ATTACHMENT B

Capital Programming Update Project Descriptions

State Route 55 (SR-55) Improvement Project from Interstate 5 (I-5) to State Route 91 (SR-91)

In the cities of Anaheim, Orange, Santa Ana, and Tustin, the SR-55 Improvement Project from I-5 to SR-91 will add one general purpose lane in each direction between I-5 and State Route 22 (SR-22) and include operational improvements between SR-22 and SR-91. Existing traffic volumes, traffic congestion, and travel delays along the SR-55 corridor are anticipated to grow as a result of forecasted increases in population, housing, and employment. The objective of the project is to reduce traffic congestion, improve mobility, and improve traffic operations. The project is funded through the right-of-way (ROW) phase.

Staff is recommending $172.430 million in Measure M2 (M2) for construction and construction support for this project, which is Project F in the Next 10 Delivery Plan (Next 10 Plan). Additionally, the table below acknowledges downward adjustments to Project Approval/Environmental Documentation (PA/ED) and Plans, Specifications, and Estimates (PS&E) to reflect actual costs that have been incurred. The ROW cost estimate has increased due to the project requiring the acquisition of temporary construction easements or permanent easements from three additional privately-owned parcels. The total M2 funding requested is $180.584 million. This recommendation is consistent with the Capital Programming Policies (CPP) regarding the use of M2 funds.

Existing Funding ($000s)	**STBG**	**M2**	**HIP**	**Total**
PA/ED	$5,000	-	-	$5,000
PS&E	$3,359	$5,000	$2,641	$11,000
ROW	-	$6,045	-	$6,045
CON	-	-	-	$0
TOTAL	**$8,359**	**$11,045**	**$2,641**	**$22,045**

Proposed Funding ($000s)	**STBG**	**M2**	**HIP**	**Total**
PA/ED	$4,506	-	-	$4,506
PS&E	$3,359	$4,294	$2,641	$10,294
ROW	-	$14,905	-	$14,905
CON	-	$172,430	-	$172,430
TOTAL	**$7,865**	**$191,629**	**$2,641**	**$202,135**
CHANGE	-$494	$180,584	-	$180,090

CON – Construction
HIP – Highway Infrastructure Program
STBG – Surface Transportation Block Grant

SR-91 Improvement Project from La Palma Avenue to SR-55 (Segment 2)

In the City of Anaheim, the SR-91 Improvement Project from La Palma Avenue to SR-55 (Segment 2) will add one general purpose lane in the eastbound (EB) direction on SR-91 from La Palma Avenue to SR-55, widen the EB Santa Ana River bridge, and reconstruct the Glassell Street/Kraemer Boulevard and Tustin Avenue bridges over the SR-91. The project aims to further optimize traffic operations and reduce congestion. The project is funded through the ROW phase.

Staff recommends the use of $323.726 million in 91 Express Lanes (91 EL) Excess Revenues, $4 million in Community Project Funding/Congressionally Directed Spending (CPF/CDS), and $6.641 million in SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program Formulaic (LPP-F) funding for the project. Additionally, staff is requesting adjustments for PA/ED, PS&E, and ROW to reflect actual costs or updated cost estimates. The construction cost estimate has increased to include the most up-to-date cost estimates, which consider escalated material costs, additional items not included in the environmental phase, and design updates based on revised California Department of Transportation (Caltrans) standards and requirements. The ROW cost estimate was also updated to include additional acquisition costs. This is Project I in the Next 10 Plan and this recommendation is consistent with the CPP regarding the use of 91 EL and LPP-F funds. It is also consistent with a separate Board of Directors (Board)-adopted policy that allows the use of 91 EL for M2 freeway projects on SR-91. CPF/CDS funds are specifically directed by the United States Congress for the SR-91 project.

Existing Funding ($000s)	STBG	M2	91 EL	Total
PA/ED	$3,460	$40	-	$3,500
PS&E	-	-	$14,648	$14,648
ROW	-	-	$28,166	$28,166
CON	-	-	-	-
TOTAL	**$3,460**	**$40**	**$42,814**	**$46,314**

Proposed Funding ($000s)	STBG	M2	91 EL	CPF/CDS	LPP-F	Total
PA/ED	$3,460	$40	$950	-	-	$4,450
PS&E	-	-	$20,095	-	-	$20,095
ROW	-	-	$31,278	-	-	$31,278
CON	-	-	$314,217	$4,000	$6,641	$324,858
TOTAL	**$3,460**	**$40**	**$366,540**	**$4,000**	**$6,641**	**$380,681**
CHANGE	-	-	$323,726	$4,000	$6,641	$334,367

I-5 Improvement Project from Interstate 405 (I-405) to Yale Avenue (Segment 1)

The I-5 Improvement Project from I-405 to Yale Avenue (Segment 1) will add one mixed-flow lane in both directions in the City of Irvine. This segment of the I-5 corridor is experiencing congestion and long traffic delays due to demand exceeding capacity. The project will reduce corridor traffic congestion, improve traffic operations, and improve access to high-occupancy vehicle lanes.

