

2022 State Transportation Improvement Program Project Descriptions

Interstate 5 (I-5) Improvements from Interstate 405 (I-405) to Yale Avenue (Segment 1) (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.

Currently, 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, forecasted 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.

Staff is seeking approval for an additional \$11.396 million in Measure M2 (M2) freeway funds, which will replace SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program Formula (LPP-F) funds in the right-of-way (ROW) phase. The LPP-F funds are proposed to be redirected to the Transit Security and Operations Center (TSOC) Project (discussed below). The \$11.396 million in LPP-F funds are part of cycle 3 of the LPP-F Program and have a timely-use deadline of fiscal year (FY) 2022-23. The cycle 4 LPP-F funds have been reduced within the funding plan based on updated estimates for future LPP-F funding.

The existing and proposed funding plans are provided below.

Existing Funding (in 000s)	STBG	STIP	LPP-F	M2	Total
PA/ED	\$ 4,473				\$ 4,473
PS&E			\$ 7,395	\$ 7,396	\$ 14,791
ROW	\$ 10,595		\$ 16,864	\$ 6,729	\$ 34,188
CON	\$ 37,289	\$ 95,338	\$ 20,532	\$ 23,871	\$ 177,030
TOTAL	\$ 52,357	\$ 95,338	\$ 44,791	\$ 37,996	\$ 230,482

Proposed Funding (in 000s)	STBG	STIP	LPP-F	M2	Total
PA/ED	\$ 4,473				\$ 4,473
PS&E			\$ 7,395	\$ 7,396	\$ 14,791
ROW	\$ 10,595			\$ 23,593	\$ 34,188
CON	\$ 37,289	\$ 95,338	\$ 26,000	\$ 18,403	\$ 177,030
TOTAL	\$ 52,357	\$ 95,338	\$ 33,395	\$ 49,392	\$ 230,482
CHANGE			(\$ 11,396)	\$ 11,396	

CON - Construction

PS&E - Plans, specifications, and estimates

PA/ED - Project approval/environmental documents

STGB - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

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

This is part of Project C in the Next 10 Delivery 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 2020 STIP, and staff is not recommending any changes to this project.

The existing funding plan is shown below.

Existing Funding (in 000s)	STIP	M2	Total
PA/ED			
PS&E		\$ 770	\$ 770
ROW		\$ 50	\$ 50
CON	\$ 6,000	\$ 5,545	\$ 11,545
TOTAL	\$ 6,000	\$ 6,365	\$ 12,365

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 Freeway Chokepoint Study, Freeway Bus Rapid Transit Concepts Study, Bristol Street Transit Corridor Study, and OC Mobility Hub study. The California Transportation Commission (CTC) 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 \$2.908 million. This will bring the five-year STIP PPM total to \$6.327 million

I-5 Managed Lane Project from Avenida Pico to San Diego County Line

Orange County Transportation Authority (OCTA) and California Department of Transportation (Caltrans) are currently studying the I-5 Managed Lane Project from Avenida Pico to the San Diego County line to determine how to best improve transportation through this area. It is assumed that the study will result in adding a high-occupancy vehicle lane in each direction on the I-5, which will include reestablishing existing auxiliary lanes, widening existing undercrossing, and replacement of existing overcrossings.

This project was approved for 2020 STIP funds by the CTC in March of 2020. However, in order to expedite delivery of this project, in May 2020, the OCTA Board of Directors' (Board) approved \$5.5 million in STBG funds in place of the STIP funds in order to initiate the PA/ED phase. This was subsequently increased to \$6.407 million as

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detailed in the Capital Programming Update, which is being presented to the Board concurrently with this item. The 2020 STIP Program Update, presented to and approved by the BOD on May 11, 2020, detailed how the \$5.5 million in STIP funding would remain on the project in the STIP program and that staff would return with the 2022 STIP with recommendations for these funds. For the 2022 STIP staff is recommending the funding be removed from the project and be redirected to other 2022 STIP projects. The environmental phase is expected to take approximately three years to complete. Therefore, STIP funding for this project can be revisited as part of the 2024 STIP.

The table below demonstrates the existing programming for this project as approved on May 11, 2020 and a proposed change which is being considered through the separate Capital Programming Update item which is also being considered as part of this OCTA Board of Directors Agenda. The details for this requested change can be found in that item and are unrelated to this STIP item.

