



# **Orange County Transportation Authority**

## **Regional Transportation Planning Committee Agenda**

### **Monday, June 5, 2023 at 10:30 a.m.**

Board Room, 550 South Main Street, Orange, California

#### **Committee Members**

Andrew Do, Chairman  
Doug Chaffee, Vice Chairman  
Jon Dumitru  
Jamey Federico  
Katrina Foley  
Patrick Harper  
Farrah N. Khan

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's office at (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**

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee 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](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

#### **Meeting Access and Public Comments on Agenda Items**

Members of the public can either attend in-person or listen to audio live streaming of the Board and Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

#### **In-Person Comment**

Members of the public may attend in-person and address the Board regarding any item. Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. Comments shall be limited to three minutes.

#### **Written Comment**

Written public comments may also be submitted by emailing them to [ClerkOffice@octa.net](mailto:ClerkOffice@octa.net), and must be sent by 5:00 p.m. the day prior to 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 Board. Public comments will be made available to the public upon request.

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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### Call to Order

### Pledge of Allegiance

Director Khan

### Closed Session

There are no Closed Session items scheduled.

### Special Calendar

There are no Special Calendar matters.

### Consent Calendar (Items 1 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.

#### 1. Approval of Minutes

##### ***Recommendation***

Approve the minutes of the May 1, 2023 Regional Transportation Planning Committee.

##### ***Attachments:***

[Minutes](#)

#### 2. Amendments to Cooperative Agreements with the City of Westminster and the City of Seal Beach and Cooperative Agreement with the City of Huntington Beach for the Interstate 405 Improvement Project

Jeff Mills/James G. Beil

##### ***Overview***

On March 14, 2016, and May 9, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-5-3615 with the City of Westminster and No. C-6-1126 with the City of Seal Beach, respectively, for city services required during the design-build implementation of the Interstate 405 Improvement Project. The cooperative agreements require amendments for additional city support services during construction of the Interstate I-405 Improvement Project. Additionally, the Orange County Transportation Authority proposes to enter into a new cooperative agreement with the City of Huntington Beach for continued city services required during the remainder of the design-build implementation of the Interstate 405 Improvement Project.

##### ***Recommendations***

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-5-3615 between the Orange County Transportation Authority and the City of Westminster, in the amount of \$590,000, for additional city support services during construction of the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$4,251,331.



## REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

### AGENDA

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- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-6-1126 between the Orange County Transportation Authority and the City of Seal Beach, in the amount of \$200,000, for additional city support services during construction of the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$940,600.
- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2580 between the Orange County Transportation Authority and the City of Huntington Beach, in the amount of \$200,000, for city support services required during the remainder of construction of the Interstate 405 Improvement Project.

#### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

### **3. Cooperative Agreement with the California Department of Transportation for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue for Right-of-Way Services**

Niall Barrett/James G. Beil

#### ***Overview***

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for right-of-way support services, right-of-way engineering, right-of-way acquisition, utility relocation, and legal support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

#### ***Recommendations***

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2577 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$3,294,358, to perform right-of-way services, for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the use of up to \$1,794,358 in Measure M2 freeway funds for right-of-way capital and right-of-way services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- 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.

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

#### **4. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2023**

Cynthia Morales/Kia Mortazavi

### ***Overview***

The Orange County Transportation Authority has completed the March 2023 semi-annual review of the Comprehensive Transportation Funding Programs active projects. The review focused on the status and delivery of Measure M2 grant-funded projects and allowed local agencies to update project information and request modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for Board of Directors' review and approval.

### ***Recommendations***

- A. Approve requested adjustments to Comprehensive Transportation Funding Programs projects and Local Fair Share and Senior Mobility Program funds.
- B. Amend the Comprehensive Transportation Funding Programs, Measure M2 Eligibility, and Senior Mobility Program guidelines (documented in this staff report and attachments) to allow for requested project adjustments due to the unique circumstances created by the coronavirus pandemic.

### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

#### **5. Measure M2 Environmental Mitigation Program Update**

Lesley Hill/Kia Mortazavi

### ***Overview***

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided habitat restoration projects funding as part of the Natural Community Conservation Plan/Habitat Conservation Plan. A summary of recent Environmental Mitigation Program activities is provided for information purposes.

### ***Recommendation***

Receive and file as an information item.

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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### ***Attachments:***

[Staff Report](#)  
[Attachment A](#)  
[Attachment B](#)  
[Attachment C](#)  
[Attachment D](#)  
[Attachment E](#)  
[Attachment F](#)

### **6. Regional Traffic Signal Synchronization Program Update**

Alicia Yang/Kia Mortazavi

#### ***Overview***

The Orange County Transportation Authority has been working with cities, the County of Orange, and the California Department of Transportation to fund and implement key regional traffic signal synchronization projects. This annual 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.

### ***Attachments:***

[Staff Report](#)  
[Attachment A](#)  
[Attachment B](#)

## **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.

### ***Attachments:***

[Staff Report](#)  
[Presentation](#)

## REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

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### 8. Active Transportation Program Biannual Update

Peter Sotherland/Kia Mortazavi

#### **Overview**

The Orange County Transportation Authority coordinates regional active transportation efforts with local jurisdictions, key stakeholders, and the public. An update on recent and upcoming activities is provided for review.

#### **Recommendation**

Receive and file as an information item.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Presentation](#)

## Discussion Items

### 9. Update on Interstate 5/EI Toro Road Interchange Project

Niall Barrett/James G. Beil

#### **Overview**

This presentation provides a status of the latest progress and upcoming milestones for the Interstate 5/EI Toro Road Interchange Project.

#### **Attachments:**

[Presentation](#)

### 10. Infrastructure Investment and Jobs Act

Adriann Cardoso/Kia Mortazavi

#### **Overview**

The Infrastructure Investment and Jobs Act went into effect in 2021, reauthorizing federal transportation programs and increasing authorized funding levels through 2026. Staff has prepared an overview of the new funding provided for formula programs and the relevant federal transportation discretionary grant programs, the basic criteria, and what the Orange County Transportation Authority is pursuing or has pursued.

#### **Recommendation**

Receive and file as an information item.

#### **Attachments:**

[Staff Report](#)

[Presentation](#)

## **REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA**

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**11. Fiscal Year 2023-24 Budget Workshop Follow-up**

Victor Velasquez/Andrew Oftelie

***Overview***

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board on May 8, 2023.

**12. Public Comments**

**13. Chief Executive Officer's Report**

**14. Committee Members' Reports**

**15. Adjournment**

The next regularly scheduled meeting of this Committee will be held:

**10:30 a.m. on THURSDAY, JUNE 29, 2023**

OCTA Headquarters  
550 South Main Street  
Orange, California



# **MINUTES**

## ***Regional Transportation Planning Committee Meeting***

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### **Committee Members Present**

Andrew Do, Chairman  
Doug Chaffee, Vice Chairman  
Jon Dumitru  
Jamey Federico  
Patrick Harper

### **Staff Present**

Jennifer L. Bergener, Deputy Chief Executive Officer  
Allison Cheshire, Clerk of the Board Specialist, Senior  
Gina Ramirez, Clerk of the Board Specialist, Principal  
James Donich, General Counsel  
OCTA Staff

### **Committee Members Absent**

Katrina Foley  
Farrah N. Khan

## **Call to Order**

The May 1, 2023, Regional Transportation Planning Committee meeting was called to order by Committee Chairman Do at 10:31 a.m.

## **Consent Calendar (Items 1 through 3)**

### **1. Approval of Minutes**

A motion was made by Committee Vice Chairman Chaffee, seconded by Director Dumitru, and declared passed by those present to approve the minutes of the April 3, 2023, Regional Transportation Planning Committee meeting.

### **2. Agreement for Demographic Research**

A motion was made by Committee Vice Chairman Chaffee, seconded by Director Dumitru, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2445 with the California State University, Fullerton Center for Demographic Research, in an amount not to exceed \$405,743, for a term of three years, to provide Orange County demographic data.

### **3. Regional Planning Update**

A motion was made by Committee Vice Chairman Chaffee, seconded by Director Dumitru, and declared passed by those present to receive and file as an information item.

## **Regular Calendar**

### **4. Consultant Selection for Construction Management Support Services for the State Route 91 Improvement Project Between State Route 55 and Lakeview Avenue**

Jeannie Lee, Senior Program Manager, provided a report on this item.



A motion was made by Director Federico, seconded by Committee Chair Do, and declared passed by those present to:

- A. Approve the selection of WSP USA Inc., as the firm to provide construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2919 between the Orange County Transportation Authority and WSP USA Inc., to provide construction management support services for the State Route 91 Improvement Project between State Route 55 and Lakeview Avenue

**5. Final Draft Long-Range Transportation Plan**

Greg Nord, Section Manager, and Marissa Espino, Public Outreach Specialist, provided a presentation on this item.

A discussion ensued among the Members and staff regarding the following:

- Measurement of system performance
- Process to get projects included
- Pedestrian bridge improvements

A motion was made by Director Harper, seconded by Director Dumitru, and declared passed by those present, to direct staff to finalize the Long-Range Transportation Plan and submit it to the Southern California Association of Governments as input into the 2024 Regional Transportation Plan and Sustainable Communities Strategy.

**Discussion Items**

**6. Update on the Interstate 5 Improvement Project Between State Route 73 and El Toro Road**

Niall Barrett, Program Manager, Highways, and Chris Boucly, Section Manager, Public Outreach, provided a presentation on this item.

Following the presentation, no action was taken on this item.

**7. Public Comments**

No public comments were received.



**8. Chief Executive Officer's Report**

Jennifer L. Bergener, Deputy Chief Executive Officer, reported on the following:

- Suspension of passenger train service through San Clemente
- National Bike Month – Bike rally on Tuesday, May 18

**9. Committee Members' Reports**

Committee Vice Chairman Chaffee encouraged cities to incorporate more pedestrian bridges and bikeways in school areas.

Committee Chairman Do reported that he had the opportunity to try out different bike lane types and commented on the options available for user safety.

**10. Closed Session**

There were no Closed Session items scheduled.

**11. Adjournment**

The meeting was adjourned at 11:18 a.m.

The next regularly scheduled meeting of this Committee will be held:

**10:30 a.m. on Monday, June 5, 2023**

OCTA Headquarters  
550 South Main Street  
Orange, California





**June 5, 2023**

**To:** Regional Transportation Planning Committee *for*

**From:** Darrell E. Johnson, Chief Executive Officer *[Signature]*

**Subject:** Amendments to Cooperative Agreements with the City of Westminster and the City of Seal Beach and Cooperative Agreement with the City of Huntington Beach for the Interstate 405 Improvement Project

### **Overview**

On March 14, 2016, and May 9, 2016, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-5-3615 with the City of Westminster and No. C-6-1126 with the City of Seal Beach, respectively, for city services required during the design-build implementation of the Interstate 405 Improvement Project. The cooperative agreements require amendments for additional city support services during construction of the Interstate I-405 Improvement Project. Additionally, the Orange County Transportation Authority proposes to enter into a new cooperative agreement with the City of Huntington Beach for continued city services required during the remainder of the design-build implementation of the Interstate 405 Improvement Project.

### **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-5-3615 between the Orange County Transportation Authority and the City of Westminster, in the amount of \$590,000, for additional city support services during construction of the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$4,251,331.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-6-1126 between the Orange County Transportation Authority and the City of Seal Beach, in the amount of \$200,000, for additional city support services during construction of the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$940,600.

- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2580 between the Orange County Transportation Authority and the City of Huntington Beach, in the amount of \$200,000, for city support services required during the remainder of construction of the Interstate 405 Improvement Project.

### ***Discussion***

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) 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 from Euclid Street to I-605, consistent with Measure 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. The Project includes improvements to city-owned and operated streets, city traffic facilities, and city utilities impacted by the Project.

On March 14, 2016, and May 9, 2016, the OCTA Board of Directors (Board) approved Cooperative Agreement No. C-5-3615 with the City of Westminster and Cooperative Agreement No. C-6-1126 with the City of Seal Beach, respectively, for city services required during the design-build implementation of the Project. The reimbursement to the cities includes costs for review and approval of plans, specifications, and reports, oversight of construction inspection services for city facilities, review and acceptance of the transportation management plan, traffic engineering, and police services during construction of the Project.

More specifically, the cooperative agreements reimburse the cities to review and approve design plans, construction staging plans, maintenance of traffic (MOT) plans, detour plans, and each temporary traffic control plan for work impacting city streets. Other elements reimbursed through the cooperative agreements include city construction inspection and traffic signal operations support required for implementation of the MOT, detour and temporary traffic control elements, and police traffic support on an as-needed basis.

OCTA staff recently worked with the cities of Westminster and Seal Beach to review and resolve various design and construction issues and obtained city approval for project improvements as follows:

City of Westminster

- Reviewed revised drainage and street improvement design to avoid multiple utility relocations at the Westminster Boulevard and Willow Street intersection.
- Reviewed drainage channel and maintenance access design adjacent to Margie Rice Park near the Springdale overcrossing.
- Inspected and reviewed settlement data related to the Westminster channel adjacent to the Springdale overcrossing.
- Reviewed and approved plans for the restoration of the Magnolia Street property.