Staff is recommending the use of an additional $132.149 million in M2 for the project. The project cost estimates were last updated in 2021 when the project report was finalized. The construction cost estimate has increased to include the most up-to-date cost estimates, which consider escalated material costs, additional items not included in the environmental phase, and design updates based on revised Caltrans standards and requirements. As part of this request, staff is recommending adjustments to PS&E and ROW to reflect actual costs or updated cost estimates. PS&E has increased to include the most up-to-date cost estimates and ROW has increased to include additional utility relocation costs. This is Project B in the Next 10 Plan and the recommendations are consistent with the CPP regarding the use of M2 funds.

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

Proposed Funding ($000s)	STBG	M2	STIP	NH	LPP-F	Total
PA/ED	$4,473	-	-	-	-	$4,473
PS&E	-	$8,642	-	-	$7,395	$16,037
ROW	-	$2,131	-	$5,421	$3,979	$11,531
CON	$43,000	$167,564	$95,338	-	-	$305,902
TOTAL	**$47,473**	**$178,337**	**$95,338**	**$5,421**	**$11,374**	**$337,943**
CHANGE		$132,149	-	-	-	$132,149

STIP – State Transportation Improvement Program NH – National Highway Performance Program

I-5 Improvement Project from I-405 to Yale Avenue (Segment 1) Multi-Asset Project (MAP)

The State Highway Operation and Protection Program (SHOPP) funding for the Caltrans MAP will be added as a separate project into the Capital Funding Program (CFP) report so staff can keep track of this as part of the larger project. However, this funding is directly programmed by Caltrans. The MAP components include grinding and overlaying hot mix asphalt along the freeway mainline, as well as the introduction of new weigh-in-motion facilities in both northbound (NB) and southbound (SB) directions.

OCTA has identified additional contingency, outreach, and other costs that should be included. Caltrans is still responsible for all costs associated with the MAP and staff is recommending listing the total project cost of $50.144 million, which includes $13.744 million in uncommitted future state funds in the CFP report. These funds are for the CON phase and the inclusion of SHOPP and future state funds in the CFP will match the costs outlined in the Capital Action Plan that is presented to the Board quarterly.

Proposed Funding ($000s)	SHOPP	Future State Funds	Total
TOTAL	**$36,400**	**$13,744**	**$50,144**

SR-91 Improvement Project from SR-55 to Lakeview Avenue (Segment 1)

The SR-91 Improvement Project from SR-55 to Lakeview Avenue will improve operations, reliability, safety, and throughput, thereby improving the economic vitality of Orange County and beyond. The project will realign the westbound (WB) on-ramp to direct traffic to WB SR-91, construct a new drop ramp that will connect the Lakeview Avenue bridge directly to the southbound SR-55, separate traffic on WB SR-91 from SB SR-55, and replace the Lakeview Avenue bridge with standard lanes, shoulders, and sidewalks in each direction. These improvements will help improve safety, reduce collisions, and add connections to the regional Santa Ana River Trail.

This project was initially approved for funding on July 10, 2023. On October 16, 2024, the project bids were opened by Caltrans and the apparent low bid came in 14.11 percent higher than the project engineer's estimate. Due primarily to this, the project needs additional funding and $22.260 million in 91 EL funding is being requested for the project. PA/ED and PS&E adjustments are due to the additional coordination needed for the MAP, and ROW is being adjusted downward due to updated cost estimates. This is Project I in the Next 10 Plan and is consistent with the CPP regarding the use of 91 EL funds. It is also consistent with a separate Board-adopted policy that allows the use of 91 EL for M2 freeway projects on SR-91.

Existing Funding ($000s)	**STBG**	**M2**	**TCEP**	**91 EL**	**CPF/CDS**	**Total***
PA/ED	$1,770	$30	-	-	-	$1,800
PS&E	-	-	-	$8,503	-	$8,503
ROW	-	-	-	$5,926	-	$5,926
CON	-	-	$42,566	$46,722	$5,000	$94,288
TOTAL	**$1,770**	**$30**	**$42,566**	**$61,151**	**$5,000**	**$110,517**

Proposed Funding ($000s)	**STBG**	**M2**	**TCEP**	**91 EL**	**CPF/CDS**	**Total**
PA/ED	$1,770	$30	-	$430	-	$2,230
PS&E	-	-	-	$8,837	-	$8,837
ROW	-	-	-	$2,046	-	$2,046
CON	-	-	$42,566	$72,098	$5,000	$119,664
TOTAL	**$1,770**	**$30**	**$42,566**	**$83,411**	**$5,000**	**$132,777**
CHANGE	-	-	-	$22,260	-	$22,260

TCEP – Trade Corridor Enhancement Program

*The SR-91 Improvement Project from SR-55 to Lakeview Avenue (Segment 1) funding table does not include the associated Caltrans MAP which is currently programmed through all phases of work with $7.968 million in SHOPP and is being implemented with this project.

