

## 2024 State Transportation Improvement Program Project Descriptions

### Interstate 5 (I-5) Improvements from Interstate 405 (I-405) to Yale Avenue (Segment 1) Construction (CON)

This project will add one general purpose lane in both directions of the I-5 from the I-405 to Yale Avenue. Additional features of the project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. The project length is approximately five miles.

This segment of the I-5 corridor is experiencing congestion and long traffic delays due to demand exceeding capacity, primarily resulting from local, regional, and interregional traffic demand. In addition, local and regional traffic demand is expected to increase by over 10,000 vehicles per day by the year 2040. This is Project B in the Next 10 Delivery Plan (Next 10 Plan). This project is included in the approved 2022 State Transportation Improvement Program (STIP). Staff is not recommending any changes to this project.

The existing funding plan is provided below.

| Existing Funding (in 000s) | STBG             | STIP             | LPP-F            | NH              | M2               | Total             |
|----------------------------|------------------|------------------|------------------|-----------------|------------------|-------------------|
| PA/ED                      | \$ 4,473         | \$ -             | \$ -             | \$ -            | \$ -             | \$ 4,473          |
| PS&E                       | \$ -             | \$ -             | \$ 7,395         | \$ -            | \$ 7,396         | \$ 14,791         |
| ROW                        | \$ -             | \$ -             | \$ 3,979         | \$ 5,421        | \$ 100           | \$ 9,500          |
| CON                        | \$ 43,000        | \$ 95,338        | \$ -             | \$ -            | \$ 38,692        | \$ 177,030        |
| <b>TOTAL</b>               | <b>\$ 47,473</b> | <b>\$ 95,338</b> | <b>\$ 11,374</b> | <b>\$ 5,421</b> | <b>\$ 46,188</b> | <b>\$ 205,794</b> |

LPP-F - Local Partnership Program Formula  
M2 - Measure M2  
NH - National Highway Performance Program  
PA/ED - Project Approval/Environmental Documents

PS&E - Plans, Specifications, and Estimates  
ROW - Right-of-Way  
STBG - Surface Transportation Block Grant

### I-5 Improvements from State Route (SR-73) to El Toro Road (Replacement Planting/Landscaping)

This is part of Project C in the Next 10 Plan and is the replacement planting/landscaping component of the three segments of the I-5 Improvement Project from SR-73 to El Toro Road. This project is included in the approved 2022 STIP. Staff is not recommending any changes to this project.

The existing funding plan is shown below.

| Existing Funding (in 000s) | STBG          | STIP            | M2              | Total            |
|----------------------------|---------------|-----------------|-----------------|------------------|
| PA/ED                      | \$ -          | \$ -            | \$ -            | \$ -             |
| PS&E                       | \$ 790        | \$ -            | \$ -            | \$ 790           |
| ROW                        | \$ -          | \$ -            | \$ -            | \$ -             |
| CON                        | \$ -          | \$ 6,000        | \$ 5,545        | \$ 11,545        |
| <b>TOTAL</b>               | <b>\$ 790</b> | <b>\$ 6,000</b> | <b>\$ 5,545</b> | <b>\$ 12,335</b> |

## 2024 State Transportation Improvement Program Project Descriptions

### State Route 74 (SR-74) Ortega Highway Multimodal Improvements from Calle Entradero (Postmile 1.0) to Reata Road (Postmile 2.1)

This project will widen SR-74/Ortega Highway from two to four lanes by adding one lane, bicycle lanes, and reconstruction of sidewalk in each direction in the City of San Juan Capistrano from Calle Entradero (postmile 1.0) to Reata Road (postmile 2.1). The project preliminary plans include installing a traffic signal at Via Cordova and Hunt Club Drive, providing a 12-foot-wide striped median, a five- to eight-foot shoulder on each side to accommodate a Class II bicycle lane, and reconstructing the existing sidewalk. The project also requires seven retaining walls.

The SR-74/Ortega Highway Widening Project is an important project for the region and one of the most heavily utilized local roads in the area. Currently, the existing traffic demand exceeds capacity, and the roadway operates at a level of service (LOS) E and is anticipated to operate at a LOS F in the year 2025. LOS is used to measure traffic flow with LOS A being free flow, and F being stop-and-go or heavily congested. The project has also received funding through the M2 Project O - Regional Capacity Program. This is a project of interregional significance, and in the past, the California Department of Transportation submitted this project for the Interregional Improvement Program portion of the STIP. This project is included in the approved 2022 STIP. Staff is not recommending any changes to this project.