City of Seal Beach

- Reviewed alignment alternatives and right-of-way needs for the relocation of Frontier communications facilities required by the Project along Lampson Street.
- Reviewed various documents, including property rights and traffic control plans related to the construction of sewer facilities on Northgate Road.
- Reviewed revised design plans for the implementation of a new traffic signal at the intersection of Lampson Street and Seal Beach Boulevard.
- Reviewed unforeseen landscaping needs in the area of the Montecito channel reconstruction in the College Park West area in the City of Seal Beach.

The efforts to resolve the above listed issues in the cities of Westminster and Seal Beach required the cities to provide additional engineering reviews and construction support efforts beyond the original estimate.

In addition, the scope of work in the cooperative agreements for both cities assumed the project closeout activities would be complete by late 2023. However, additional city support services are required to provide support to allow for project closeout activities to be complete mid-2024.

Attachments A and B to this report itemize the revised reimbursement amounts for city services. The proposed amendments will be funded from the project contingency and are not anticipated to increase the total project estimate of \$2,160,000,000.

#### City of Huntington Beach

On March 14, 2016, the OCTA Board approved Cooperative Agreement No. C-5-3614 with the City of Huntington Beach for city services required during the design-build implementation of the Project. The reimbursement to the city included costs for review and approval of plans, specifications, and reports, oversight of construction inspection services for city facilities, review and acceptance of the transportation management plan, traffic engineering, and police services during construction of the Project. This original agreement expired on April 30, 2023.

On November 28, 2022, OCTA staff notified city staff of the agreement expiration date and requested city staff to review and obtain city council approval of an amendment to extend the agreement to June 30, 2024, to continue providing city support services through the revised substantial completion date and final acceptance of the Project. Unfortunately, city staff were unable to schedule the amendment for city council approval prior to the expiration date. Since the agreement has expired, a new agreement is now needed to replace the expired cooperative agreement and allow the City of Huntington Beach to continue providing support services for the Project. Attachment C provides the maximum reimbursement amounts for each category of required city services.

#### Fiscal Impact

Funding for these amendments and proposed cooperative agreement is included in OCTA's Fiscal Year 2023-24 Proposed Budget, Capital Programs Division, account nos. 0017-9084-FK101-012 and 0037-9017-A9510-012. The funding includes a combination of federal, state, and local funds.

#### **Summary**

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-5-3615 and Amendment No. 4 to Cooperative Agreement No. C-6-1126 with the cities of Westminster and Seal Beach, in the amounts of \$590,000 and \$200,000, respectively, for additional city services for the Interstate 405 Improvement Project. Additionally, staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2580 with the City of Huntington Beach, in the amount of \$200,000, for city services required during design-build implementation of the Interstate 405 Improvement Project.

**Amendments to Cooperative Agreements with the City of Westminster and the City of Seal Beach and Cooperative Agreement with the City of Huntington Beach for the Interstate 405 Improvement Project** **Page 5**

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***Attachments***

- A. City of Westminster, Cooperative Agreement No. C-5-3615 Fact Sheet
- B. City of Seal Beach, Cooperative Agreement No. C-6-1126 Fact Sheet
- C. City of Huntington Beach, Maximum Reimbursement for Combined City Services

**Prepared by:**



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

**Approved by:**



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



Pia Veasapen  
Director, Contracts Administration and  
Materials Management  
(714) 560-5619

**City of Westminster  
Cooperative Agreement No. C-5-3615 Fact Sheet**

1. March 14, 2016, Cooperative Agreement No. C-5-3615, \$1,200,000, approved by the Board of Directors (Board).
  - To provide City of Westminster services, including plan review and approval of plans, specifications, reports, and the traffic management plan, and oversight of construction and detour inspection services, traffic engineering and police services, and allow for future amendment for repairs to city street pavements impacted by signed, long-term detour routes for the Interstate 405 Improvement Project (Project).
2. November 12, 2018, Amendment No. 1 to Cooperative Agreement No. C-5-3615, \$623,888, approved by the Board.
  - To include costs for repair to city street pavements impacted by signed, long-term freeway detours during construction of the Project that were not accounted for in the original cooperative agreement.
3. March 9, 2020, Amendment No. 2 to Cooperative Agreement No. C-5-3615, \$838,791, approved by the Board.
  - To provide additional city services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the traffic management plan, traffic engineering, and police services.
4. September 13, 2021, Amendment No. 3 to Cooperative Agreement No. C-5-3615, \$998,652, approved by the Board.
  - To provide close project coordination and support by city staff and additional city services to accommodate the current construction schedule milestone date of late 2023. The additional services include plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the traffic management plan, traffic engineering, and police services.
5. April 21, 2023, Amendment No. 4 to Cooperative Agreement No. C-5-3615, \$0, approved by the Contracts Administration and Materials Management Department.
  - To extend the term of agreement by 14 months, to June 30, 2024, to allow for contract acceptance and closeout of the Project.

6. June 12, 2023, Amendment No. 5 to Cooperative Agreement No. C-5-3615, \$590,000, pending Board approval.
  - To provide additional city services, including plan review and approval of plans, specifications, reports, oversight construction and detour inspection services, review and acceptance of the traffic management plan, traffic engineering, and police services.

Total committed to the City of Westminster after approval of Amendment No. 5 to Cooperative Agreement No. C-5-3615: \$4,251,331.

**City of Seal Beach  
Cooperative Agreement No. C-6-1126 Fact Sheet**

1. May 9, 2016, Cooperative Agreement No. C-6-1126, \$120,600, approved by the Board of Directors (Board).
  - To provide City of Seal Beach services, including review and approval of plans, specifications, reports, traffic management plan, oversight of construction and detour inspection services, traffic engineering, and police services for the Interstate 405 Improvement Project (Project).
2. April 8, 2019, Amendment No. 1 to Cooperative Agreement No. C-6-1126, \$250,000, approved by the Board.
  - To provide additional city services, including review and approval of plans, specifications, reports, traffic management plan, oversight of construction and detour inspection services, traffic engineering, and police services for the Project.
3. October 11, 2021, Amendment No. 2 to Cooperative Agreement No. C-6-1126, \$370,000, approved by the Board.
  - To provide additional city services, including schedule mitigation strategies, review and approval of plans, specifications, reports, traffic management plan, oversight of construction and detour inspection services, traffic engineering, and police services for the Project. These city services are needed to accommodate the current construction completion milestone date of late 2023.
4. April 25, 2023, Amendment No. 3 to Cooperative Agreement No. C-6-1126, \$0, approved by the Contracts Administration and Materials Management Department.
  - To extend the term of agreement by 14 months, to June 30, 2024, to allow for contract acceptance and closeout of the Project.
5. June 12, 2023, Amendment No. 4 to Cooperative Agreement No. C-6-1126, \$200,000, pending Board approval.
  - To provide additional city services, including schedule mitigation strategies, review and approval of plans, specifications, reports, traffic management plan, oversight of construction and detour inspection services, traffic engineering, and police services for the Project.

Total committed to the City of Seal Beach after approval of Amendment No. 4 to Cooperative Agreement No. C-6-1126: \$940,600.



**CITY OF HUNTINGTON BEACH**  
**MAXIMUM REIMBURSEMENT FOR COMBINED CITY SERVICES**

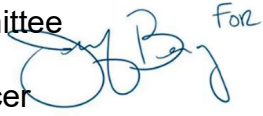
<b><i>Item No.</i></b>	<b><i>Description of City Services</i></b>	<b><i>Maximum Reimbursement Amount <sup>(1)</sup></i></b>
1	Review and approval of plans, specifications, and other pertinent engineering plans and reports, Traffic Management Plan review and concurrence, and construction oversight inspection services related to CITY FACILITIES.	\$125,000
2	Traffic engineering and detour inspection	\$50,000
3	Police services (including overtime costs)	\$25,000
	<b>TOTAL MAXIMUM REIMBURSEMENT</b>	<b>\$200,000</b>

(1) This reimbursement schedule shows estimated reimbursement amounts for each CITY SERVICES item of work. During the term of this agreement, the CITY may redistribute funds for items of work as needed; however, the total combined amount for CITY SERVICES shall not exceed the Total Maximum Reimbursement amount shown herein.



**June 5, 2023**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer 

**Subject:** Cooperative Agreement with the California Department of Transportation for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue for Right-of-Way Services

### **Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for right-of-way support services, right-of-way engineering, right-of-way acquisition, utility relocation, and legal support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

### **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2577 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$3,294,358, to perform right-of-way services, for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the use of up to \$1,794,358 in Measure M2 freeway funds for right-of-way capital and right-of-way services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- 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.

***Discussion***

The State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue (Project) is part of Project G in the Measure M2 (M2) freeway program. The Project is included in the updated Next 10 Delivery Plan adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2022. The Project is listed as one of the M2 freeway projects currently in the final design phase using M2 funding.

The final environmental document, approved in March 2019, identifies Alternative 2 as the preferred alternative to be implemented. The Project will construct the missing section of the fifth general purpose lane, extend the existing auxiliary lane from the Orangewood Avenue off-ramp to the Katella Avenue off-ramp, improve the Katella Avenue off-ramp to provide additional storage capacity, and extend the merge length between the existing freeway on-/off-ramps to improve weaving distance.

On March 8, 2021, the Board authorized Cooperative Agreement No. C-1-3300 with the California Department of Transportation (Caltrans) to provide oversight of the plans, specifications, and estimates and to advertise and award the construction contract for the Project. An additional cooperative agreement with Caltrans is now needed to initiate the Project's right-of-way (ROW) phase.

OCTA proposes to enter into a cooperative agreement with Caltrans to define the roles and responsibilities of both agencies. Caltrans will be the lead agency implementing ROW activities, which shall include property appraisals and acquisitions, relocation assistance for displacees, if necessary, and coordination of utility relocations for the Project. Caltrans will also be the lead agency for eminent domain proceedings, through the California Transportation Commission, if needed. OCTA will be the lead agency for ROW engineering activities, which shall include mapping, surveying, and monumentation with oversight from Caltrans on these activities at no cost to OCTA. The estimated cost of OCTA's ROW engineering is \$9,000 and is proposed to be funded by M2 funds. The estimated cost of the ROW support services performed by Caltrans is \$785,358, which is proposed to be funded by M2 funds. The total estimated capital cost for ROW acquisition and utility relocations is \$2,500,000, which is also proposed to be funded by M2 funds, bringing the total amount of the proposed ROW Cooperative Agreement to \$3,294,358.

**Cooperative Agreement with the California Department of Transportation for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue for Right-of-Way Services**

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**Page 3**

On December 12, 2022, the OCTA Board approved \$1,500,000 for the ROW Phase of the Project; therefore, the additional amount needed to fund the proposed Cooperative Agreement No. C-3-2577 is \$1,794,358.

ROW activities are anticipated to commence in summer 2023 upon completion of 65 percent design and determination of final ROW requirements. The Project is estimated to impact a total of four properties, both privately and publicly owned, and two utility conflicts. The real property requirements are comprised of a combination of partial fee acquisitions, permanent easements, utility easements, and temporary construction easements. There are no anticipated full fee acquisitions. The needed property rights are required to implement the project scope as defined in the final environmental document.

In addition to standard ROW activities, Caltrans is requesting ROW legal support services to be added to ROW support. Any resolutions of necessity and eminent domain legal proceedings will be handled by Caltrans. Upon approval of the cooperative agreement, OCTA agrees to reimburse Caltrans for ROW legal support services throughout the Project. In an effort to help manage costs for Caltrans legal support, language in the proposed cooperative agreement requires Caltrans to inform OCTA of any possible legal or administrative settlements and to invite OCTA to any mediations or settlement conferences. This language is intended for Caltrans and OCTA to gain consensus on settlements and agree on minimizing the additional capital and support costs associated with ROW settlements and litigation.

**Fiscal Impact**

As part of this cooperative agreement, funding for Caltrans services for ROW capital and support is included in OCTA's proposed Fiscal Year 2023-24 Budget, Capital Programs Division, Account nos. 0017-7514-FG104-02K and 0017-9081-FG104-02K. Staff is seeking Board approval for \$1,794,358 in M2 freeway funding. The Capital Funding Program includes a summary of how OCTA's capital projects are currently funded, along with the proposed changes in this item, and is provided as Attachment A.

