Capital Programming Update Project Descriptions

Grade Separations

Descriptions of the five grade separations are provided below. Staff will return at a future date with final costs.

Raymond Avenue

The project was completed May 14, 2018 and includes construction of a vehicular underpass on Raymond Avenue at the Burlington Northern and Santa Fe (BNSF) railroad crossing, between Walnut Avenue and Ash Avenue in the City of Fullerton. The project lowered Raymond Avenue under Valencia Drive. Two bridge structures were constructed, one for the railroad and one for vehicular traffic. The project includes connector roads on the west side of Raymond Avenue to provide access to Valencia Drive and Truslow Avenue.

The total project is supported by $112.190 million in State Proposition 1B Trade Corridor Improvement Funds (TCIF), Public Transportation Modernization, Improvement, and Service Enhancement (PTMISEA), and Transit System Safety, Security, and Disaster Response Account (TSSSDRA) funds, Measure M2 (M2), a portion of surplus property and rental income, BNSF, and Metropolitan Water District (MWD) funds.

State College Boulevard

The project was completed March 8, 2018 and constructed a grade separation on State College Boulevard at the BNSF railroad tracks from Santa Fe Avenue at the northerly terminus and approximately 700' south of Valencia Drive at the southerly terminus in the City of Fullerton. The grade separation provides an underpass for vehicular traffic on State College Boulevard and lowered State College Boulevard below the BNSF mainline rail lines. A rail bridge was constructed for the two existing mainline tracks with space for a third track.

The total project is supported by $74.644 million in State Proposition 1B TCIF, PTMISEA, TSSSDRA funds, M2, a portion of surplus property and rental income, BNSF, and MWD funds.

Tustin Avenue/Rose Drive

The project was completed October 26, 2016 and constructed an overcrossing grade separation over the BNSF mainline tracks and includes the raising of Tustin Avenue/ Rose Drive 24 feet above the BNSF mainline rail lines in the cities of Anaheim and Placentia. A bridge was constructed that spans over Orangethorpe Avenue, the BNSF, and Orange County Flood Control right-of-way. A modified loop-type connector road was also constructed to convey vehicles from Rose Drive back to Orangethorpe Avenue. A temporary bypass road was constructed to maintain traffic service during construction.

The total project is supported by $86.381 million in State Proposition 1B TCIF, M2, utility relocation reimbursement, BNSF, and Regional Surface Transportation Program (RSTP)/ Surface Transportation Block Grant (STBG) funds.

Capital Programming Update Project Descriptions

Orangethorpe Avenue

The project was completed October 26, 2016 and includes the construction of a roadway overpass between 600 feet west of Carbon Creek and 400 feet east of Taub Lane, in the cities of Anaheim and Placentia. The overcrossing project included construction of a roadway overpass with the BNSF mainline tracks to remain at grade. Two additional structures were required for Chapman Avenue and Miller Street to connect to the elevated Orangethorpe Avenue. The existing intersection of Orangethorpe Avenue and Chapman Avenue was eliminated and replaced with a bridge separating the two streets. Chapman Avenue now crosses under Orangethorpe Avenue and reconnects to Orangethorpe Avenue at Traub Lane.

The total project is supported by $104.182 million in State Proposition 1B TCIF, M2, utility relocation reimbursement, BNSF, RSTP/STBG, Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Federal Demonstration funds.

Lakeview Avenue

The project was completed June 5, 2017 and raised Lakeview Avenue 24 feet above the BNSF mainline tracks between Orchard Drive to the north and Eisenhower Circle to the south in the cities of Anaheim and Placentia. A bridge was constructed that spans over Orangethorpe Avenue, the BNSF, and Orange County Flood Control right-of-way. A modified loop type connector road was also constructed to move vehicles from Lakeview Avenue back to Orangethorpe Avenue. Improvements to adjoining streets and commercial driveways were also part of the project.

The total project is supported by $87.873 million in State Proposition 1B TCIF, a portion of surplus property, M2, utility relocation reimbursement, BNSF, RSTP/STBG, CMAQ, and Federal Demonstration funds.

Video Surveillance Systems

OCTA has video surveillance systems (VSS) at various facilities in the cities of Anaheim, Garden Grove, Irvine, Orange, and Santa Ana. The VSS are currently outdated and have surpassed their useful life. Proposition 1B Transit System Safety, Security, and Disaster Response Account (TSSSDRA) funding was used to replace these systems, but due to project savings, an anticipated $1.512 million of TSSSDRA will not be needed for the projects.

After the proposed Board of Directors (Board) action, the total project will be funded with $1.588 million in TSSSDRA and Federal Transit Administration (FTA) Section 5307 funds.

Transit Security and Operations Center (TSOC)

OCTA is proposing to reprogram the TSSSDRA savings to the TSOC project to rebuild TSOC due to the seismic conditions of the current facility, which cannot be retrofitted to achieve the continuous operations standards required of essential facilities in California. TSOC houses the OCTA transit police, operations support, and central communications

systems, and provides disaster response transportation to move people, goods, emergency personnel, and equipment in the aftermath of a disaster.

After the proposed Board action, the proposed funding through the right-of-way phase is $7.272 million in TSSSDRA funding. Future federal, state and/or local funds will be required to complete the project.

San Juan Creek Bridge Replacement

This project will replace the existing 100-year old railroad bridge over San Juan Creek in San Juan Capistrano. The existing bridge foundation does not meet current design standards and the bridge itself does not meet current railroad design load standards. The new bridge will improve the load and storm capacity, increase safety and reduce maintenance needs. The new bridge will be built on the western side of the existing bridge to minimize interruption to passenger and freight train services.

Current available funding for the $38.371 million project is $22.077 million in FTA Section 5337, federal earmarks, future Proposition 116, TSSSDRA and M2. Staff will return to the Board at a future meeting with a plan to fully fund the project.

Interstate 5 (I-5) Improvements from State Route 73 (SR-73) to Oso Parkway (Segment 1)

The proposed I-5 Segment 1 project will add a general-purpose lane in each direction between SR-73 and Oso Parkway (approximately 2.2 miles), reconstruct the Avery Parkway Interchange, reconstruct ramps at Avery Parkway, Crown Valley Parkway, and Oso Parkway, and construct auxiliary lane improvements. Segment 1 is part of a larger project to improve I-5 between SR-73 and El Toro Road, programmed in three phases.

Currently, this stretch of the I-5 corridor has insufficient capacity to handle existing and projected future (2045) travel demand in the project area. The lack of capacity leads to congestion both during weekdays as well as during weekends and holidays.

It is anticipated the project will improve the reliability of the freeway by reducing travel time through the 2.2-mile project segment by up to ten minutes during the AM peak and three minutes during the PM peak by year 2045. Most of the reduction in travel time is attributed to the expected increase in average speed from 26 MPH to 32 MPH on northbound I-5 during the AM peak. Other anticipated project benefits include 9.8 million person-hours saved annually and an annual reduction of 36.6 Tons CO2 emissions.

After the proposed Board action, the total project will be funded with $215.440 million in State Proposition 1B TCIF, STIP, SB 1 (Chapter 5, Statutes of 2017), Local Partnership Program, STBG, and M2.