Existing funding is shown in the table below.

| Existing Funding (\$000s) | STIP             | Mid-Cycle STIP | STBG/ Earmark    | M2              | Local           | SHOPP         | Total            |
|---------------------------|------------------|----------------|------------------|-----------------|-----------------|---------------|------------------|
| PA/ED                     | \$ 5,513         | \$ -           |                  | \$ 1,950        | \$ 400          | \$ 250        | \$ 8,113         |
| PS&E                      | \$ -             | \$ 800         |                  | \$ 5,250        | \$ 1,750        | \$ -          | \$ 7,800         |
| ROW                       | \$ 13,000        | \$ -           |                  | \$ -            | \$ -            | \$ -          | \$ 13,000        |
| CON                       | \$ 24,600        | \$ -           | \$ 34,000        | \$ -            | \$ -            | \$ -          | \$ 58,600        |
| <b>TOTAL</b>              | <b>\$ 43,113</b> | <b>\$ 800</b>  | <b>\$ 34,000</b> | <b>\$ 7,200</b> | <b>\$ 2,150</b> | <b>\$ 250</b> | <b>\$ 87,513</b> |

SHOPP - State Highway Operation and Protection Program

### Digital Bus Stop Signs/Electronic Message Signs 13" Along High-Quality Transit Corridors (143 Signs)

The project will result in the installation of real-time displays and signage at up to 143 bus stops along Orange County (OC) Bus routes 29, 43, 57, 60, 64, 66, 529, 543, and 560 in Orange County. It will provide real time information on the next bus arriving, identify Orange County's Rapid Bus Service, and provide information regarding connections to Metrolink Stations which provide service into Los Angeles, Riverside, San Bernardino, and Ventura counties, as well as service up to San Luis Obispo. This project is included in the approved 2022 STIP. Staff is not recommending any changes to this project.

## 2024 State Transportation Improvement Program Project Descriptions

Existing funding is shown in the table below.

| Existing Funding<br>(in 000s)                | STIP            | Total           |
|--|-----------------|-----------------|
| CON  | \$ 1,500        | \$ 1,500        |
| Five Years of Ongoing<br>Performance Testing | \$ 1,000        | \$ 1,000        |
| <b>TOTAL</b>                                 | <b>\$ 2,500</b> | <b>\$ 2,500</b> |

### Planning, Programming, and Monitoring (PPM)

Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions are necessary for the future construction of improvements. STIP funds will be used to support studies that are directly used in the development of the Long-Range Transportation Plan and to develop project study reports, thus creating a shelf of projects for the future. Specific examples of studies that are supported using STIP PPM include the Freeway Chokepoint Study, Freeway Bus Rapid Transit Concepts Study, Bristol Street Transit Corridor Study, and OC Mobility Hub Study. The California Transportation Commission sets aside five percent of the STIP for regional agencies to carry out planning activities. Staff is requesting approval to submit for two additional years of STIP PPM funding totaling \$4.139 million. This will bring the five-year STIP PPM total to \$7.255 million.

### State Route 57 (SR-57) Truck Climbing Lane Phase II – Lambert Road to County Line

This project will construct a truck climbing lane on the SR-57 from the Lambert Road undercrossing to just north of the Orange County/Los Angeles County Line. A climbing lane would improve truck traffic travel speeds and would increase the throughput of the northbound SR-57. This project is Project G in the Next 10 Plan. Staff is proposing \$18 million in STIP funds for the SR-57 Truck Climbing Lane project which is consistent with the Capital Programming Policies (CPP) regarding the use of STIP funds because it is a freeway project.

The existing and proposed funding plans are provided below:

| Existing Funding<br>(in 000s) | STIP            | Total           |
|-------------------------------|-----------------|-----------------|
| PA/ED                         | \$ 6,500        | \$ 6,500        |
| <b>TOTAL</b>                  | <b>\$ 6,500</b> | <b>\$ 6,500</b> |

| Proposed Funding<br>(in 000s) | STIP             | Total            |
|-------------------------------|------------------|------------------|
| PA/ED                         | \$ 6,500         | \$ 6,500         |
| PS&E                          | \$ 18,000        | \$ 18,000        |
| <b>TOTAL</b>                  | <b>\$ 24,500</b> | <b>\$ 24,500</b> |
| CHANGE                        | \$ 18,000        | \$ 18,000        |

## 2024 State Transportation Improvement Program Project Descriptions

### OC LOOP - Segment A (La Habra) (CON)

OC LOOP Segment A, the La Habra Rails to Trails OC Loop Gap Closure project, will close a 3.1-mile gap in the OC Loop, Orange County’s bicycle network, with a Class I bikeway/multi-use path along a currently blighted rail-to-trail. This project completes Segment A of the OC Loop and lies entirely within the boundaries of the City of La Habra. In order to improve the safety and convenience of residents actively commuting and increase the numbers of residents who choose walking and bicycling, this project includes infrastructure improvements such as widening an existing paved pathway in Guadalupe Park, building a Class I bikeway/multi-use path, and enhanced safety features to protect bicyclists and pedestrians. Staff is seeking approval for \$38.233 million in STIP funds for the CON phase. The project is consistent with the CPP regarding the use of STIP funds for complete streets.

