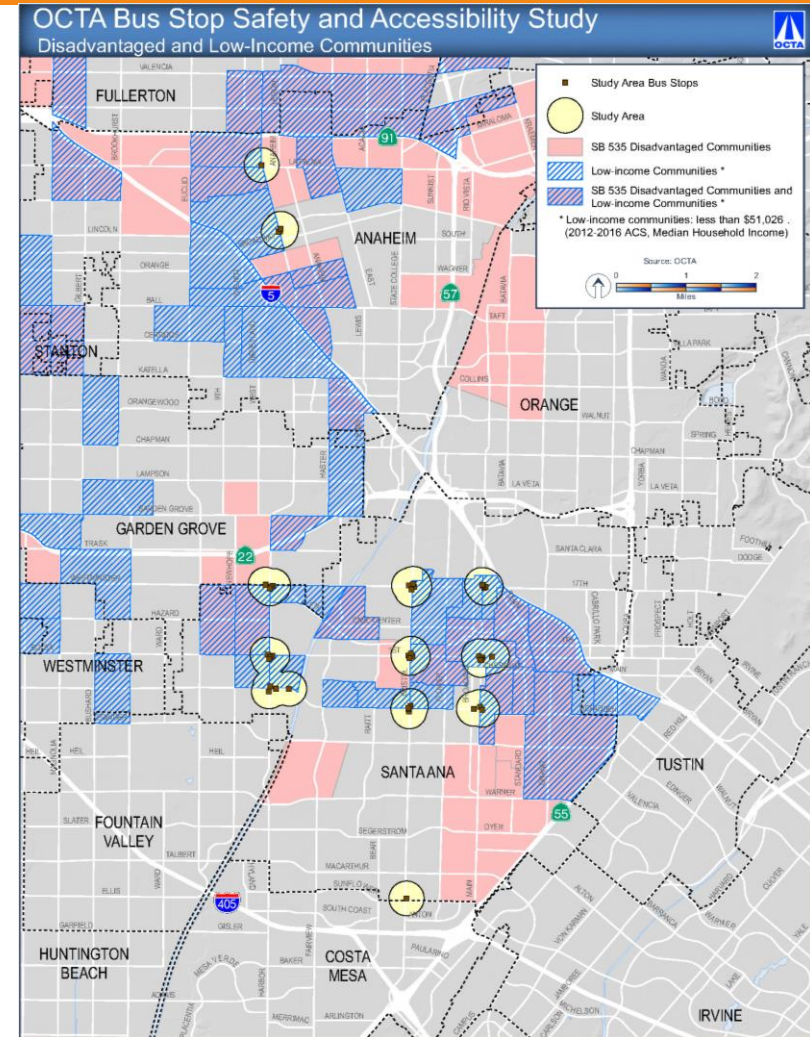


Walk to School Day, October 6, McFadden Institute of Technology

Bus Stop Safety and Accessibility Study

- Safety and accessibility improvements within 1/4 mile of OCTA's 13 busiest bus stops
- Walk audits, intercept surveys, and outreach campaign to evaluate stops/solicit feedback
- Prepare high level designs and cost estimates for cities to pursue implementation funding
- \$300,000 in SCAG Sustainable Communities Funding

OCTA – Orange County Transportation Authority



Planning

Key projects and studies

- Garden Grove – Santa Ana Gap Closure Study (GG-SA Gap Closure Study)
- Bicycle Gap Closure Feasibility Study
- Bicycle Counts

Emerging issues

- Electric Bicycles (E-bikes)



OCTA bicycle planning efforts focus on the needs of users from ages 8 to 80

GG-SA Gap Closure Study

- GG-SA Gap Closure Study
 - Received \$3 million in ATP Cycle 5 funding
 - PA/ED and preliminary design phase of project
 - The OCTA Board will be asked for approval to release a request for proposals in early calendar year 2022



Rendering of proposed Class I facility on PE ROW

Board – Board of Directors

PA/ED – Project Approval/Environmental Documents

PE ROW - Pacific Electric Right-of-Way

Bicycle Gap Closure Feasibility Study

- Bikeway gap assessment for central and southern loops and a cross county bikeway
- Develop cost estimates
 - Position local agencies to advance bikeways projects
- Project kicked-off in May 2021, to be completed by summer 2022
- Currently undertaking stakeholder engagement
 - Ten pop-ups
 - Two large format



Bicycle Counts

- May/June 2021 (weekday/Saturday)
- Bidirectional counts at 100 additional locations
- Continues the development of countywide bicycle volume map
- Focus of project is contributing to bicycle volume mapping





Example of count camera

E-Bikes in Orange County

- OCTA staff is monitoring growth of E-bike
- Recent OCTA activities
 - Basic education module available on website and sent to community members by request
 - Bicycle/Pedestrian/Active Transportation Subcommittee held E-bike shop owner roundtable in September
 - Bicycle Counts project includes E-bikes as a category

Introduction E-Bike Safety and Use

HOW IS AN E-BIKE DIFFERENT?