**Summary**

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2577 with the California Department of Transportation, in the amount of \$3,294,358, for ROW support

**Cooperative Agreement with the California Department of  
Transportation for State Route 57 Northbound Improvement  
Project Between Orangewood Avenue and Katella Avenue  
for Right-of-Way Services**

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services and ROW capital costs for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

***Attachment***

A. Capital Funding Program Report

**Prepared by:**



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**Approved by:**



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# Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - June 12, 2023

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$205,794	\$47,473		\$5,421	\$95,338	\$11,374			\$46,188	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527							\$8,824	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$230,355	\$48,676		\$7,921					\$173,758	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545	
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500	
SR-55 (I-5 to SR-91) <sup>1</sup>	F	\$22,045	\$8,359		\$2,641					\$11,045	
SR-55 widening between I-405 and I-5	F	\$476,841	\$160,455		\$45,475	\$80,000	\$140,000			\$50,911	
SR-57 Orangewood Avenue to Katella Avenue <sup>2</sup>	G	\$73,621	\$11,500		\$3,240					\$58,881	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$6,500				\$6,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$18,171	\$1,770							\$30	\$16,371
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$20,779	\$6,770							\$30	\$13,979
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-605/ Katella Avenue interchange	M	\$34,464	\$17,800							\$16,664	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-405 s/b aux lane - University Drive to Sand Canyon and Sand Canyon to SR-133		\$2,328				\$2,328					
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$23,478	\$23,478								
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$88,513	\$35,000		\$250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
<b>State Highway Project Totals</b>		<b>\$4,183,698</b>	<b>\$569,861</b>		<b>\$86,757</b>	<b>\$336,056</b>	<b>\$160,762</b>	<b>\$119,603</b>		<b>\$1,954,747</b>	<b>\$955,912</b>
<b>Federal Funding Total</b>		<b>\$656,618</b>									
<b>State Funding Total</b>		<b>\$616,421</b>									
<b>Local Funding Total</b>		<b>\$2,910,659</b>									
<b>Total Funding (000's)</b>		<b>\$4,183,698</b>									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	





# Capital Funding Program Report

**Pending Approval by OCTA Board of Directors (Board) - June 12, 2023**

## Board Actions:

1. Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 5 and State Route 91: Authorize the use of up to \$6,045,000 in Measure M2 funds for right-of-way capital and right-of-way support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91
2. Cooperative Agreement with the California Department of Transportation for the State Route 57, Orangewood Avenue to Katella Avenue Improvement Project: Authorize the use of up to an additional \$1,794,358 in Measure M2 Freeway funds for right-of-way capital and right-of-way support services for the State Route 57, Orangewood Avenue to Katella Avenue improvement project.


## Acronyms:

Aux - Auxiliary  
CMAQ - Congestion Mitigation Air Quality Improvement Program  
E/B - Eastbound  
E/O - East of  
FTA - Federal Transit Administration  
HOT - High-Occupancy Toll  
HOV - High-Occupancy Vehicle  
I-405 - Interstate 405  
I-5 - Interstate 5  
I-605 - Interstate 605  
LA - Los Angeles  
M Code - Project Codes in Measure M1 and M2  
M1 - Measure M1  
M2 - Measure M2  
N/B - Northbound  
OC - Orange County  
OCTA - Orange County Transportation Authority  
PCH - Pacific Coast Highway  
RSTP - Regional Surface Transportation Program  
S/B - Southbound  
S/O - South of  
SB 1 - Senate Bill 1 (Chapter 5, Statutes of 2017)  
SR-133 - State Route 133  
SR-22 - State Route 22  
SR-241 - State Route 241  
SR-55 - State Route 55  
SR-57 - State Route 57  
SR-71 - State Route 71  
SR-73 - State Route 73  
SR-74 - State Route 74  
SR-91 - State Route 91  
STBG - Surface Transportation Block Grant  
STIP - State Transportation Improvement Program  
W/B - Westbound





*June 5, 2023*

**To:** Regional Transportation Planning Committee  
**From:** Darrell E. Johnson, Chief Executive Officer   
**Subject:** Comprehensive Transportation Funding Programs Semi-Annual Review – March 2023

### **Overview**

The Orange County Transportation Authority has completed the March 2023 semi-annual review of the Comprehensive Transportation Funding Programs active projects. The review focused on the status and delivery of Measure M2 grant-funded projects and allowed local agencies to update project information and request modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for Board of Directors' review and approval.

### **Recommendations**

- A. Approve requested adjustments to Comprehensive Transportation Funding Programs projects and Local Fair Share and Senior Mobility Program funds.
- B. Amend the Comprehensive Transportation Funding Programs, Measure M2 Eligibility, and Senior Mobility Program guidelines (documented in this staff report and attachments) to allow for requested project adjustments due to the unique circumstances created by the coronavirus pandemic.

### **Background**

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism which the Orange County Transportation Authority (OCTA) uses to administer funding for streets and roads (Project O and Project Q), signal synchronization (Project P), transit (projects S, U, V, and W), and water quality (Project X) programs. The CTFP guidelines provide local agencies with comprehensive information for the pursuit, administration, and delivery of the aforementioned transportation funding grants.

A summary of the basic program objectives in the CTFP guidelines is provided in Attachment A.

Twice a year, OCTA meets with representatives from local jurisdictions to review the status of projects and requested project changes. This process is known as the semi-annual review. The underlying purpose of the semi-annual review process is to promote the timely use of Measure M2 (M2) grants awarded, programmed, allocated (one of these please) to local projects. The goals of the semi-annual review are to review project status, assess the continued viability of projects, address local jurisdiction concerns, confirm availability of local match funds, ensure timely closeout of all projects funded through the CTFP, and address any other project-related issues or concerns. For this review period, local jurisdictions were required to submit status updates and requests for project changes that they were aware of by the due date of March 17, 2023.

### ***Discussion***

The March 2023 semi-annual review project adjustment requests include the following:

- 6 project cancellations,
- 5 project delays,
- 3 timely-use of funds extensions for competitive funding programs,
- 24 timely-use of funds extensions for the Local Fair Share (LFS) Program,
- 64 timely-use of funds extensions for the Senior Mobility Program (SMP),
- 10 project scope changes, and
- 3 project fund transfers.

Local jurisdictions reported a variety of issues that have resulted in the need for project adjustments, including coronavirus (COVID-19) impacts, inflationary impacts, staffing issues, project delivery coordination challenges, project design modifications, and service area modifications. In general, the COVID-19 pandemic continues to have prolonged impacts on local jurisdictions' ability to implement projects and fully resume operations and services. In this review cycle, 67 out of 115 project adjustment requests are reported as being partly due to pandemic sustained effects, particularly labor shortages and supply chain impacts.

These impacts have been especially pronounced for the LFS and SMP programs, with 88 of this cycle's requests coming from these programs specifically. Program ridership and service availability have not recovered to pre-pandemic levels for most SMP services. As a result, local jurisdictions continue to operate reduced SMP services. Staff is recommending the Board of Directors' (Board) approval of the adjustments listed above, which are further detailed in Attachments B and C. In order to implement this recommendation, the

Board is also requesting to authorize an exception to the M2 Eligibility guidelines and CTFP guidelines requirements for three LFS and four SMP timely-use of funds extensions for disbursements made in fiscal year 2019-20. These disbursements were made during the onset of the pandemic when SMP services and project implementation efforts were suspended. The exceptions specifically relate to the requirement that requests for extensions be submitted prior to expiration and a plan of expenditure be submitted with semi-annual review timely-use of funds extension request. In this instance, the request was not submitted prior to the expiration because the full impact of the COVID-19 pandemic could not be anticipated. Therefore, the Board is asked to approve a temporary amendment to the guidelines to allow for the late request. Staff is also proposing an exception to the SMP guidelines, which state participating cities and eligible agencies requesting an extension beyond the three-year limitation must submit a justification letter for review and approval by OCTA at least 90 days prior to the end of the third fiscal year. In this instance, this requirement was not met so a temporary amendment to the guidelines is recommended. These are one-time exceptions that are justified due to the extraordinary situations brought about by the pandemic.

### M2 CTFP Summary

The M2 CTFP summary table provided below includes an update on the status of M2 CTFP-funded projects by phase and funding allocation amount. The table also documents programmatic changes that have occurred since the March 2022<sup>i</sup> semi-annual review.

M2 CTFP Summary Table				
Project Status	March 2022 Semi-Annual Review		March 2023 Semi-Annual Review	
	Project Phases	Allocations (in millions)	Project Phases	Allocations <sup>1</sup> (after adjustments)
Planned <sup>2</sup>	57	\$ 59.8	57	\$56.3
Started <sup>3</sup>	106	\$159.9	122	\$178.4
Pending <sup>4</sup>	110	\$115.3	111	\$117.1
Completed <sup>5</sup>	417	\$191.2	420	\$204.2
Cancelled <sup>6</sup>	59	\$ 51.6	65	\$57.3
Total	749	\$577.8	775	\$613.3

<sup>1</sup> Allocations in millions, subject to change pending final reconciliation.

<sup>2</sup> Planned - indicates that funds have not been obligated and/or are pending contract award.

<sup>3</sup> Started - indicates that the phase is underway, and funds are obligated.

<sup>4</sup> Pending - indicates that phase work is completed, and final report submittal/approval is pending.

<sup>5</sup> Completed - indicates that phase work is complete, the final report is approved, and final payment has been made.

<sup>6</sup> Cancelled - indicates that the phase work will not be completed, and project savings will be returned to the program.

\* Note: the project phase and allocations listed above are subject to frequent and regular changes due primarily to project status updates, final reconciliations, and project closeout processes.

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<sup>i</sup> The September 2022 semi-annual review was conducted in fall 2022. Based upon project status updates, adjustments requiring Board action in the usual December timeframe for a September cycle were not needed at the time.

Key items to note are:

- Since the inception of M2, OCTA has programmed over \$613.3 million in competitive funds through the March 2023 semi-annual review period, including approximately \$37.8 million in state and federal funds.
- Total accumulated project savings, since inception, are estimated to be approximately \$67.3 million. These savings have been returned to M2 source programs and are used to support future funding cycles as appropriate. Cost savings from delivered projects are realized for various reasons such as contractor bids that are lower than the grant application estimate, quantity adjustments, and minor construction modifications.
- As of publishing this report, 531 individual project phases (pending plus completed from the table) have been completed. This represents a 75 percent project delivery rate (excluding cancelled projects), which reflects all projects that have been granted funds.
- Another 179 project phases, or 25 percent, are considered currently active (122 started and 57 planned).

Based on the CTFP guidelines, the recommended project adjustments identified in this staff report are appropriate and necessary. These requested adjustments have also been reviewed and approved by the OCTA Technical Advisory Committee.

#### **Next Steps**

Pending approval by the Board, staff will monitor the implementation of the actions included in this report through future semi-annual review cycles, typically reported biannually.

#### **Summary**

Consistent with the semi-annual review process, staff has reviewed all active M2 CTFP-funded project phases, as well as timely-use of funds provisions for LFS and SMP services and is recommending approval of all requested project adjustments and the exceptions to the guidelines identified in this report.

***Attachments***

- A. Measure M2 Comprehensive Transportation Funding Programs and Local Formula Programs Summary
- B. Comprehensive Transportation Funding Programs, March 2023 Semi-Annual Review Adjustment Requests
- C. Comprehensive Transportation Funding Programs, March 2023 Semi-Annual Review Adjustment Request Descriptions

**Prepared By:**



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**Approved By:**



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## **Measure M2 Comprehensive Transportation Funding Programs and Local Formula Programs Summary**

### **Comprehensive Transportation Funding Programs (CTFP)**

The Orange County Transportation Authority's (OCTA) CTFP is a collection of Measure M2 (M2) funding programs, which are offered to Orange County (County) local jurisdictions to assist in funding streets and roads, transit, and transportation-related environmental cleanup and improvement efforts.

Each program within the CTFP has a specific objective, funding source, and set of selection criteria. Applications for CTFP competitive programs are submitted during calls for projects (call). Each competitive funding program has its own call cycle with some calls occurring annually (and others occurring less frequently), depending upon local agency interest, funding availability, and County transportation needs. OCTA staff and various technical review committees review, vet, and develop funding recommendations for each call prior to submittal to the OCTA Board of Directors for final input, review, and approval of programming recommendations.

A brief summary of each of the M2 funding programs included in the CTFP is provided below.

#### **Regional Capacity Program**

The Regional Capacity Program (Project O) is a competitive program which funds improvements to the County's Master Plan of Arterial Highways (MPAH). The MPAH is the County's back-bone arterial highway network, and Project O supports roadway construction and widenings, intersection improvements, and arterial highway to freeway transitions.

#### **Regional Traffic Signal Synchronization Program**

The Regional Traffic Signal Synchronization Program (Project P) is a competitive program, which provides funding to implement multi-jurisdictional signal synchronization projects in order to provide drivers a better travel experience by providing reduced travel times, stops, and delays. The overall goal of the program is to regularly coordinate 2,000 signals along 750 miles of the County's roadway network.

#### **Transit Extensions to Metrolink**

The Transit Extensions to Metrolink Program (Project S) is a competitive program, which provides funds to local jurisdictions in order to enhance their regional transit capabilities through creation of new connections between residential/employment centers and the existing Metrolink system.

## Community-Based Transit/Circulators

The Community-Based Transit/Circulators Program (Project V) provides competitive funds to local jurisdictions to develop and implement local transit services, such as community-based circulators, shuttles, bus trolleys, and other shared-ride services, which both complement regional bus and rail services, and also meet needs in areas not adequately served by regional transit.

## Safe Transit Stops

The Safe Transit Stops Program (Project W) allocates funds to eligible local jurisdictions so they can implement passenger amenity improvements (i.e., constructing or improving shelters, providing new and/or additional seating, waste receptacles, signage, etc.) at the 100 busiest bus stops in the County.