The proposed funding plan is provided below:

| Proposed Funding<br>(in 000s) | STIP             | Total            |
|-------------------------------|------------------|------------------|
| CON*                          | \$ 38,233        | \$ 38,233        |
| <b>TOTAL</b>                  | <b>\$ 38,233</b> | <b>\$ 38,233</b> |

\*Prior phases not included because this is a City-led project and specific fund sources for preconstruction phases have not been provided.

### Santa Ana - Garden Grove Rails-to-Trails (PS&E)

The project will close a 3.1-mile gap on the Class I trail connecting the cities of Garden Grove and Santa Ana along the Orange County Transportation Authority (OCTA)-owned former Pacific Electric ROW and 0.85-miles along the Wintersburg Channel. The project will add a Class I non-motorized transportation facility and provide safety crossing features at approximately 13 intersections, improving safety for pedestrians and bicyclists. The project would offer a convenient, safe alternative to walking and bicycling adjacent to high-speed multi-lane arterials. This protected corridor would improve non-motorized access and mobility for the adjacent disadvantaged communities away from the dangers of high-speed motorized traffic. Staff is seeking approval for \$3.9 million in STIP funds for the PS&E phase. The project is consistent with the CPP regarding the use of STIP funds for complete streets.

## 2024 State Transportation Improvement Program Project Descriptions

The existing and proposed funding plans are provided below:

| Existing Funding<br>(in 000s) | ATP             | Federal<br>Earmark | Total           |
|-------------------------------|-----------------|--------------------|-----------------|
| PA/ED                         | \$ 3,000        | \$ -               | \$ 3,000        |
| PS&E                          | \$ -            | \$ 750             | \$ 750          |
| <b>TOTAL</b>                  | <b>\$ 3,000</b> | <b>\$ 750</b>      | <b>\$ 3,750</b> |

| Proposed Funding<br>(in 000s) | ATP             | Federal<br>Earmark | STIP            | Total           |
|-------------------------------|-----------------|--------------------|-----------------|-----------------|
| PA/ED                         | \$ 3,000        | \$ -               | \$ -            | \$ 3,000        |
| PS&E                          | \$ -            | \$ 750             | \$ 3,900        | \$ 4,650        |
| <b>TOTAL</b>                  | <b>\$ 3,000</b> | <b>\$ 750</b>      | <b>\$ 3,900</b> | <b>\$ 7,650</b> |
| Change                        | \$ -            | \$ -               | \$ 3,900        | \$ 3,900        |

### Orange County Maintenance Facility (Phase 1) (CON)

The Orange County Maintenance Facility (OCMF) is part of the Metrolink Southern California Optimized Rail Expansion (SCORE) program, which is funded through the Transit and Intercity Rail Capital Program (TIRCP). The facility will be located on the 21.3-acre parcel owned by OCTA, adjacent to Marine Way, and located along the Metrolink Orange Subdivision between mileposts 183.5 and 184 in the City of Irvine. The goal of the project is to provide for more efficient rail operations. There is a need to store and service locomotives and rail cars to comply with safety and operations standards and redistribute service loads to another location. The OCMF will provide space and equipment to inspect, clean, and maintain cars and locomotives on a regular and efficient basis. Much of the inspection and maintenance activity is federally mandated and must be performed at specific intervals. Staff is seeking approval for \$20 million in STIP funds for the CON phase. The project is consistent with the CPP, which allows STIP funds for use on transit capital project.

The existing and proposed funding plans are provided below:

| Existing Funding<br>(in 000s) | TIRCP/SCORE      | Total            |
|-------------------------------|------------------|------------------|
| PA/ED                         | \$ 4,829         | \$ 4,829         |
| PS&E                          | \$ 6,401         | \$ 6,401         |
| <b>TOTAL</b>                  | <b>\$ 11,230</b> | <b>\$ 11,230</b> |

| Proposed Funding<br>(in 000s) | TIRCP/SCORE      | STIP             | Unfunded<br>Need | Total            |
|-------------------------------|------------------|------------------|------------------|------------------|
| PA/ED                         | \$ 4,829         | \$ -             | \$ -             | \$ 4,829         |
| PS&E                          | \$ 6,401         | \$ -             | \$ -             | \$ 6,401         |
| CON                           | \$ 60,000        | \$ 20,000        | TBD              | \$ 80,000        |
| <b>TOTAL</b>                  | <b>\$ 71,230</b> | <b>\$ 20,000</b> | <b>TBD</b>       | <b>\$ 91,230</b> |