SR-91 Improvement Project from Acacia Street to La Palma Ave (Segment 3)

The SR-91 Improvement Project between Acacia Street and La Palma Avenue (Segment 3) will provide WB operational improvements between Acacia Street and La Palma Avenue, WB improvements at State College Boulevard, and reconstruction of the La Palma Avenue overcrossing bridge. The project will also provide a new bypass ramp that allows NB State Route 57 (SR-57) traffic to exit at Orangethorpe Avenue in advance of the SR-91/NB SR-57 connector merge.

The project was approved for funding through construction in July 2024. This project currently needs $57.912 million in additional 91 EL funding due to a revised construction cost estimate which considers the higher-than-expected bids on the SR-91 Improvement Project from SR-55 to Lakeview Avenue (Segment 1) and other comparable recent projects in the region. Similar to the SR-91 Segment 1, PA/ED and PS&E cost increases are due to the additional coordination needed to incorporate the MAP scope and also due to design refinements to minimize the ROW needed, which has reduced the ROW cost estimate. This is Project I in the Next 10 Plan and is consistent with the CPP regarding the use of 91 EL funds. It is also consistent with a separate Board-adopted policy that allows the use of 91 EL for M2 freeway projects on SR- 91.

Existing Funding ($000s)	STBG	M2	91 EL	CPF/CDS	Total
PA/ED	$1,770	$30	-	-	$1,800
PS&E	-	-	$10,861	-	$10,861
ROW	-	-	$5,510	-	$5,510
CON	-	-	$143,321	$3,000	$146,321
TOTAL	**$1,770**	**$30**	**$159,692**	**$3,000**	**$164,492**

Proposed Funding ($000s)	STBG	M2	91 EL	CPF/CDS	Total
PA/ED	$1,770	$30	$418	-	$2,218
PS&E	-	-	$12,213	-	$12,213
ROW	-	-	$5,290	-	$5,290
CON	-		$199,683	$3,000	$202,683
TOTAL	**$1,770**	**$30**	**$217,604**	**$3,000**	**$222,404**
CHANGE	-	-	$57,912	-	$57,912

SR-91 Improvement Project from Acacia Street to La Palma Avenue (Segment 3) MAP

The SHOPP funding for the Caltrans MAP component of the SR-91 Improvement Project from Acacia Street to La Palma Avenue (Segment 3) is detailed below. The project includes pavement rehabilitation, safety device upgrades, census stations, updated smart street lighting, and electrical conduit replacements.

OCTA staff has identified additional contingency, outreach, and other costs that increase the estimated cost for the project by $11.876 million to $35.046 million. Caltrans has committed an additional $2.851 million in SHOPP funding to support additional costs. Caltrans is responsible for all costs associated with the MAP. In order to meet the updated costs as identified by OCTA, it is recommended to include $9.025 million in uncommitted future state funds. These project costs include all phases of work and allow the project funding listed in the CFP to match costs identified in the Capital Action Plan that is presented to the Board quarterly.

Existing Funding ($000s)	SHOPP	Total
TOTAL	**$23,170**	**$23,170**

Proposed Funding ($000s)	SHOPP	Future State Funds	Total
TOTAL	**$26,021**	**$9,025**	**$35,046**
CHANGE	$2,851	$9,025	$11,876

Interstate 605 and Katella Avenue Interchange

The Interstate 605 (I-605) and Katella Avenue Interchange Project will improve interchange traffic operations and pedestrian and bicycle facilities at I-605 and the Katella Avenue interchange, located in the western portion of the City of Los Alamitos. The I-605/Katella Avenue interchange currently experiences roadway and operational deficiencies in the form of inefficient traffic operations and deficiencies in community mobility for automobiles, pedestrians, and bicycle traffic.