VEHICLE TYPE	VEHICLE		USER			
	PEDAL OPERATED	MAXIMUM MOTOR-ASSISTED SPEED (MPH)	MINIMUM AGE (YEARS)	DRIVER'S LICENSE	LICENSE PLATE	HELMET
BICYCLE	YES	N/A	N/A	NO	NO	17 AND UNDER
CLASS 1 E-BIKE	YES	20	N/A	NO	NO	17 AND UNDER
CLASS 2 E-BIKE	NO	20	N/A	NO	NO	17 AND UNDER
CLASS 3 E-BIKE	YES	28	16	NO	NO	YES
MOPED	NO	N/A	16	YES	YES	YES

Next Steps

- Return to the Board with updates on active transportation efforts including:
 - Bicycle Gap Closure Feasibility Study, STEP Campaign, GG-SA Gap Closure Study, and E-bike topic
 - Bicycle count data
 - Partnering with stakeholders
- Seek funding opportunities to support active transportation activities
 - Continue working with local agencies and community groups to advance active transportation measures for all Orange County residents
 - Continue to monitor the coronavirus pandemic and adapt activities to accommodate safe protocols



Update on Interstate 5/El Toro Road Interchange Project

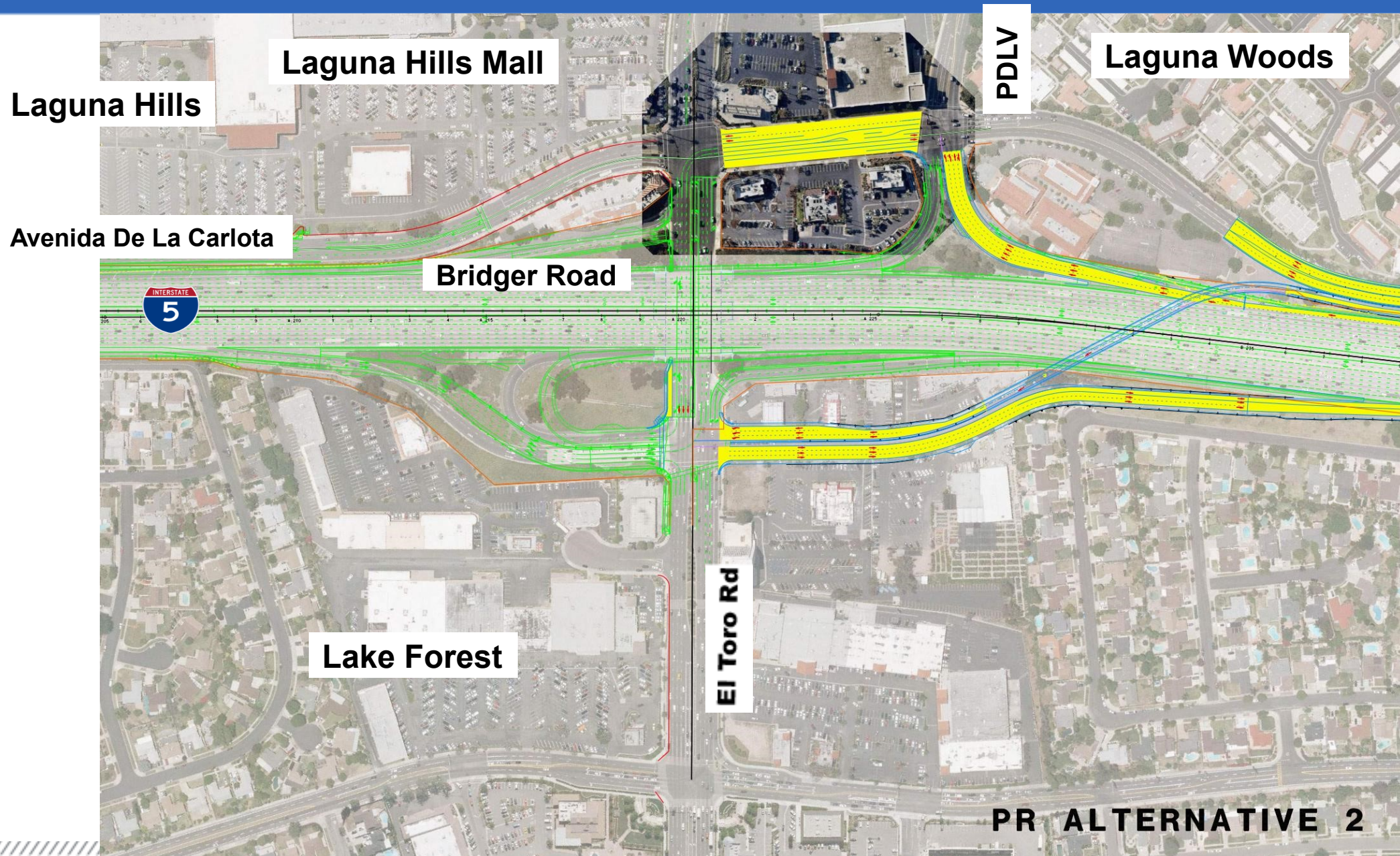


Project Area