## Environmental Cleanup Program

The Environmental Cleanup Program (Project X) provides competitive funds for water quality improvement projects that address transportation-generated pollution. Project X is a two-tiered funding program with Tier I projects mitigating the more visible form of pollution (i.e., trash and debris), which accumulates on County roadways. The Tier II component of the program provides funding for multi-jurisdictional projects focused on implementing large-scale best management practices construction projects.

## **Formula Funding Programs**

Formula funds are distributed to local jurisdictions by OCTA on a regular basis, so long as local jurisdictions are eligible to receive M2 funds (and meet other program-specific criteria).

## Local Fair Share Program

The Local Fair Share Program (Project Q) provides flexible formula funds to help local jurisdictions pay for the escalating cost of restoring aging street systems. Cities can use these funds for other local transportation needs as well, so long as these funds are supplementing and not supplanting local jurisdictions' transportation expenditures.

## Senior Mobility Program

The Senior Mobility Program (Project U) provides formula funds to fill in gaps between local fixed-route buses and OC ACCESS services. Under this program, participating local jurisdictions are eligible to receive funds and vehicles from OCTA to assist in operating local transit systems, which best fit the needs of older adults in their communities.

**Comprehensive Transportation Funding Programs**  
**March 2023 Semi-Annual Review Adjustment Requests**

<b>Cancellation Requests</b>							
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Grant
1	Costa Mesa <sup>1</sup>	20-CMSA-ECP-3980	X	Placentia Avenue Stormwater Quality Improvement Project	CON	22/23	\$ 350,941
2	Santa Ana <sup>2</sup>	20-SNTA-ACE-3968	O	Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue	CON	22/23	\$ 3,964,790
3	Santa Ana <sup>2</sup>	20-SNTA-ACE-3969	O	Bristol Street Improvements Phase 4 - Warner Avenue to Street Andrew Place	CON	22/23	\$ 9,085,091
4	Santa Ana <sup>2</sup>	21-SNTA-ACE-3997	O	Warner Avenue Improvements (Oak Street to Grand Avenue)	CON	23/24	\$ 9,076,305
5	Santa Ana <sup>2</sup>	21-SNTA-ICE-3995	O	Bristol Street and Memory Lane Intersection Improvements	CON	23/24	\$ 1,012,500
6	Yorba Linda <sup>2</sup>	21-YLND-ACE-3998	O	Lakeview Avenue Widening from Bastanchury Road to Oriente Drive	CON	23/24	\$ 580,701
<b>Cancellations (6) - Total Phase Grants</b>							<b>\$ 24,070,328</b>

**Reasons for Project Adjustments**

1. Procurement issues
2. Reapplication in 2023 call for projects due to inflationary impacts, per Temporary Policy for Flexible Cancellation approved by the Orange County Transportation Authority's Board of Directors on August 8, 2022

**Acronyms**

CON - Construction

FY - Fiscal year



**Comprehensive Transportation Funding Programs**  
March 2023 Semi-Annual Review Adjustment Requests

Delay Requests*									
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Delay (Months)	Proposed FY
1	OCTA <sup>1,2</sup>	21-OCTA-TSP-4000	P	Alton Parkway RTSSP	O&M	22/23	\$ 218,880	24**	24/25
2	OCTA <sup>1,2</sup>	21-OCTA-TSP-4001	P	Portola Parkway/Santa Margarita Parkway TSSP	O&M	22/23	\$ 163,200	24**	24/25
3	OCTA <sup>1,2</sup>	21-OCTA-TSP-4002	P	First Street/Bolsa Avenue Regional Traffic Signal Synchronization	O&M	22/23	\$ 124,800	24**	24/25
4	Santa Ana <sup>3</sup>	21-SNTA-ACE-3996	O	Fairview Street Improvements (9th Street to 16th Street)	CON	22/23	\$ 3,721,590	24	24/25
5	Santa Ana <sup>1,4</sup>	22-SNTA-ACE-4020	O	Fairview Street Improvements (Monte Carlo Drive to Trask Street)	ENG	22/23	\$ 825,000	24	24/25
<b>Delays (5) - Total Phase Grants</b>							<b>\$ 5,053,470</b>		

\*Once obligated, Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request up to an additional 24 months to obligate funds.

\*\* Lead agency requested delay of 12 months. Staff is recommending delay of 24 months.

**Reasons for Project Adjustments**

1. Coronavirus impacts
2. Construction related (supply chain delays, design modifications)
3. Funding delays
4. Staffing issues

**Acronyms**

CON - Construction  
ENG - Engineering  
FY - Fiscal year  
O&M - Operations and Maintenance  
OCTA - Orange County Transportation Authority  
TSSP - Traffic Signal Synchronization Program  
RTSSP - Regional Traffic Signal Synchronization Program

**Comprehensive Transportation Funding Programs**  
March 2023 Semi-Annual Review Adjustment Requests

<b>Timely-Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*</b>								
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Time Extension (Months)
1	Irvine <sup>1,2</sup>	20-IRVN-TSP-3974	P	Barranca Parkway Traffic Signal Synchronization Project	IMP	20/21	\$ 3,613,548	24
2	Irvine <sup>1,2</sup>	20-IRVN-TSP-3974	P	Barranca Parkway Traffic Signal Synchronization Project	O&M	21/22	\$ 126,720	24
3	OCTA <sup>1,3</sup>	19-OCTA-TSP-3939	P	Red Hill Avenue Corridor RTSSP	IMP	20/21	\$ 1,613,352	24
<b>Comprehensive Transportation Funding Programs Timely-Use of Funds Extensions (3) - Total Phase Grants</b>							<b>\$ 5,353,620</b>	

\*Once obligated, Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request extension(s) of up to an additional 24 months.

**Reasons for Project Adjustments**

1. Coronavirus impacts
2. Project closeout delays
3. Construction related (supply chain delays, design modifications)

**Acronyms**

FY - Fiscal year  
IMP - Implementation  
O&M - Operations and Maintenance  
OCTA - Orange County Transportation Authority  
RTSSP - Regional Traffic Signal Synchronization Program

**Comprehensive Transportation Funding Programs**  
**March 2023 Semi-Annual Review Adjustment Requests**

Timely-Use of Funds Extension Requests - LFS*					
No.	Agency	FY of Disbursement	Disbursement	Proposed Extension Amount	FY Extension Deadline for Tracking^
1-5	Brea	FY 2020/21	\$ 168,049	\$ 168,049	6/30/2025
			\$ 199,110	\$ 199,110	6/30/2025
			\$ 146,299	\$ 146,299	6/30/2025
			\$ 179,433	\$ 179,433	6/30/2025
			\$ 169,415	\$ 169,415	6/30/2025
6-10	La Habra	FY 2020/21	\$ 154,516	\$ 154,516	6/30/2025
			\$ 183,076	\$ 183,076	6/30/2025
			\$ 134,518	\$ 134,518	6/30/2025
			\$ 164,984	\$ 164,984	6/30/2025
			\$ 159,851	\$ 159,851	6/30/2025
11	La Palma <sup>1,2</sup>	FY 2019/20	\$ 71,092	\$ 71,092	6/30/2024
12	Los Alamitos <sup>1,2</sup>	FY 2019/20	\$ 111,052	\$ 111,052	6/30/2024
13	Newport Beach	FY 2020/21	\$ 322,463	\$ 271,098	6/30/2025
14	Seal Beach <sup>1,2</sup>	FY 2019/20	\$ 430,790	\$ 430,790	6/30/2024
15-19	Seal Beach	FY 2020/21	\$ 68,968	\$ 68,968	6/30/2025
			\$ 81,716	\$ 81,716	6/30/2025
			\$ 60,042	\$ 60,042	6/30/2025
			\$ 73,640	\$ 73,640	6/30/2025
			\$ 69,529	\$ 69,529	6/30/2025
20-24	Yorba Linda	FY 2020/21	\$ 177,711	\$ 177,711	6/30/2025
			\$ 210,558	\$ 210,558	6/30/2025
			\$ 154,711	\$ 154,711	6/30/2025
			\$ 189,750	\$ 189,750	6/30/2025
			\$ 179,156	\$ 179,156	6/30/2025
LFS Timely-Use of Funds Extensions (24) - Total				\$ 3,809,064	

\*Net revenues received by local jurisdictions through the LFS Program shall be expended within three years of receipt. An extension may be granted but is limited to a total of five years from the date of receipt of funds.

^The Orange County Transportation Authority tracks expenditures based on the FY of receipt and processes extension requests in FY increments for uniform review purposes. However, the local jurisdiction has three years from the disbursement date to expend funds and with approval of this action, will have an additional two-year extension. The disbursements in this table are recommended to be approved for a two-year extension, which may result in eligible expenditures occurring after the FY extension tracking date, which falls at the end of the FY (June 30). For expenses incurred after the June 30 FY extension tracking deadline, the local jurisdiction will be responsible for providing appropriate back up as requested to demonstrate that the funds were spent within the three years from date of disbursement if no extension is requested or the three years plus two additional years if an extension is requested.

Requests for extensions should be submitted as part of the semi-annual review process prior to the end of the second fiscal year of receipt of funds. Requests for extensions must also include a plan of expenditure.

**Waiver Requests**

1. M2 Eligibility Guidelines - funds extensions must be submitted prior to expiration
2. CTFP and M2 Eligibility Guidelines - plan of expenditure must be included with requests through the semi-annual review

**Acronyms**

CTFP - Comprehensive Transportation Funding Programs

FY - Fiscal Year

LFS - Local Fair Share

M2 - Measure M2

**Comprehensive Transportation Funding Programs**  
**March 2023 Semi-Annual Review Adjustment Requests**

<b>Timely-Use of Funds Extension Requests - SMP*</b>					
<b>No.</b>	<b>Agency</b>	<b>FY of Disbursement</b>	<b>Disbursement</b>	<b>Proposed Extension Amount</b>	<b>FY Extension Deadline for Tracking^</b>
1-5	Anaheim	FY 2020-21	\$ 47,805	\$ 43,436	6/30/2025
			\$ 56,641	\$ 56,641	6/30/2025
			\$ 41,618	\$ 41,618	6/30/2025
			\$ 51,044	\$ 51,044	6/30/2025
			\$ 48,194	\$ 48,194	6/30/2025
6-10	Cypress <sup>1</sup>	FY 2020-21	\$ 9,151	\$ 9,151	6/30/2025
			\$ 10,843	\$ 10,843	6/30/2025
			\$ 7,967	\$ 7,967	6/30/2025
			\$ 9,771	\$ 9,771	6/30/2025
			\$ 9,226	\$ 9,226	6/30/2025
11	Dana Point <sup>1</sup>	FY 2020-21	\$ 8,735	\$ 8,735	6/30/2025
12-16	Fullerton <sup>1</sup>	FY 2020-21	\$ 23,043	\$ 23,043	6/30/2025
			\$ 27,302	\$ 27,302	6/30/2025
			\$ 20,060	\$ 20,060	6/30/2025
			\$ 24,604	\$ 24,604	6/30/2025
			\$ 23,230	\$ 23,230	6/30/2025
17-21	Garden Grove <sup>1</sup>	FY 2020-21	\$ 27,589	\$ 17,195	6/30/2025
			\$ 32,688	\$ 32,688	6/30/2025
			\$ 24,018	\$ 24,018	6/30/2025
			\$ 29,458	\$ 29,458	6/30/2025
			\$ 27,813	\$ 27,813	6/30/2025
22-26	Laguna Hills <sup>1</sup>	FY 2020-21	\$ 6,219	\$ 6,219	6/30/2025
			\$ 7,368	\$ 7,368	6/30/2025
			\$ 5,414	\$ 5,414	6/30/2025
			\$ 6,640	\$ 6,640	6/30/2025
			\$ 6,269	\$ 6,269	6/30/2025
27	Laguna Niguel <sup>1,2</sup>	FY 2019-20	\$ 80,881	\$ 80,881	6/30/2024
28-30	Lake Forest <sup>1</sup>	FY 2020-21	\$ 10,316	\$ 10,316	6/30/2025
			\$ 12,653	\$ 12,653	6/30/2025
			\$ 11,946	\$ 11,946	6/30/2025
31-35	Mission Viejo <sup>1</sup>	FY 2020-21	\$ 20,518	\$ 20,518	6/30/2025
			\$ 24,310	\$ 24,310	6/30/2025
			\$ 17,862	\$ 17,862	6/30/2025
			\$ 21,908	\$ 21,908	6/30/2025
			\$ 20,684	\$ 20,684	6/30/2025
36	Orange <sup>1,2</sup>	FY 2019-20	\$ 137,073	\$ 137,073	6/30/2024
37-41	Orange <sup>1</sup>	FY 2020-21	\$ 22,178	\$ 22,178	6/30/2025
			\$ 26,278	\$ 26,278	6/30/2025
			\$ 19,038	\$ 19,038	6/30/2025
			\$ 23,681	\$ 23,681	6/30/2025
			\$ 22,359	\$ 22,359	6/30/2025