On January 23, 2025, the project bids were opened by Caltrans and the apparent low bidder came in 6.4 percent higher than the project engineer's estimate. Caltrans and OCTA analyzed the bid results. Some of the cost increases are attributable to higher bid unit costs associated with retaining walls, paving materials, and clearing and grubbing. The associated estimated costs for construction support services to be performed by Caltrans and OCTA's consultants were also adjusted, respectively. Additionally, prior phase cost estimates have been adjusted. PA/ED has decreased to match actual costs, and the PS&E increase was due to adjustments to incorporate an overlapping Caltrans safety lighting and electrical project that was within the project footprint. ROW increased due to the costs of two utility relocations being higher than anticipated as well as some improvements that were not included in the environmental phase. This included a water line that had to be relocated deeper than previously estimated. This is Project M in the Next 10 Plan and is consistent with the CPP regarding the use of M2 funds. Staff is recommending increasing M2 funds by $14.699 million and increasing the overall project cost to $53.014 million to support the cost at contract award.

Existing Funding ($000s)	STBG	M2	Total
PA/ED	-	$1,824	$1,824
PS&E	-	$3,000	$3,000
ROW	-	$3,031	$3,031
CON	$17,800	$12,660	$30,460
TOTAL	**$17,800**	**$20,515**	**$38,315**

Proposed Funding ($000s)	STBG	M2	Total
PA/ED	-	$1,012	$1,012
PS&E	-	$4,115	$4,115
ROW	-	$7,209	$7,209
CON	$17,800	$22,878	$40,678
TOTAL	**$17,800**	**$35,214**	**$53,014**
CHANGE	-	$14,699	$14,699

Inland Slope Rehabilitation Phase II

Within the OCTA-owned ROW between Mile Post (MP) 187.3 and 193.2 in the cities of Laguna Niguel, Lake Forest, and Mission Viejo, several sloped areas along the railroad are experiencing soil stability and erosion issues, posing risks to the railway's structural integrity. To address these challenges, OCTA engaged its Rail Project Management Consultant to assess and propose cost-effective solutions, such as stabilizing slopes with shotcrete or recompacting soil and adding vegetation for long-term stability. Additionally, a severely eroded earthen culvert at MP 193.0-193.2 in the City of Laguna Niguel, exacerbated by a concrete wall from an adjacent property, has been identified for remediation, with concrete lining proposed as a solution. In collaboration with Metrolink, OCTA is finalizing plans to implement these improvements, ensuring the safety, functionality, and longevity of its infrastructure while addressing environmental concerns.

Staff recommends using up to $2.4 million in LPP-F Cycle 4 funds and Cycle 5 funds with $5.6 million matching M2 funds for the construction phase. Inland Slope Rehabilitation Phase II is part of Project R and the use of M2 and LPP-F for the project is consistent with the Board-approved CPP.

Existing Funding ($000s)	M2	Total
PA/ED	$170	$170
PS&E	-	-
ROW	-	-
CON	-	-
TOTAL	**$170**	**$170**

Proposed Funding ($000s)	M2	LPP-F	Total
PA/ED	$170	-	$170
PS&E	-	-	-
ROW	-	-	-
CON	$5,600	$2,400	$8,000
TOTAL	**$5,770**	**$2,400**	**$8,170**
CHANGE	**$5,600**	**$2,400**	**$8,000**

Future Zero-Emission Bus (ZEB)

OCTA has developed the ZEB Rollout Plan to comply with the California Air Resources Board's Innovative Clean Transit regulation. The regulation requires transit agencies to begin purchasing ZEBs in 2023, with the goal of transitioning all transit buses to zero-emission technology by 2040. In 2020, OCTA initiated the ZEB Pilot Program with ten hydrogen fuel-cell electric buses (FCEB) and ten battery electric buses (BEB). Currently, OCTA plans to purchase additional FCEBs and BEBs to replace compressed natural gas (CNG) buses to meet the ZEB deployment goals. This project aims to replace approximately 200 buses by 2031.

This project is currently funded with $9.794 million in Congestion Mitigation and Air Quality Improvement (CMAQ) and $11.460 million in SB 125* funds. Staff is proposing an additional $12.830 million in CMAQ funds. The use of CMAQ for ZEB replacement is consistent with the CPP regarding CMAQ for rail and bus transit capital projects. This funding is intended to support a portion of the additional cost of replacing the CNG buses with ZEBs. Based on the cost of buses today, the estimated total additional cost ranges from $120 million to $150 million.

Existing Funding ($000s)	CMAQ	SB125	Total
PA/ED	-	-	-
PS&E	-	-	-
ROW	-	-	-
CON	$9,794	$11,460	$21,254
TOTAL	**$9,794**	**$11,460**	**$21,254**

Proposed Funding ($000s)	CMAQ	SB125	Total
PA/ED	-	-	-
PS&E	-	-	-
ROW	-	-	-
CON	$22,624	$11,460	$34,084
TOTAL	**$22,624**	**$11,460**	**$34,084**
CHANGE	$12,830	-	$12,830

*SB 125 – SB 125 (Chapter 54, Statutes of 2023) Transit and Intercity Rail Capital Program Formula