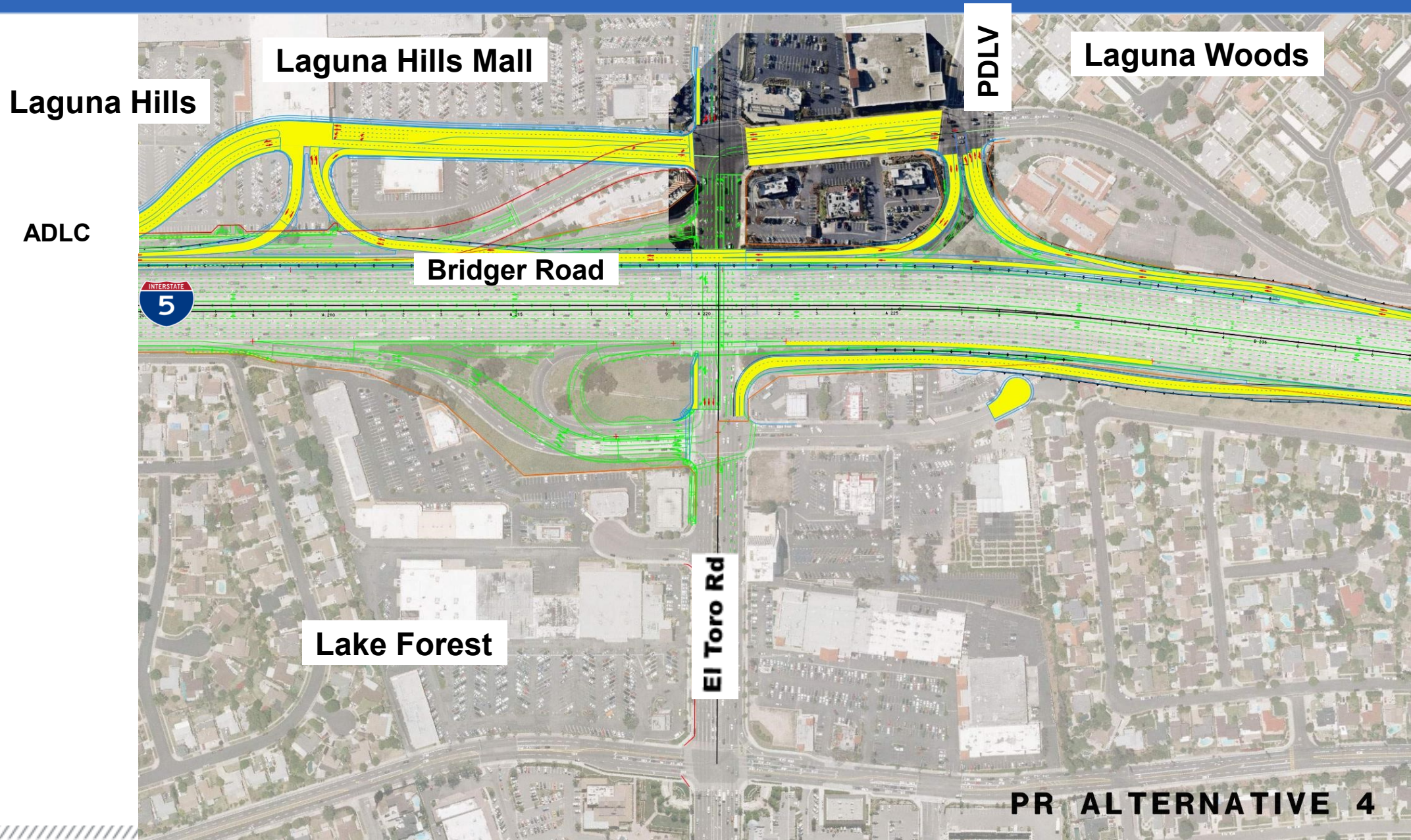


- February 2015 – Project Study Report/Project Development Support considered 15 alternatives – four build alternatives were recommended for further study
- May 2017 – California Department of Transportation (Caltrans) began the Project Approval/Environmental Document (PA/ED) phase
- August 2018 to February 2019 – Design and right-of-way (ROW) workshops held between Orange County Transportation Authority (OCTA), Caltrans, and cities of Laguna Hills, Lake Forest, and Laguna Woods (cities) resulting in two of four build alternatives being removed from further study
- April to May 2019 – Public circulation and review of draft ED with two build alternatives presented
- Late 2019 to Early 2020 – Meetings between OCTA, Caltrans, and cities to discuss proposed alternatives, other options, and next steps
- September 2020 – OCTA began an Alternatives Assessment Study to look at potential additional alternatives, in coordination with the cities and Caltrans