**Comprehensive Transportation Funding Programs**  
**March 2023 Semi-Annual Review Adjustment Requests**

Timely-Use of Funds Extension Requests - SMP* (Continued)					
42	Placentia <sup>1,2</sup>	FY 2019-20	\$ 59,016	\$ 59,016	6/30/2024
43	Placentia <sup>1</sup>	FY 2020-21	\$ 9,549	\$ 9,549	6/30/2025
44	Rancho Santa Margarita <sup>1,2</sup>	FY 2019-20	\$ 29,075	\$ 29,075	6/30/2024
45-49	Rancho Santa Margarita <sup>1</sup>	FY 2020-21	\$ 4,704	\$ 4,704	6/30/2025
			\$ 5,574	\$ 5,574	6/30/2025
			\$ 4,096	\$ 4,096	6/30/2025
			\$ 5,023	\$ 5,023	6/30/2025
			\$ 4,743	\$ 4,743	6/30/2025
50-54	San Clemente <sup>1</sup>	FY 2020-21	\$ 12,778	\$ 12,778	6/30/2025
			\$ 15,140	\$ 15,140	6/30/2025
			\$ 11,124	\$ 11,124	6/30/2025
			\$ 13,644	\$ 13,644	6/30/2025
			\$ 12,882	\$ 12,882	6/30/2025
55-59	Santa Ana <sup>1</sup>	FY 2020-21	\$ 34,016	\$ 34,016	6/30/2025
			\$ 40,303	\$ 40,303	6/30/2025
			\$ 29,613	\$ 29,613	6/30/2025
			\$ 36,320	\$ 36,320	6/30/2025
			\$ 34,292	\$ 34,292	6/30/2025
60-64	Villa Park <sup>1</sup>	FY 2020-21	\$ 1,950	\$ 1,950	6/30/2025
			2,311	2,311	6/30/2025
			\$ 1,698	\$ 1,698	6/30/2025
			\$ 2,082	\$ 2,082	6/30/2025
			\$ 1,966	\$ 1,966	6/30/2025
SMP Timely-Use of Funds Extensions (64) - Total				\$ 1,421,530	

\*Net revenues received by local jurisdictions through the SMP shall be expended within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds.

^The Orange County Transportation Authority (OCTA) tracks expenditures based on the FY of receipt and processes extension requests in FY increments for uniform review purposes. However, the local jurisdiction has three years from the disbursement date to expend funds and with approval of this action, will have an additional two-year extension. The disbursements in this table are recommended to be approved for a two-year extension, which may result in eligible expenditures occurring after the FY extension tracking date, which falls at the end of the FY (June 30th). For expenses incurred after the June 30th FY extension tracking deadline, the local jurisdiction will be responsible for providing appropriate back up as requested to demonstrate that the funds were spent within the three years from date of disbursement if no extension is requested or the three years plus two additional years if an extension is requested. Requests for extensions should be submitted as part of the semi-annual review process prior to the end of the second fiscal year of receipt of funds. Requests for extensions must also include a service plan.

**Reasons for Project Adjustments**

1. Coronavirus impacts

**Acronyms**

FY - Fiscal year

SMP - Senior Mobility Program

**Waiver Request**

2. SMP Guidelines - participating cities and eligible agencies requesting an extension beyond the three-year limitation must submit a justification letter for review and approval by OCTA at least 90 days prior to the end of the third fiscal year.

**Comprehensive Transportation Funding Programs**  
March 2023 Semi-Annual Review Adjustment Requests

**Scope Change Requests\***

No.	Agency	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Current Grant
1	Costa Mesa	20-CMSA-TSP-3972 <sup>2</sup>	P	Baker Street/Victoria Street/19th Avenue TSSP	New location for equipment installation	IMP	21/22	\$ 1,593,244
2	Dana Point	16-DPNT-CBT-3823 <sup>3</sup>	V	Dana Point PCH Trolley	Adding the lease buyout of a fifth trolley	CAP O&M	16/17M	\$ 905,968
3	Fullerton	18-FULL-TSP-3896 <sup>2</sup>	P	Orangethorpe Avenue/Esperanza Road Corridor RTSSP	Adding equipment and modification to quantities	IMP	18/19	\$ 3,413,508
4	Fullerton	19-FULL-TSP-3936 <sup>2</sup>	P	Harbor Boulevard Corridor	Adding equipment and modification to quantities	IMP	21/22	\$ 2,105,395
5	Huntington Beach	20-HBCH-CBT-3960 <sup>4</sup>	V	HB Southeast Rideshare Pilot Program	Modification to service the southwesterly portion of the city	O&M	22/23M	\$ 794,240
6	La Habra	20-LHAB-TSP-3975 <sup>2</sup>	P	Lambert Road Corridor	Adding equipment and modification to quantities	IMP	20/21	\$ 1,813,074
7	Mission Viejo	22-MVJO-ECP-4029 <sup>2</sup>	X	Trash and Runoff Abatement Project: Northerly Area	Increase in pipe screens and location modifications	CON	22/23	\$ 160,000
8	Newport Beach	20-NBCH-CBT-3956 <sup>3,4</sup>	V	Balboa Island/Corona Del Mar Microtransit Feasibility Study	Expansion of feasibility study area	PLAN	22/23	\$ 58,500
9	OCTA	18-OCTA-TSP-3897 <sup>2,5</sup>	P	Garden Grove Boulevard TSSP (Valley View Street - Bristol Street)	Modification to equipment and modification to quantities	IMP	18/19	\$ 757,031
10	OCTA	19-OCTA-TSP-3941 <sup>1,2</sup>	P	Aliso Creek Road TSSP	Modification to equipment and modification to quantities	IMP	20/21	\$ 1,103,658
<b>Scope Changes (10) - Total Phase Grants</b>								<b>\$ 12,704,618</b>

\*Agencies may request minor scope changes for Comprehensive Transportation Funding Programs projects so long as the agency can demonstrate substantial consistency and attainment of proposed transportation benefits compared to the original project scope as committed to in the project application. No additional funding is being requested to effectuate the recommended modifications.

**Reasons for Project Adjustments**

1. Coronavirus impacts
2. Construction related (design modifications, relocation of equipment, equipment changes)
3. Service area modification
4. Enhanced project benefits (enhanced video detection, enhanced communications network, expanded study area)
5. Equipment installed as part of another project

**Acronyms**

CAP - Capital	O&M - Operations and Maintenance
CON - Construction	OCTA - Orange County Transportation Authority
FY - Fiscal year	PCH - Pacific Coast Highway
HB - Huntington Beach	PLAN - Planning Study
IMP - Implementation	RTSSP - Regional Traffic Signal Synchronization Program
M - Multiple years	TSSP - Traffic Signal Synchronization Program

**Comprehensive Transportation Funding Programs**  
**March 2023 Semi-Annual Review Adjustment Requests**

Transfer Requests*									
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Transfer Amount	Proposed Grant
1	Anaheim	17-ANAH-ACE-3860 <sup>1</sup>	O	Lincoln Avenue from East Street to Evergreen Street	ROW	17/18	\$ 1,147,669	TBD	TBD
		22-ANAH-ACE-4014		Lincoln Avenue Widening (East Street to Evergreen Street)	CON	22/23	\$ 5,341,867	TBD	TBD
2	Dana Point	14-DPNT-CBT-3742 <sup>1</sup>	V	Summer Weekend Trolley/Harbor Shuttle	CAP	14/15M	\$ 330,388	\$ (70,516)	\$ 259,872
					O&M	14/15M	\$ 2,126,123	\$ 70,516	\$ 2,196,639
3	OCTA	18-OCTA-TSP-3905 <sup>1</sup>	P	Los Alisos Boulevard Route Project	IMP	18/19	\$ 654,327	\$ (2,342)	\$ 651,985
					O&M	21/22	\$ 31,140	\$ 2,342	\$ 33,482
Transfer Requests (3) - Total Project Grants							\$ 9,631,514		

\*An implementing agency may request to transfer 100 percent of savings between subsequent phases (or years) within a project. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of a semi-annual review process.

**Reasons for Project Adjustments**

1. Project savings

**Acronyms**

CAP - Capital

CON - Construction

FY - Fiscal year

IMP - Implementation

M - Multiple years

OCTA - Orange County Transportation Authority

O&M - Operations and Maintenance

ROW - Right-of-way

TBD - To be determined

**Comprehensive Transportation Funding Programs  
March 2023 Semi-Annual Review Adjustment Request Descriptions**

**Cancellations**

Local agencies may request to cancel projects at any time for any reason. Cancelled projects are eligible to reapply upon resolution of the issues that led to the original project cancellation.

The City of Costa Mesa (Costa Mesa) is requesting a cancellation for the construction (CON) phase of the Placentia Avenue Stormwater Quality Improvement Project (20-CMSA-ECP-3980) due to construction bid costs coming in significantly higher than original project estimates.

During the March 2023 review cycle, the following cancellation requests were received pursuant to the Temporary Policy for Flexible Cancellation of Project Allocations to Reapply and Pre-Award Authority authorized in August 2022 by the Orange County Transportation Authority (OCTA) Board of Directors (Board).

The City of Santa Ana (Santa Ana) is requesting cancellations for the CON phase for the following four projects due to the unprecedented increase in construction costs above and beyond original project estimates. The request marks completion of all criteria by Santa Ana as required for the project reapplications submitted in the 2023 Comprehensive Transportation Funding Programs (CTFP) call for projects (call) to be eligible for programming consideration.

- The CON phase of the Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue (20-SNTA-ACE-3968).
- The CON phase of the Bristol Street Improvements Phase 4 - Warner Avenue to St. Andrew Place (20-SNTA-ACE-3969).
- The CON phase of the Warner Avenue Improvements (Oak Street to Grand Avenue) (21-SNTA-ACE-3997).
- The CON phase of the Bristol Street and Memory Lane Intersection Improvements (21-SNTA-ICE-3995).

The City of Yorba Linda (Yorba Linda) is requesting a cancellation for the CON phase of the Lakeview Avenue Widening from Bastanchury Road to Oriente Drive Project (21-YLND-ACE-3998) due to the unprecedented increase in construction costs above and beyond original project estimates. The request marks completion of all criteria by Yorba Linda as required for the project reapplication submitted in the 2023 CTFP call to be eligible for programming consideration.



## **Delays**

Local agencies may request a one-time delay of up to 24 months to obligate funds. During the March 2023 semi-annual review cycle, the following delay requests were submitted.

OCTA, as administrative lead, is requesting a 24-month delay for the operations and maintenance (O&M) phase for the three projects below. Additional time is required due to unforeseen prolonged supply chain impacts exacerbated by the coronavirus (COVID-19) pandemic, which resulted in construction-related delays during the implementation (IMP) phase.

- The O&M phase of the Alton Parkway Regional Traffic Signal Synchronization Program Project (21-OCTA-TSP-4000).
- The O&M phase of the Portola Parkway/Santa Margarita Parkway Traffic Signal Synchronization Program Project (21-OCTA-TSP-4001).
- The O&M phase of the First Street/Bolsa Avenue Regional Traffic Signal Synchronization Program Project (21-OCTA-TSP-4002).

Santa Ana is requesting a 24-month delay for the two projects below. Additional time is required due to unforeseen funding coordination issues resulting from COVID-19 and staff turnover impacts.

- The CON phase of the Fairview Street Improvements (9th Street to 16th Street) (21-SNTA-ACE-3996).
- The ENG phase of the Fairview Street Improvements (Monte Carlo Drive to Trask Street) (22-SNTA-ACE-4020).

## **CTFP Timely-Use of Funds Extensions**

CTFP funds expire 36 months from the contract award date. Local agencies may request an extension(s) of up to 24 months. During this semi-annual review cycle, the following CTFP timely-use of funds extension requests were submitted.

The City of Irvine is requesting a 24-month timely-use of funds extension for both the IMP and O&M phases of the Barranca Parkway Traffic Signal Synchronization Project (20-IRVN-TSP-3974), from May 2024 to May 2026 for the IMP phase and from June 2025 to June 2027 for the O&M phase. This request is due to unforeseen staffing and schedule coordination issues resulting from COVID-19 during the design phase. Additional time is also required due to construction-related delays from unforeseen supply chain impacts prolonged by COVID-19 and to allow sufficient time to finalize project closeout processes.

OCTA, as lead agency, is requesting a 24-month timely-use of funds extension for the IMP phase of the Red Hill Avenue Corridor Regional Traffic Signal Synchronization Program Project (19-OCTA-TSP-3939), from November 2023 to November 2025. This request is due to unforeseen construction-related delays from supply chain impacts prolonged by the pandemic.

### **Local Fair Share (LFS) Timely-Use of Funds Extensions**

Once issued, LFS funds expire three years from the check issuance date. An extension may be granted but is limited to a total of five years from the date of disbursement. For review purposes, OCTA tracks expenditures based on the fiscal year<sup>1</sup> (FY) of receipt. Requests for extensions must be submitted prior to expiration and should be submitted as part of the semi-annual review process prior to the end of the second FY funds were disbursed. Local agencies may request an extension(s) of up to two years for Board consideration; however, OCTA will track Board-approved extensions in FY increments. During this semi-annual review cycle, the following timely-use of funds LFS extension requests were submitted:

The City of Brea (Brea) is requesting a two-year timely-use of funds extension of \$862,306. The funds being considered for extension were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension tracking deadlines provided in Attachment B. Brea has indicated these funds will be directed towards traffic signal improvements and citywide street rehabilitation improvements.