Existing Funding (in 000s)	CMAQ	STBG	Total
PSR	\$ 450	\$ 121	\$ 571
PA&ED		\$ 5,500	\$ 5,500
TOTAL	\$ 450	\$ 5,621	\$ 6,071

PSR – Project Study Report

Proposed Funding (in 000s)	CMAQ	STBG	Total
PSR	\$ 450	\$ 121	\$ 571
PA&ED		\$ 6,407	\$ 6,407
TOTAL	\$ 450	\$ 6,528	\$ 6,978
CHANGE		\$ 907	\$ 907

PSR – Project study report

CMAQ - Congestion Mitigation and Air Quality Improvement

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, bike 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 PS&E phase is anticipated to take 12-18 months to complete.

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

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has also received funding through the M2 Project O - Regional Capacity Program. This is a project of interregional significance, and Caltrans has submitted this project for the Interregional Improvement Program portion of the STIP.

On June 14, 2021, the OCTA Board approved the 2021 mid-cycle STIP recommendations. As part of that item, \$0.800 million in mid-cycle STIP funds were approved for the SR-74 Ortega Highway Multimodal Improvement Project to advance the PS&E phase of the project. The approval of 2021 mid-cycle STIP funds allowed the total \$7.740 million in STIP funds previously programmed to the project to be redistributed to other projects in the 2022 STIP.

Existing and proposed funding levels are shown in the tables below.

Existing Funding (\$000s)	STIP	Mid Cycle STIP	M2	Local	SHOPP	Total
PA/ED	\$ 5,513	\$ -	\$ 1,950	\$ 400	\$ 250	\$ 8,113
PS&E	\$ -	\$ 800	\$ 5,250	\$ 1,750	\$ -	\$ 7,800
TBD	\$ 7,740	\$ -	\$ -	\$ -	\$ -	\$ 7,740
TOTAL	\$ 13,253	\$ 800	\$ 7,200	\$ 2,150	\$ 250	\$ 23,653

Proposed Funding (\$000s)	STIP	Mid Cycle STIP	M2	Local	SHOPP	Uncommitted	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	\$ -	\$ -	\$ -	\$ -	\$ 22,200	\$ 46,800
TOTAL	\$43,113	\$ 800	\$ 7,200	\$ 2,150	\$ 250	\$ 22,200	\$ 75,713
CHANGE	\$29,860	\$ -	\$ -	\$ -	\$ -	\$ 22,200	\$ 52,060

TBD – To be determined

SHOPP - State Highway Operation and Protection Program

Staff is seeking approval for an additional \$29.860 million in STIP for the ROW and CON phase. Based on current estimates, \$13.000 million in STIP funding for ROW will be sufficient for the phase. Additionally, the current estimate for construction is \$46.800 million. The staff proposal of \$24.600 million for construction in STIP will partially fund the phase, so an additional \$22.200 million in future funding will be necessary. Per the STIP guidelines uncommitted CTC-administered competitive funds can be used for the project, and staff will return to the Board with funding determination

TSOC

Engineering studies determined that the building that houses the OCTA's Transit Police Services, Operations Support, and Central Communications cannot be expanded to accommodate OCTA's projected needs as the transportation system expands. Further, the structure does not currently meet the continuous operation standard, which is required of essential facilities in California. To ensure OCTA is able to provide for more effective management of OCTA's expanding transportation network, for continuity of operations, and for disaster response transportation that can move people, goods, emergency

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personnel, and equipment in the aftermath of a disaster, OCTA is working to replace OCTA's control center facility, known as the Garden Grove Annex, which is currently located at 11800 Woodbury Road in the City of Garden Grove, California.

This new TSOC will be located on a 2.86-acre site at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim, California. The TSOC will be a secured facility for authorized personnel only and not open to the general public. The two-story building is planned to support the following user groups:

- Emergency Operations Center,
- Central Communications (Dispatch),
- Field Operations (Transit),
- Public Information Officer,
- Security and Emergency Preparedness, and
- Transit Police.

The TSOC will provide for dispatch of 60 OCTA bus routes over the OCTA service area in Orange County and parts of Los Angeles and Riverside counties. The TSOC will also provide additional parking intended for emergency events, and a proposed microwave tower would improve the level of communication and collaboration with the Loma Ridge Emergency Center, the Orange County Emergency Operations Center, and other partner agencies. It could also serve as an alternate site of Caltrans emergency operations.