Draft PA/ED Alternative 2: Flyover



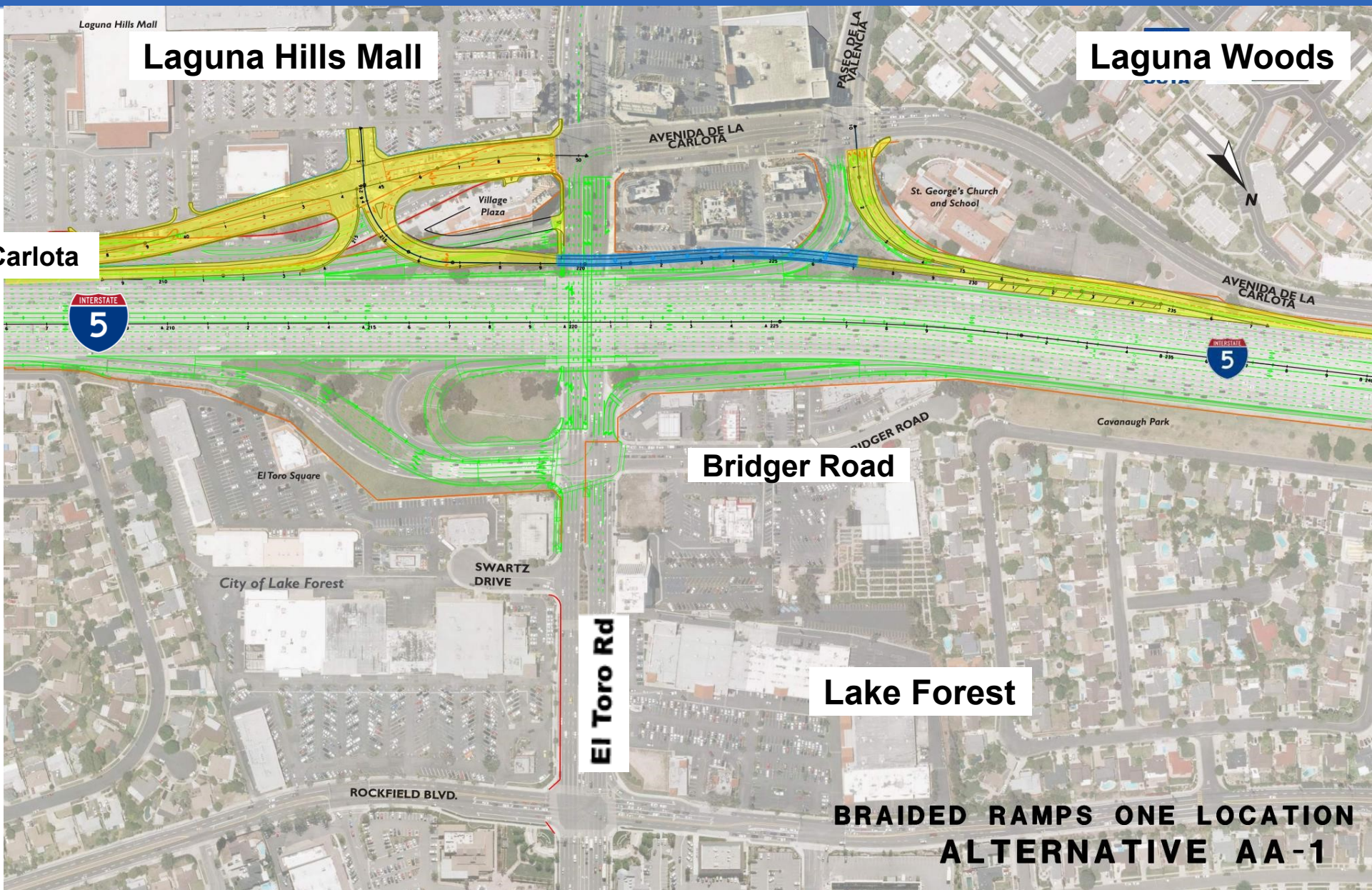
Draft PA/ED Alternative 4: Collector-Distributor