- \$168,049, from June 2023 to June 2025
- \$199,110, from June 2023 to June 2025
- \$146,299, from June 2023 to June 2025
- \$179,433, from June 2023 to June 2025
- \$169,415, from June 2023 to June 2025

The City of La Habra (La Habra) is requesting a two-year timely-use of funds extension for \$796,945. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B. La Habra has indicated these funds will be directed towards street rehabilitation and street alley improvements.

- \$154,516, from June 2023 to June 2025
- \$183,076, from June 2023 to June 2025
- \$134,518, from June 2023 to June 2025
- \$164,984, from June 2023 to June 2025
- \$159,851, from June 2023 to June 2025

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<sup>1</sup> FY means July 1 through June 30. For example, funds received in March 2021, tracked by FY, should be spent by June 30, 2023.

The City of La Palma is requesting a two-year timely-use of funds extension for \$71,092. The funds being considered for extension were disbursed in FY 2019-20 and should be expended by the FY extension deadline provided in Attachment B. Note: as part of this adjustment, Board approval of a waiver is requested to the Measure M2 (M2) eligibility guidelines requirement that funds extensions must be submitted as part of the semi-annual review process prior to expiration. A waiver to the CTFP and M2 eligibility guidelines that a plan of expenditure be submitted as part of an LFS timely-use of funds extensions request is also requested.

- \$38,834, from June 2022 to June 2024
- \$32,258, from June 2022 to June 2024

The City of Los Alamitos is requesting a two-year timely-use of funds extension for \$111,052. The funds being considered for extension were disbursed in FY 2019-20 through three separate installments and should be expended by the FY extension deadline provided in Attachment B. Note: as part of this adjustment, Board approval of a waiver is requested to the M2 eligibility guidelines requirement that funds extensions must be submitted as part of the semi-annual review process prior to expiration. A waiver to the CTFP and M2 eligibility guidelines that a plan of expenditure be submitted as part of an LFS timely-use of funds extensions request is also requested.

- \$49,338, from June 2022 to June 2024
- \$33,711, from June 2022 to June 2024
- \$28,003, from June 2022 to June 2024

The City of Newport Beach (Newport Beach) is requesting a two-year timely use of funds extension for \$271,098. The funds being considered for extensions were disbursed in FY 2020-21 in one installment and should be expended by the FY extension deadline provided in Attachment B. Newport Beach has indicated these funds will be directed towards pavement rehabilitation.

- \$271,098, from June 2023 to June 2025

The City of Seal Beach (Seal Beach) is requesting a two-year timely-use of funds extension for \$430,791. The funds being considered for extension were disbursed in FY 2019-20 through six separate installments and should be expended by the extension deadline provided in Attachment B. Note: as part of this adjustment, Board approval of a waiver is requested to the M2 eligibility guidelines requirement that funds extensions must be submitted as part of the semi-annual review process prior to expiration. A waiver to the CTFP and M2 eligibility guidelines that a plan of expenditure be submitted as part of an LFS timely-use of funds extensions request is also requested.

- \$80,266, from June 2022 to June 2024
- \$77,875, from June 2022 to June 2024
- \$69,118, from June 2022 to June 2024
- \$90,425, from June 2022 to June 2024

- \$61,784, from June 2022 to June 2024
- \$51,322, from June 2022 to June 2024

Seal Beach is also requesting a two-year timely-use of funds extension for \$353,895. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B. Seal Beach has indicated these funds will be directed towards bicycle lane improvements.

- \$68,968, from June 2023 to June 2025
- \$81,716, from June 2023 to June 2025
- \$60,042, from June 2023 to June 2025
- \$73,640, from June 2023 to June 2025
- \$69,529, from June 2023 to June 2025

Yorba Linda is requesting a two-year timely-use of funds extension for \$911,886. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B. Yorba Linda has indicated these funds will be directed towards traffic signal improvements and street rehabilitation.

- \$177,711, from June 2023 to June 2025
- \$210,558, from June 2023 to June 2025
- \$154,711, from June 2023 to June 2025
- \$189,750, from June 2023 to June 2025
- \$179,156, from June 2023 to June 2025

### **Senior Mobility Program (SMP) Timely-Use of Funds Extensions**

Once issued, SMP funds expire 36 months from the check issuance date. Local agencies may request an extension(s) of up to 24 months. During this semi-annual review cycle, the following timely-use of funds SMP extension requests were submitted:

The City of Anaheim (Anaheim) is requesting a 24-month timely-use of funds extension for \$240,933. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$43,436, from June 2023 to June 2025
- \$56,641, from June 2023 to June 2025
- \$41,618, from June 2023 to June 2025
- \$51,044, from June 2023 to June 2025
- \$48,194, from June 2023 to June 2025

The City of Cypress is requesting a 24-month timely-use of funds extension for \$46,958. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$9,151, from June 2023 to June 2025
- \$10,843, from June 2023 to June 2025
- \$7,967, from June 2023 to June 2025
- \$9,771, from June 2023 to June 2025
- \$9,226, from June 2023 to June 2025

The City of Dana Point (Dana Point) is requesting a 24-month timely-use of funds extension for \$8,735. The funds being considered for extension were disbursed in FY 2020-21 as one installment and should be expended by the FY extension deadline provided in Attachment B.

- \$8,735, from June 2023 to June 2025

The City of Fullerton (Fullerton) is requesting a 24-month timely-use of funds extension for \$118,238. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$23,043, from June 2023 to June 2025
- \$27,302, from June 2023 to June 2025
- \$20,060, from June 2023 to June 2025
- \$24,604, from June 2023 to June 2025
- \$23,230, from June 2023 to June 2025

The City of Garden Grove is requesting a 24-month timely use of funds extension for \$131,172. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$17,195, from June 2023 to June 2025
- \$32,688, from June 2023 to June 2025
- \$24,018, from June 2023 to June 2025
- \$29,458, from June 2023 to June 2025
- \$27,813, from June 2023 to June 2025

The City of Laguna Hills is requesting a 24-month timely use of funds extension for \$31,910. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$6,219, from June 2023 to June 2025

- \$7,368, from June 2023 to June 2025
- \$5,414, from June 2023 to June 2025
- \$6,640, from June 2023 to June 2025
- \$6,269, from June 2023 to June 2025

The City of Laguna Niguel is requesting a 24-month timely-use of funds extension for \$80,882. The funds being considered for extension were disbursed in FY 2019-20 through six separate installments and should be expended by the FY extension deadlines provided in Attachment B. Note: as part of this adjustment, Board approval is requested of a waiver to the SMP guidelines requirement that participating cities and eligible agencies requesting an extension beyond the three-year limitation must submit a justification letter for review and approval by OCTA at least 90 days prior to the end of the third FY.

- \$15,070, from June 2022 to June 2024
- \$14,621, from June 2022 to June 2024
- \$12,977, from June 2022 to June 2024
- \$16,977, from June 2022 to June 2024
- \$11,600, from June 2022 to June 2024
- \$9,636, from June 2022 to June 2024

The City of Lake Forest is requesting a 24-month timely-use of funds extension for \$34,915. The funds being considered for extensions were disbursed in FY 2020-21 through three separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$10,316, from June 2023 to June 2025
- \$12,653, from June 2023 to June 2025
- \$11,946, from June 2023 to June 2025

The City of Mission Viejo (Mission Viejo) is requesting a 24-month timely-use of funds extension for \$105,282. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$20,518, from June 2023 to June 2025
- \$24,310, from June 2023 to June 2025
- \$17,862, from June 2023 to June 2025
- \$21,908, from June 2023 to June 2025
- \$20,684, from June 2023 to June 2025

The City of Orange (Orange) is requesting a 24-month timely-use of funds extension for \$137,073. The funds being considered for extension were disbursed in FY 2019-20 through six separate installments and should be expended by the FY extension deadlines provided in Attachment B. Note: as part of this adjustment, Board approval is requested of a waiver to the SMP guidelines requirement that participating cities and eligible

agencies requesting an extension beyond the three-year limitation must submit a justification letter for review and approval by OCTA at least 90 days prior to the end of the third FY.

- \$25,540, from June 2022 to June 2024
- \$24,779, from June 2022 to June 2024
- \$21,993, from June 2022 to June 2024
- \$28,772, from June 2022 to June 2024
- \$19,659, from June 2022 to June 2024
- \$16,330, from June 2022 to June 2024

Orange is also requesting a 24-month timely-use of funds extension for \$113,533. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$22,178, from June 2023 to June 2025
- \$26,278, from June 2023 to June 2025
- \$19,038, from June 2023 to June 2025
- \$23,681, from June 2023 to June 2025
- \$22,359, from June 2023 to June 2025

The City of Placentia (Placentia) is requesting a 24-month timely-use of funds extension for \$59,016. The funds being considered for extension were disbursed in FY 2019-20 through six separate installments and should be expended by the FY extension deadlines provided in Attachment B. Note: as part of this adjustment, Board approval is requested of a waiver to the SMP guidelines requirement that participating cities and eligible agencies requesting an extension beyond the three-year limitation must submit a justification letter for review and approval by OCTA at least 90 days prior to the end of the third FY.

- \$10,996, from June 2022 to June 2024
- \$10,668, from June 2022 to June 2024
- \$9,469, from June 2022 to June 2024
- \$12,388, from June 2022 to June 2024
- \$8,464, from June 2022 to June 2024
- \$7,031, from June 2022 to June 2024

Placentia is also requesting a 24-month timely-use of funds extension for \$9,549. The funds being considered for extension were disbursed in FY 2020-21 as one installment and should be expended by the FY extension deadline provided in Attachment B.

- \$9,549, from June 2023 to June 2025

The City of Rancho Santa Margarita (Rancho Santa Margarita) is requesting a 24-month timely-use of funds extension for \$430,791. The funds being considered for extension were disbursed in FY 2019-20 through six separate installments and should be expended by the FY extension deadlines provided in Attachment B. Note: as part of this adjustment, Board approval is requested of a waiver to the SMP guidelines requirement that participating cities and eligible agencies requesting an extension beyond the three-year limitation must submit a justification letter for review and approval by OCTA at least 90 days prior to the end of the third FY.

- \$5,417, from June 2022 to June 2024
- \$5,256, from June 2022 to June 2024
- \$4,665, from June 2022 to June 2024
- \$6,103, from June 2022 to June 2024
- \$4,170, from June 2022 to June 2024
- \$3,464, from June 2022 to June 2024

Rancho Santa Margarita is also requesting a 24-month timely-use of funds extension for \$24,140. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$4,704, from June 2023 to June 2025
- \$5,574, from June 2023 to June 2025
- \$4,096, from June 2023 to June 2025
- \$5,023, from June 2023 to June 2025
- \$4,743, from June 2023 to June 2025

The City of San Clemente is requesting a 24-month timely-use of funds extension for \$65,568. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$12,778, from June 2023 to June 2025
- \$15,140, from June 2023 to June 2025
- \$11,124, from June 2023 to June 2025
- \$13,644, from June 2023 to June 2025
- \$12,882, from June 2023 to June 2025

Santa Ana is requesting a 24-month timely-use of funds extension for \$174,544. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$34,016, from June 2023 to June 2025
- \$40,303, from June 2023 to June 2025
- \$29,613, from June 2023 to June 2025



- \$36,320, from June 2023 to June 2025
- \$34,292, from June 2023 to June 2025

The City of Villa Park is requesting a 24-month timely-use of funds extension for \$10,007. The funds being considered for extensions were disbursed in FY 2020-21 through five separate installments and should be expended by the FY extension deadlines provided in Attachment B.

- \$1,950, from June 2023 to June 2025
- \$2,311, from June 2023 to June 2025
- \$1,698, from June 2023 to June 2025
- \$2,082, from June 2023 to June 2025
- \$1,966, from June 2023 to June 2025

### **Scope Changes**

Agencies may request minor scope changes for CTFP projects if they can assure that project benefits as committed to in the initial application can still be delivered. During this semi-annual review cycle, the following scope change requests were submitted.

Costa Mesa is requesting a scope change for the IMP phase of the Baker/Victoria/19th Traffic Signal Synchronization Program Project (20-CMSA-TSP-3972), due to relocation of equipment installations.

Dana Point is requesting a scope change for the Dana Point Pacific Coast Highway Trolley Service (16-DPNT-CBT-3823) to include the lease buyout of a fifth trolley utilized for existing M2-funded services through the Community-Based Transit Circulators Program (Project V).

Fullerton is requesting a scope change for the IMP phase of the Orangethorpe Avenue/Esperanza Road Corridor Regional Traffic Signal Synchronization Program Project (18-FULL-TSP-3896). The scope change includes the addition of communication switches, other peripheral equipment, and central system intersection licenses, as well as modifications to quantities and/or location of equipment installations.