Staff is seeking approval to fully fund the construction phase of the project. Staff's funding proposal consists of an additional \$3.924 million in SB 1 State of Good Repair (SGR), \$19.650 million in LPP-F, \$3.66 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and \$10.382 million in STIP funding for the project. The additional SGR funds of \$3.924 million will consist of FY 2022-23 SGR funds. The OCTA Board previously approved \$8.428 million for TSOC in FY 2020-21 (\$2.012 million) and FY 2021-22 (\$6.416 million) SGR funds. Additionally, staff is recommending Board approval for \$19.650 million in LPP-F funds. \$16.864 million of these LPP-F funds were previously for the I-5 Improvement Project from I-405 to Yale Avenue and \$2.786 million were unprogrammed. LPP-F funds are subject to CTC approval. Lastly, CRRSAA funding details were presented to the Board on June 14, 2021, and the item mentioned that recommendations would be presented at a later date. Staff is proposing to use \$3.660 million of the available CRRSAA funds for the TSOC project. The remaining CRRSAA funds will be brought to the Board for programming in an upcoming Board item.

The use of SGR, CRRSAA, and STIP funding for TSOC is consistent with the Board-approved Capital Programming Policies (CPP), which prioritizes SGR for use on bus transit capital projects and replacement of existing OCTA transit assets. CRRSAA funds are a one-time federal source and are consistent with the CPP by decreasing the use of local funds when possible. Lastly, STIP funds are consistent with the CPP as TSOC is a transit capital project. LPP-F CPP policy states that LPP funds are to be used for ready-to-deliver M2 projects, which are compatible with state goals and seek to balance

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funds between freeways, streets and roads, and transit capital among other things. TSOC is not an M2 project, but staff is recommending it for LPP-F funds because it is a high-priority transit capital safety project.

Existing and proposed funding levels are shown in the tables below.

Existing Funding (\$000s)	TSSSDRA	Local transit	SB-1 SGR	LPP-F	CRRSAA	STIP	Total
PA/ED	\$ 884	\$ 201					\$ 1,085
PS&E		\$ 4,588					\$ 4,588
ROW	\$ 4,719						\$ 4,719
CON			\$ 8,428				\$ 8,428
TOTAL	\$ 5,603	\$ 4,789	\$ 8,428				\$18,820

TSSSDRA – Transit System Safety, Security & Disaster Response Account
SHOPP - State Highway Operation and Protection Program

Proposed Funding (\$000s)	TSSSDRA	Local Transit	SB-1 SGR	LPP-F	CRRSAA	STIP	Total
PA/ED	\$ 884	\$ 201					\$ 1,085
PS&E		\$ 4,588					\$ 4,588
ROW	\$ 4,719						\$ 4,719
CON			\$ 12,352	\$ 19,650	\$ 3,660	\$ 10,382	\$ 46,044
TOTAL	\$ 5,603	\$ 4,789	\$ 12,352	\$ 19,650	\$ 3,660	\$ 10,382	\$ 56,436
CHANGE			\$ 3,924	\$ 19,650	\$ 3,660	\$ 10,382	\$ 37,616

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 Delivery Plan. Staff is proposing \$6.5 million in STIP funds for the SR-57 Truck Climbing Lane project which is consistent with the CPP regarding the use of STIP funds because it is an M2 freeway project. STIP funding for the PA/ED phase will help align the project for future competitive funds in the SB1 Trade Corridor Enhancement Program, which provides funding for infrastructure improvements along corridors that have high volumes of freight movement.

Proposed funding is shown in the table below:

Proposed Funding (in 000s)		STIP	Total
PA/ED		\$ 6,500	\$ 6,500
TOTAL		\$ 6,500	\$ 6,500
CHANGE		\$ 6,500	\$ 6,500

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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 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. Staff is proposing the use of STIP funds for the project because it will provide significant benefit to transit users and its inclusion will contribute to a more multimodal STIP submittal. The CPP policy will be revisited in the future to potentially include traffic system management projects.

Proposed funding is shown in the table below.

Proposed Funding (in 000s)	STIP	Total
CON	\$ 1,500	\$ 1,500
Five Years of Ongoing Performance Testing	\$ 1,000	\$ 1,000
TOTAL	\$ 2,500	\$ 2,500