Assessment Alternative AA-1: Braided Ramps One Location



Avenida De La Carlota



Laguna Hills Mall

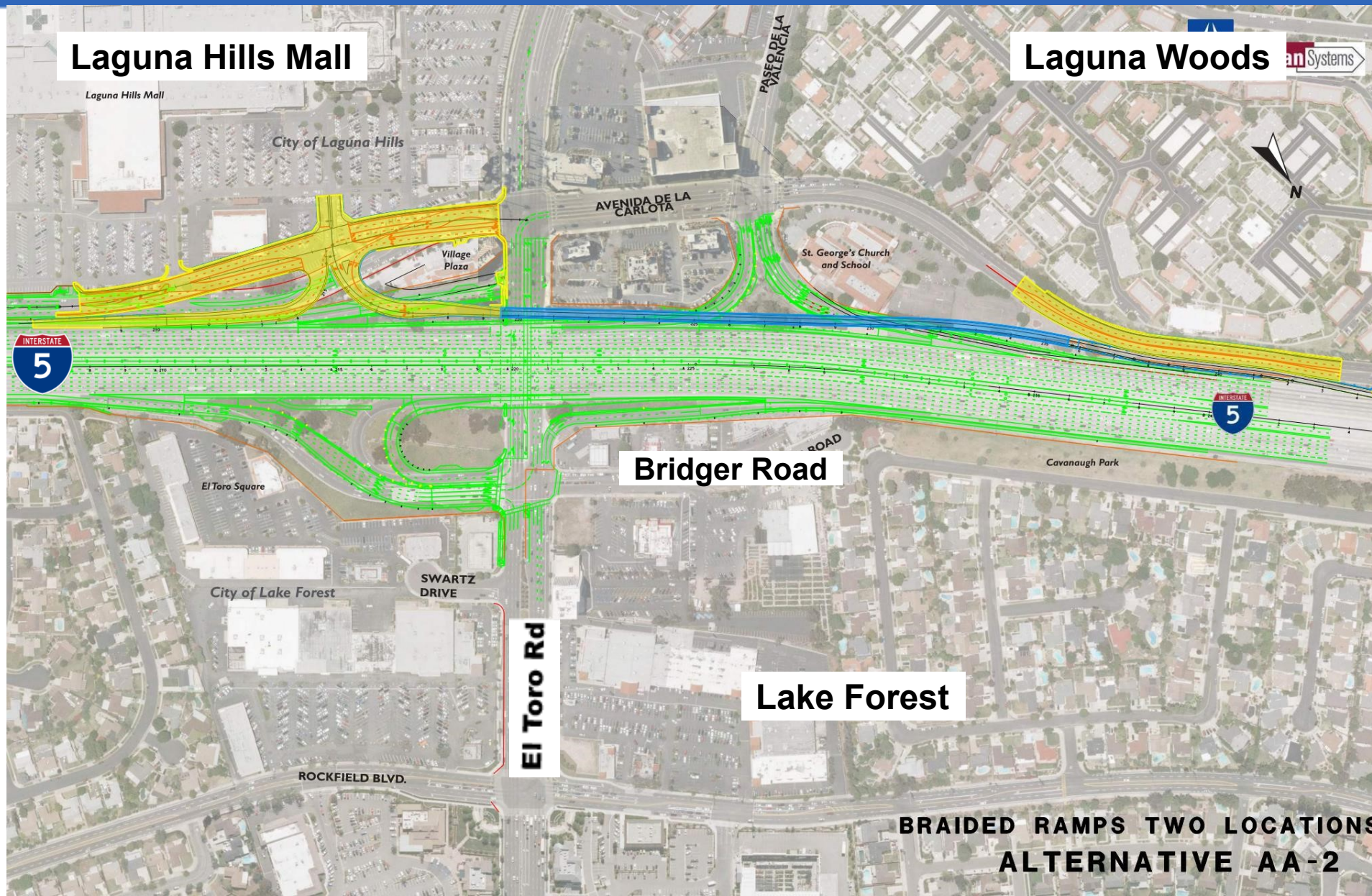
Laguna Woods

Bridger Road

Lake Forest

BRAIDED RAMPS ONE LOCATION