Fullerton is also requesting a scope change for the IMP phase of the Harbor Boulevard Corridor Project (19-FULL-TSP-3936). The scope change includes the addition of communication switches and other peripheral equipment, as well as modifications to quantities and/or location of equipment installations.

The City of Huntington Beach is requesting a scope change for the O&M phase of the Huntington Beach Southeast Rideshare Pilot Program (20-HBCH-CBT-3960). The scope change includes a service area modification for coverage in the southwesterly section of city limits.

La Habra is requesting a scope change for the IMP phase of the Lambert Road Corridor Regional Traffic Signal Synchronization Program Project (20-LHAB-TSP-3975). The

scope change includes the addition of gigabit switches, new traffic signal service enclosures, as well as modifications to quantities and/or location of equipment installations.

Mission Viejo is requesting a scope change for the CON phase of the Trash and Runoff Abatement Project: Northerly Area Project (22-MVJO-ECP-4029). The scope change includes increasing the number of connector pipe screens (CPS) from 33 CPS to 34 CPS and replacing two catch basin locations receiving installations with three alternate locations within the same project limits due to concerns raised during the field inspection.

Newport Beach is requesting a scope change for the planning study phase of the Balboa Island/Corona Del Mar Microtransit Feasibility Study (20-NBCH-CBT-3956), due to city council interest in expanding the study area for future community-based transit.

OCTA, as administrative lead for the Garden Grove Boulevard Traffic Signal Synchronization Program Project (Valley View Street - Bristol Street) (18-OCTA-TSP-3897), is requesting a scope change to the IMP phase with several components, which includes the removal of equipment that is no longer necessary, modifications to improvement locations, increased conduit quantities, added rewiring at various locations, and the addition of a video detection system, accessible pedestrian system, and other equipment cables. These modifications emerged during the design process and field review and are requested in order to facilitate project completion and utilize project cost savings to enhance overall project benefits.

OCTA, as administrative lead for the Aliso Creek Road Traffic Signal Synchronization Program Project (19-OCTA-TSP-3941), is requesting a scope change to the IMP phase with several components, which includes the removal of equipment that is no longer necessary, modifications to improvement locations, and the addition of network operations equipment. These modifications emerged during the design process and are requested in order to facilitate project completion and utilize project cost savings to enhance overall project benefits, as well as cover price increases in the cost of equipment and materials due to supply chain impacts prolonged by the pandemic.

## **Transfers**

The CTFP guidelines allow agencies to request to transfer up to 100 percent of savings of funds between subsequent phases or years within a project. Funds can only be transferred to a phase or year that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review process. During this review cycle, the following transfer requests were submitted due to the need to utilize project savings.

Anaheim is requesting a transfer for the Lincoln Avenue Widening from East Street to Evergreen Street Project (17-ANAH-ACE-3860). The request is to transfer project savings in an amount to be determined from the right-of-way phase to the subsequent CON phase (22-ANAH-ACE-4014).

Dana Point is requesting a transfer for the Summer Weekend Trolley/Harbor Shuttle Service (14-DPNT-CBT-3742). The transfer includes FY 2022-23 project savings of \$70,516 from the capital phase to the O&M phase.

OCTA, as administrative lead for the Los Alisos Boulevard Route Project (18-OCTA-TSP-3905), is requesting a transfer. The request is to transfer project savings of \$2,342 from the IMP phase to the O&M phase.



**June 5, 2023**

**To:** Regional Transportation Planning Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Measure M2 Environmental Mitigation Program Update

### **Overview**

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided habitat restoration projects funding as part of the Natural Community Conservation Plan/Habitat Conservation Plan. A summary of recent Environmental Mitigation Program activities is provided for information purposes.

### **Recommendation**

Receive and file as an information item.

### **Background**

Measure M2 (M2) includes the Environmental Mitigation Program (EMP) which is intended to mitigate biological resource impacts of 13 M2 freeway projects and streamline approval processes with state and federal resource agencies. This was achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (collectively referred to as Wildlife Agencies). Consistent with the Conservation Plan, the Orange County Transportation Authority (OCTA) has acquired seven conservation properties (Preserves) and funded 12 habitat restoration projects, depicted in Attachment A. Many of the restoration projects are close to, or have fulfilled, the requirements of the Wildlife Agencies.

In addition, an endowment is being established to fund the long-term management of the Preserves, as a provision of the Conservation Plan. On a parallel path, the United States Army Corps of Engineers (ACOE) and the State Water Resources Control Board (SWRCB), commonly referred to as the Regulatory Agencies, have also established a framework to expedite the permitting process.

The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of positive collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of this program has been recognized at the regional and national level. Through these efforts, pre-negotiated permit terms have helped to streamline project implementation and reduce the required mitigation needs. Without the EMP's established process, additional mitigation-related requirements could have been incurred, resulting in increased project costs and schedule risks. The established permits and partnerships have also enabled swift response to other OCTA project needs.

### ***Discussion***

#### **Coastal Fire Update**

In May 2022, the Coastal Fire impacted approximately 35 acres of the 151-acre, OCTA-owned, Pacific Horizon Preserve in the City of Laguna Beach. Two memos dated May 13, 2022 and June 22, 2022, were provided to the Board of Directors (Board) on the impacts of the fire (see Attachment B for the June memo). OCTA is not required by the Wildlife Agencies to restore the burned vegetation on the Preserve but will be responsible for monitoring and controlling invasive weeds that may grow in the area. The slopes of the Preserve held up well through the winter rains with minimal additional erosion. To date, monitoring has shown a healthy regrowth of the existing native vegetation as well as some invasive weeds. OCTA will continue to monitor and treat the invasive weeds and maintain fence lines to prohibit recreation through the burn area. Activities are coordinated with the Wildlife Agencies.

#### **Trail to the Sea Alignment**

Recent coordination has occurred concerning a proposed trail being contemplated within the City of Laguna Beach (City). The City is conducting a study for a possible coastal trail between Aliso and Woods Canyon and Aliso Beach (i.e., the "Trail to the Sea"). A trail assessment is being conducted by the Laguna Canyon Foundation for the City. The study will include multiple alignments, one of which could cross through the OCTA-owned Pacific Horizon Preserve via an existing trail. Concerns about this alignment have been voiced by local non-profit groups including the Friends of Harbors Beaches and Parks, and Endangered Habitats League (see letter Attachment C). Once the study or additional information is made available, this matter will be discussed with the Environmental Oversight Committee (EOC). Information will also be provided to the Board in the next EMP staff report scheduled for December 2023.

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### Southern California Edison (SCE) Coordination

As previously shared with the Board, biological impacts occurred at the Pacific Horizon (in Laguna Beach) and Silverado Chaparral Preserves (in Silverado Canyon) as a result of Southern California Edison (SCE) utility maintenance work (Attachment D). OCTA's goal is to ensure that the necessary powerline maintenance needs of SCE are coordinated and completed, while also minimizing impacts to protected Preserve habitat. OCTA and SCE are working cooperatively toward these goals. Potential agreements are being collaboratively developed to define utility access to all OCTA Preserves and identify expected procedures and information needs related to any future SCE activities.

Pursuant to the OCTA Conservation Plan, OCTA is responsible to conserve and protect the native habitat and wildlife species on the Preserves. However, SCE power line maintenance activities have resulted in trail cuts, severed fence lines, and damage to native vegetation on these two Preserves. SCE did not seek permission to access the OCTA properties. At OCTA's request, SCE repaired the fencing and performed monitoring and weeding of the SCE cut access trails created at the Pacific Horizon Preserve. The repair of the fence lines and trail entrances are important. If left unrepaired, undesired, and incompatible, recreational use on the trails will lead to further damage to the Preserves. Prior to 2020, there was no evidence of any previous maintenance work on the Preserves. However, SCE recently communicated that this work will now be conducted annually.

SCE does not have easements for the power poles or facilities at either of these Preserves. As a result, surveys for the utility poles and facilities have recently been completed. The surveys determined that of the 26 wooden poles at the Pacific Horizon Preserve, 18 are located on adjacent County-owned land, one is within the City of Laguna Beach property, and seven are in the Preserve. This is a similar scenario for the Silverado Chaparral Preserve where eight poles are located on adjacent County-owned land and one is within the Preserve. Survey information is necessary to develop easements and agreements for the poles and affiliated work areas near and within the Preserves. These agreements will lay out expected procedures and information needs related to any future SCE activity. Substantial progress has been made on this agreement which is expected to be completed soon.

### City of Costa Mesa Fairview Park Restoration Project

In February 2011, OCTA awarded the City of Costa Mesa (City) \$2 million for a 23-acre habitat restoration project within the City's Fairview Regional Park. Approximately 13 acres of the proposed project have been implemented. Once the restoration is completed and approved by the Wildlife Agencies, OCTA can utilize the restored habitat for mitigation as part of the OCTA M2 Conservation Plan. Various project concerns have been discussed between the City, OCTA, and

the Wildlife Agencies. The project is deficient of approximately ten acres of the committed restoration habitat types. In addition, the City has yet to record a required conservation easement over the project area. In September 2022, the Wildlife Agencies sent a letter (Attachment E) to the City pertaining to project concerns and requested collaboration between OCTA and the Wildlife Agencies to help resolve the issues. If these project requirements are not completed, OCTA would be out of compliance with the Conservation Plan provisions, and the City of Costa Mesa would be out of compliance with their contractual obligations. The City sent a letter (Attachment F) to OCTA in January stating that they will continue to work collaboratively to resolve the concerns. Ongoing monthly meetings are taking place. In addition, consistent with a request made through the Board, a site visit was held in April with the City and Orange County Parks to discuss project concerns and potential solutions. OCTA anticipates that the City will attend future EOC meetings and propose a resolution for the outstanding tasks.

#### United States Forest Service Trabuco District Dam Removal Project

In March 2023, the Wildlife Agencies provided their sign off on the OCTA-funded United States Forest Service (USFS) dam removal restoration project (Project). With the 2018 funding from OCTA, the USFS was able to remove 14 dams from San Juan Creek, plus additional dams and dam remnants in San Juan, Trabuco, and Holy Jim creeks. This is the fifth OCTA-funded restoration project to meet its success criteria.

The purpose of the Project was to enhance aquatic organism passage and stream habitat in these creeks. Removing human-made dams in these local creeks is essential to supporting native aquatic species (i.e., Arroyo Chub) and providing suitable habitat for potential re-establishment of species no longer found within the region, such as Southern California Steelhead Trout. These dams presented partial or complete barriers to native fish and other aquatic organisms, especially during periods of low flow. Arroyo Chub have moved upstream in San Juan Creek from where they were previously recorded thanks to this project.

#### EMP Endowment Fund Investment Report

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. OCTA is currently interviewing potential long-term land managers while navigating new Wildlife Agency regulations. In addition, OCTA is monitoring the endowment and has drafted land protection documents, which are currently under review by the Wildlife Agencies' legal counsel. A separate quarterly investment report summarizing the status of the endowment is being provided to the Finance and Administration Committee and Board in June 2023. As of March 31, 2023, the endowment balance was \$23,112,620.37, which is below the target of \$23,750,112 for the third quarter of fiscal year (FY) 2022-23. However, based on the California Community Foundation's performance to date, OCTA is on track to meet the endowment

target of \$46.2 million in FY 2027-28. To date, OCTA has made seven endowment deposits. OCTA will continue to assess market conditions and provide regular endowment updates to the Board, the Finance and Administration Committee, and the EOC.

#### Hikes and Equestrian Rides

The 2023 winter rains impacted the usual OCTA hikes and equestrian rides. To date, one hike and one equestrian ride have occurred on the OCTA Preserves. The next equestrian ride will take place on July 22nd at the Trabuco Rose Preserve and the next hike will occur on August 12th at the Pacific Horizon Preserve. More information on the Preserves and the OCTA hikes and rides are available at <http://preservingourlegacy.org/>.

#### ***Summary***

M2 includes an EMP that provides funding for programmatic mitigation to offset certain impacts of the 13 M2 freeway projects. To expedite the delivery of the M2 freeway projects, this program was initiated to implement early project mitigation through preservation and habitat restoration. This program is administered through a Conservation Plan, which was approved by the Wildlife Agencies in mid-2017. To maximize the benefits of the investments, OCTA has utilized some of that same mitigation assets to obtain Clean Water Act permits.