ALTERNATIVE AA-1

Assessment Alternative AA-2: Braided Ramps Two Locations

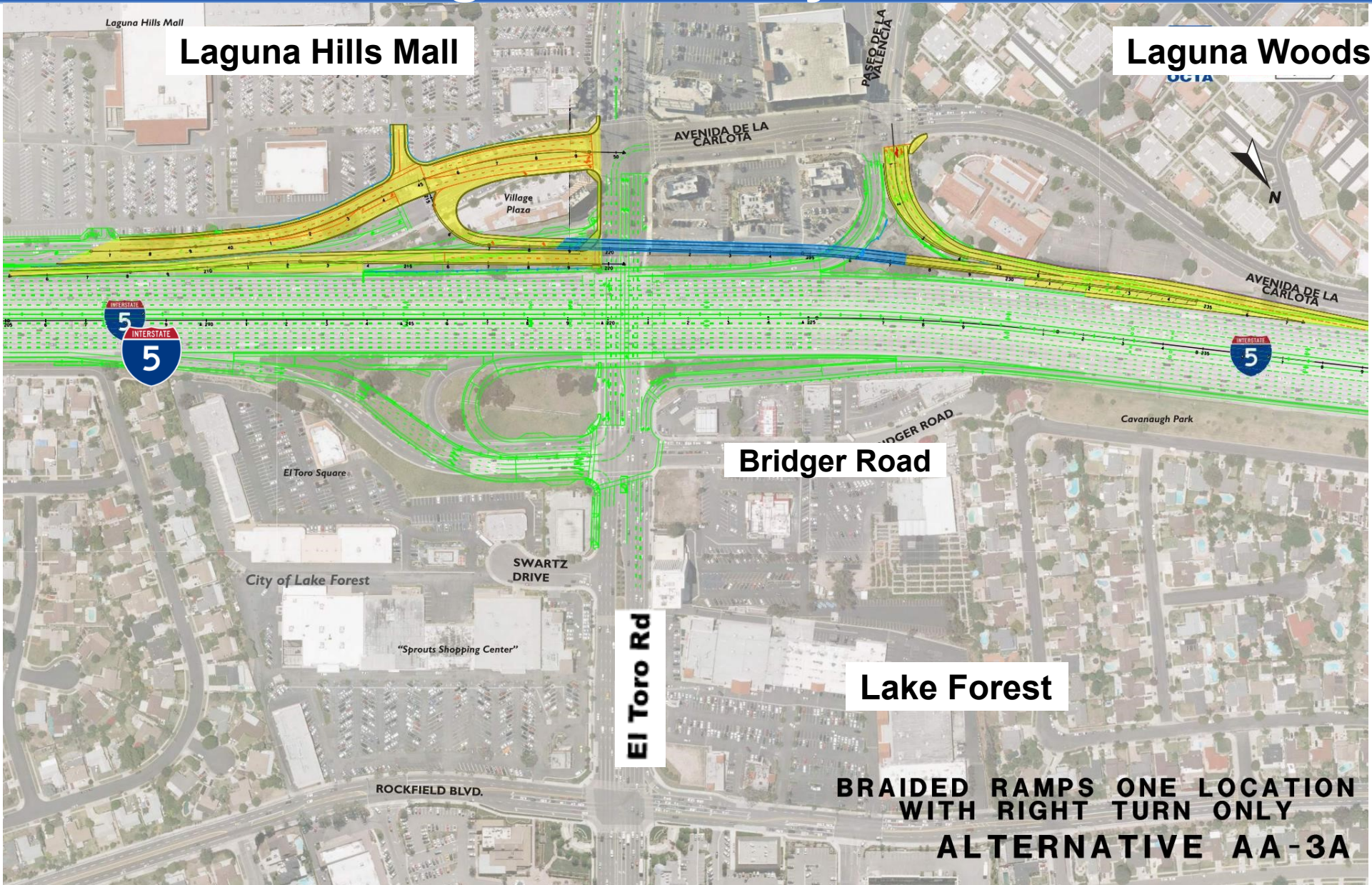


**BRAIDED RAMPS TWO LOCATIONS
ALTERNATIVE AA-2**

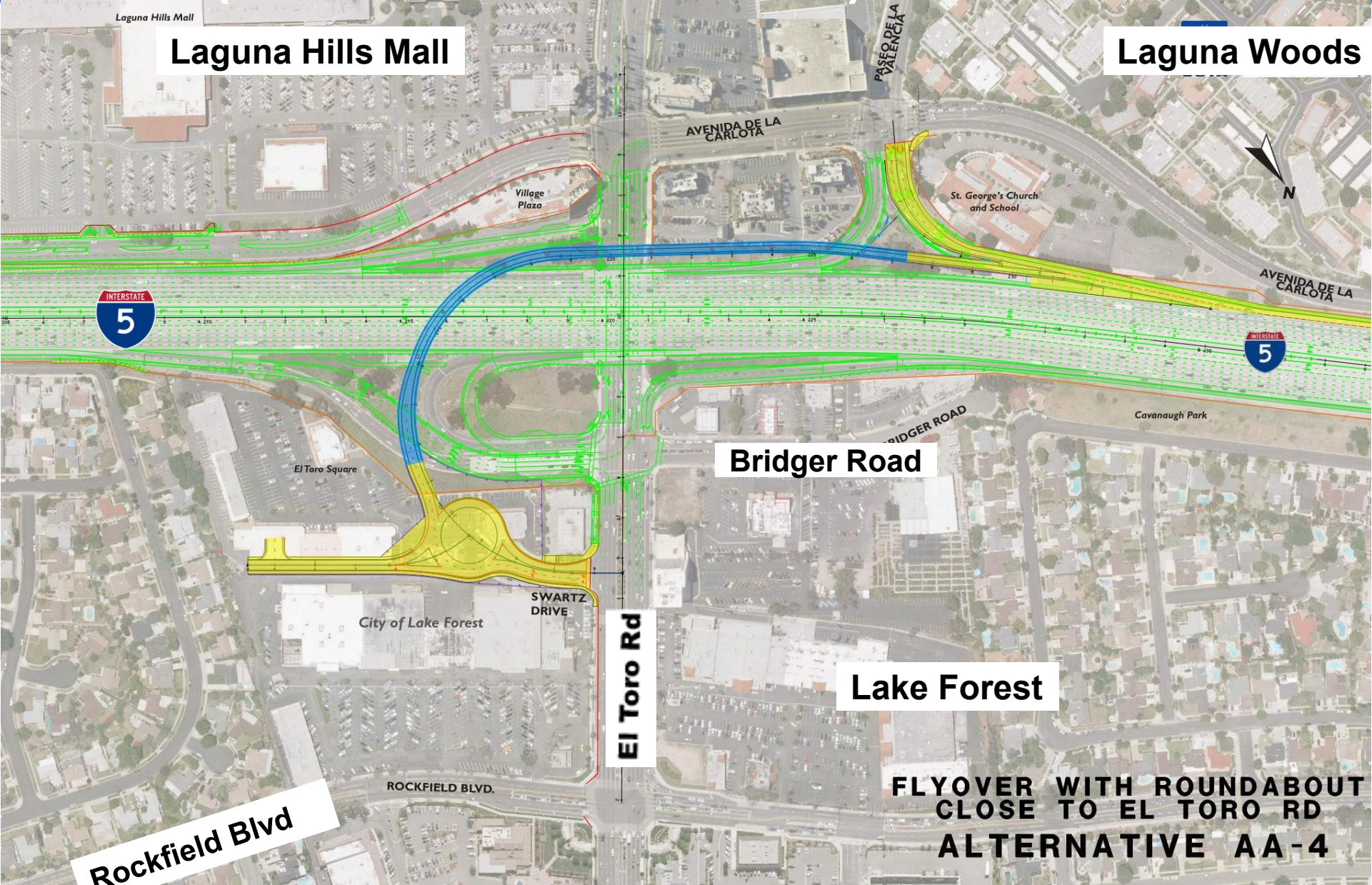
Assessment Alternative AA-3: Braided Ramps One Location with Roundabout



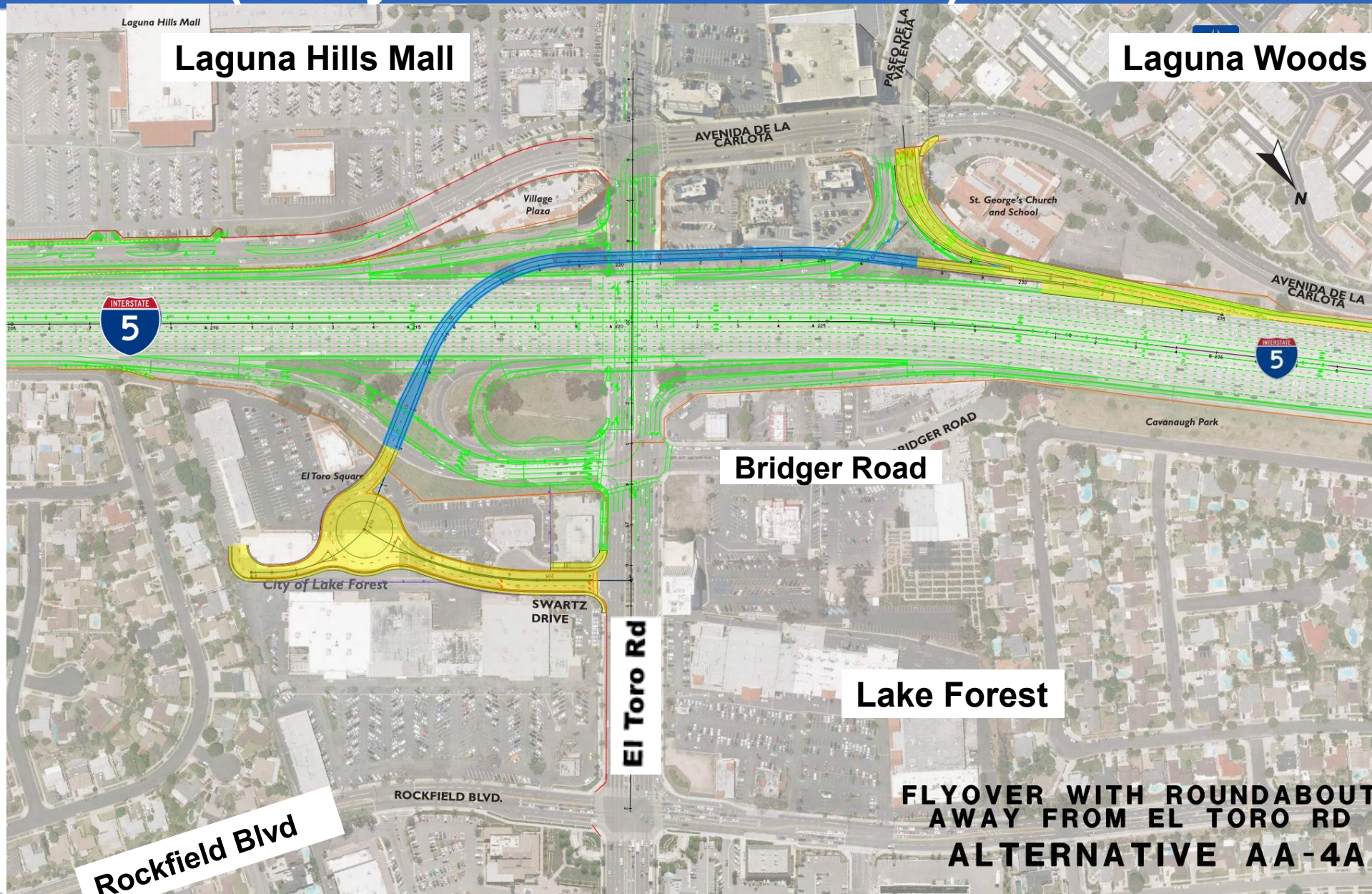
Assessment Alternative AA-3A: Braided Ramps One Location with Right-Turn Only



Assessment Alternative AA-4: Flyover with Roundabout (Close to El Toro Road)



Assessment Alternative AA-4A: Flyover with Roundabout (Away From El Toro Road)



Assessment Alternative AA-5: Flyover with Roundabout (Close to Rockfield Boulevard)



Traffic modeling performed based on eight Measures of Effectiveness (MOE):

1. Delay per Vehicle
2. Total Delay
3. Average Speed
4. Total Travel Time
5. Exiting Vehicles
6. Demand Served
7. Vehicle Miles Traveled per Trip
8. Travel Time from Interstate 5 (I-5) southbound (SB) off-ramp to Rockfield Boulevard

Traffic modeling results:

All alternatives projected to improve traffic operations compared to No-Build alternative for most MOEs, however, differences in performance include:

Alternative PR-2 has advantages over the No-Build alternative, particularly for the PM peak, but does not perform as well as other build alternatives. Alternative PR-4 performs well, largely because it provides multiple ramps on the SB side of I-5 and provides more capacity with realigned Avenida De La Carlota.

Alternatives AA-1/AA-2, AA-3, and AA-3A will improve operations for many MOEs. However, high traffic volumes using the new Avenida De La Carlota intersection south of El Toro Road result in delays in queuing along Avenida De La Carlota, and performance will not be as good for some MOEs.

Alternatives AA-4, AA-4A, and AA-5 reduce intersection volumes at the interchange by bringing traffic over I-5 to a new roundabout southwest of the El Toro Road/Rockfield Boulevard intersection. Coordinated signal timing on El Toro Road will be needed, but the performance of these alternatives will be good for all MOEs. Alternative AA-5 is the best of the three, as it splits traffic to both El Toro Road and Rockfield Boulevard, however, differences in performance compared to AA-4 and AA-4A, are relatively small.

Alternatives Cost Benefit Comparison

Alternative

	Draft PA/ED-2	Draft PA/ED-4	AA-1	AA-2	AA-3	AA-3A	AA-4	AA-4A	AA-5
Description	Flyover to Bridger Road	Collector-Distributor	Braided Ramps One Location	Braided Ramps Two Locations	Braided Ramps One Location with Roundabout	Braided Ramps One Location with Right Turn Only	Flyover with Roundabout Close to El Toro Road	Flyover with Roundabout Away From El Toro Road	Flyover with Roundabout Close to Rockfield Blvd
Project Cost*	\$176M	\$252M	\$152M	\$163M	\$144M	\$141M	\$163M	\$170M	\$247M
Traffic Benefit	High	High	High	High	High	High	High	High	High
ROW Impacts	Very High	Very High	High	High	High	High	High	High	Very High

* Note: cost estimates are in 2019 dollars

- Additional seven alternatives developed as part of the Assessment Study
- ROW impacts studied
- Cost estimates for new alternatives prepared
- High-level design feedback provided by Caltrans
- Draft Alternatives Assessment Report prepared
- Meetings held with cities to discuss results of Alternatives Assessment Study, traffic modeling, cost estimates, and potential next steps

- Laguna Hills City Council scheduled to take action on Village at Laguna Hills development – December 2021
- Lake Forest to conclude economic assessment of new alternatives – January 2022
- Conduct follow-up meetings between OCTA, Caltrans, and cities to obtain concurrence on which additional alternatives from the assessment to move back into the environmental process – late 2021 to early 2022
- Next project update to OCTA Board of Directors – early 2022
- Final study report – early 2022
- Incorporate additional alternatives into the environmental phase process and complete the Final ED and Final Project Report – late 2023