***Attachments***

- A. OCTA Preserves and Funded Restoration Projects
- B. Memo from Darrell E. Johnson, Chief Executive Officer, Orange County Transportation Authority, to Members of the Board of Directors, Dated June 22, 2022, Re: Environmental Mitigation Program Coastal Fire Impacts Status Update.
- C. Letter from Michael Wellborn, President, Friends of Harbor, Beaches and Parks and Dan Silver, MD, Executive Director, Endangered Habitats League, to Mayor Bob Whalen, Laguna Beach City Council and Dr. Katie Huckelbridge, California Coastal Commission, Dated January 18, 2023, RE: Trail to the Sea Planning
- D. Pacific Horizon Preserve/Southern California Edison (SCE) Poles and Impacts
- E. Letter from Jonathan D. Synder, Assistant Field Supervisor, U.S. Fish and Wildlife Service and David A. Mayer, Environmental Program Manager, California Department of Fish and Wildlife, to Lori Ann Farrell Harrison, City Manager, City of Costa Mesa, Dated September 8, 2022, RE: Orange County Transportation Authority Measure M2 funded Fairview Park Restoration Project, City of Costa Mesa, California.
- F. Letter from Lori Ann Farrell Harrison, City Manager of City of Costa Mesa, to Lesley Hill, Environmental Mitigation Program Project Manager, Orange County Transportation Authority, Dated January 19, 2023, RE: Fairview Park Wetland and Riparian Habitat Project

**Prepared by:**

Lesley Hill  
Environmental Mitigation Program  
Project Manager  
(714) 560-5759

**Approved by:**

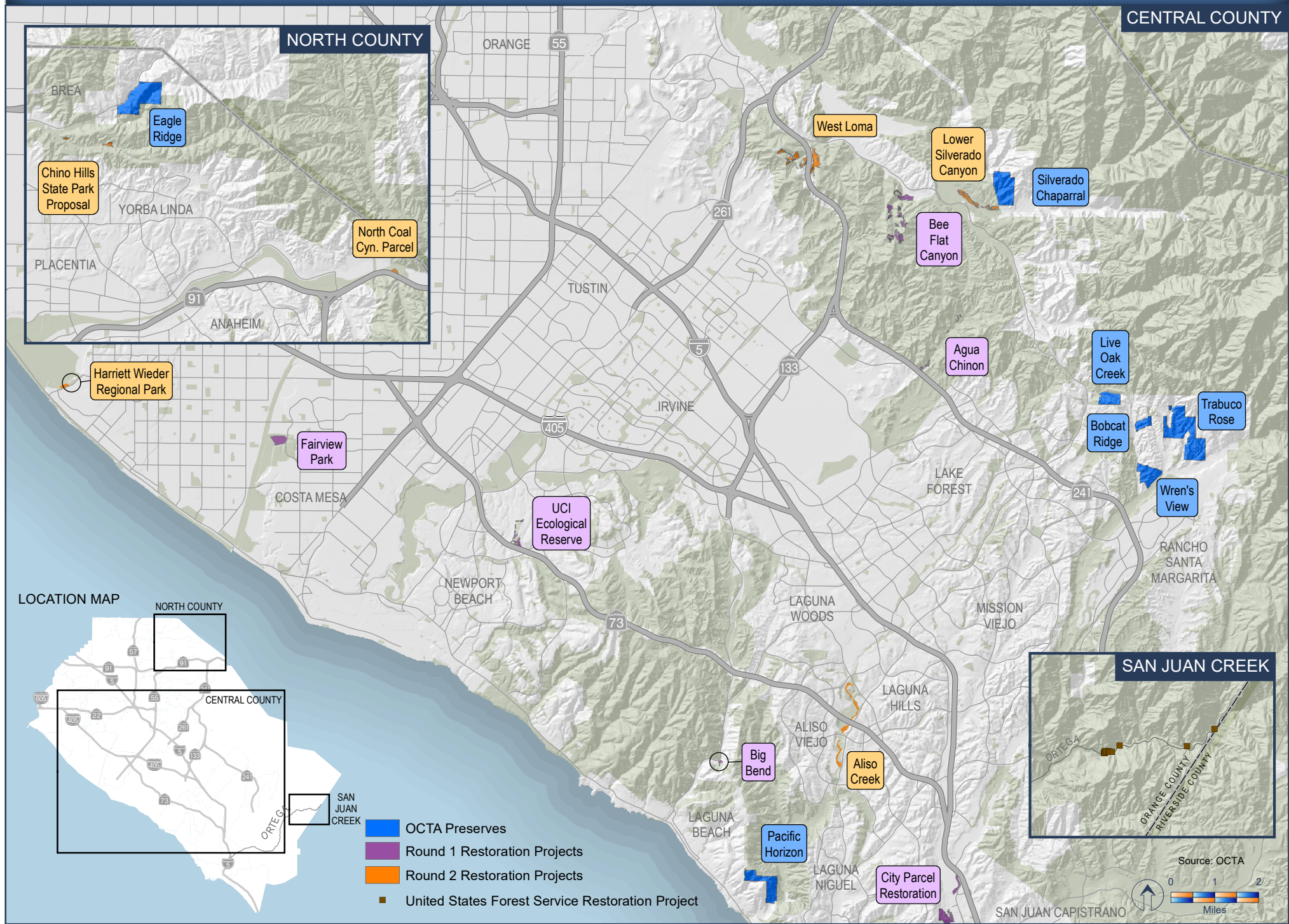
Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741

# OCTA Preserves and Funded Restoration Projects

ATTACHMENT A



CENTRAL COUNTY





**MEMORANDUM**

June 22, 2022

**To:** Members of the Board of Directors

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** **Environmental Mitigation Program Coastal Fire Impacts Status Update**

This memorandum is a follow up to an earlier memorandum on this topic. The Coastal Fire in the cities of Laguna Beach and Laguna Niguel (in the Aliso Canyon) burned approximately 200 acres between May 11-17, 2022. The fire destroyed 20 homes and damaged 11. The Coastal Fire impacts on the Orange County Transportation Authority (OCTA) owned Pacific Horizon Preserve (Preserve) have been mapped and are attached. A summary of the impacts, post fire response, and next steps are provided below.

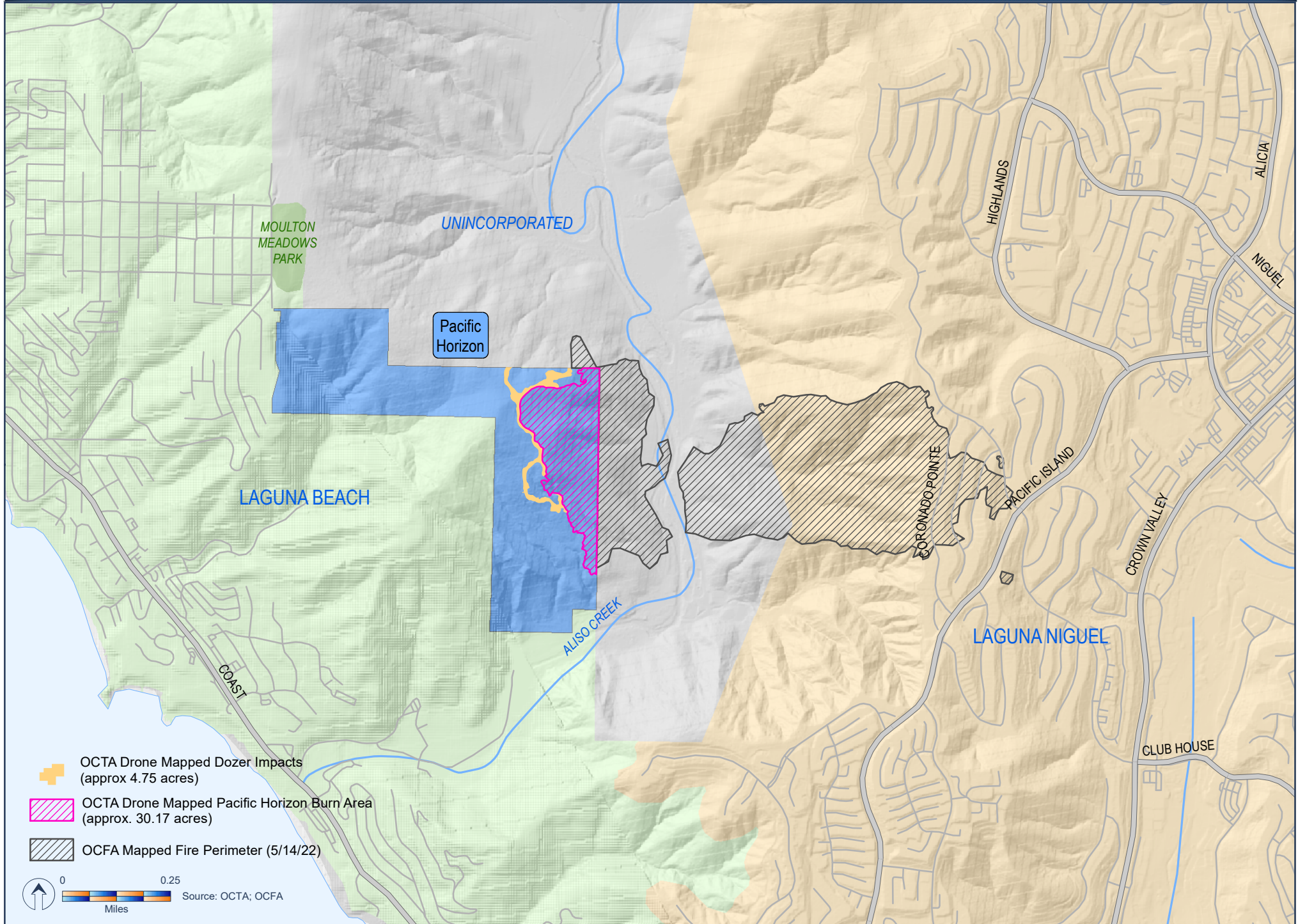
The fire and associated suppression activities impacted approximately 35 acres of the 151-acre OCTA Pacific Horizon Preserve. This Preserve is one of seven owned by OCTA and was acquired in 2015 as part of the Measure M2 Environmental Mitigation Program. Habitat impacted includes chaparral scrub, southern mixed chaparral, mixed sage as well as some rare plants. As part of the fire response, containment lines (bulldozer and hand crew) were placed across the Preserve, which accounts for a small portion of the impacts. However, the Orange County Fire Authority (OCFA) repaired the containment lines by placing unburned cut vegetation and debris over the lines. The cause of the fire is currently under investigation.

OCTA is not required to restore the burned vegetation on the Preserve but will be responsible for monitoring and controlling any invasive weeds that may grow in the area. Fencing and signage has been placed on the OCTA Preserve to keep the public from entering the burn area. Staff will continue to coordinate with Orange County Parks (OC Parks), as well as the United States Fish and Wildlife Service and California Department of Fish and Wildlife (Wildlife Agencies), on potential restoration and erosion control tasks for the Preserve. While not required, this may prove to be more cost effective in the overall management of the Preserve depending on habitat recovery.

Staff will continue to monitor the property and update the Environmental Oversight Committee and Board if additional tasks are warranted. Please contact Kia Mortazavi, Executive Director, Planning, at (714) 560-5741 for additional information.

DEJ:lh  
Attachment

c: Environmental Oversight Committee







January 18, 2023

Mayor Bob Whalen  
Laguna Beach City Council  
505 Forest Ave.  
Laguna Beach, CA 92651  
[citycouncil@lagunabeachcity.net](mailto:citycouncil@lagunabeachcity.net)

Dr. Kate Huckelbridge  
California Coastal Commission  
455 Market Street, Suite 300  
San Francisco, CA 94105  
[Kate.Huckelbridge@coastal.ca.gov](mailto:Kate.Huckelbridge@coastal.ca.gov)

RE: Trail to the Sea Planning

Dear Mayor Whalen and Dr. Huckelbridge:

Friends of Harbors, Beaches and Parks (FHBP) and Endangered Habitats League (EHL) write over concerns from the recent agenda item heard in December by the California Coastal Commission (CCC) **Application No. 5-21-0910 (South Coast Water District, Laguna Beach)**. As we understand it, the planning for the Trail to the Sea has moved over to the City of Laguna Beach for consideration at a future February City Council meeting.

The topic of the Trail to Sea has historically been listed on the CCC agendas under the name **Laguna Beach Golf Course and Bungalow Village LLC**. This time it was slipped in under another topic—South Coast Water District—and a new Application Number—5-21-0910. To ensure appropriate public input on the item and for consistency's sake, the references to the Trail to the Sea should remain reliable throughout the duration of the application process and review. We ask that the City and Commission call it by its original name (**Application No. A-5-LGB-14-0034** (Laguna Beach Golf and Bungalow Village, LLC/The Ranch, Laguna Beach) to ensure the public understands what property, project, and geography is being included.

By way of background, FHBP was involved in the discussions leading up to the negotiation of a study for The Ranch in 2014. Our concerns at that time included the potential loss of the recreational opportunity identified in the City's Trail Plan and the County's Master Plan of Trails, the location of the trail at the bottom of the canyon, and the offer to dedicate being done *in advance* of any permit issuance. Sadly, our concerns remain the same today. Both FHBP and EHL would appreciate notifications of future agenda items related to this topic by both the City and CCC. FHBP has been submitting comments since the beginning.

Based on the December CCC agenda item, our concerns are as follows:

**1. Likely Damage to Neighboring Mitigation Lands**

FHBP and EHL were both negotiators for the creation of the Orange County Transportation Authority's (OCTA) OC Go Environmental Mitigation Program (EMP). The EMP allows for the acquisition, restoration, and management of lands to offset the impacts of 13 freeway project impacts. To date, the program has conserved 1,300 acres

and restored 350 acres. (See **Attachment 1**) Of particular interest to us is the Pacific Horizon Preserve, which is situated near the proposed Trail to the Sea. (See **Attachment 2**)

OCTA's Pacific Horizon Preserve is approximately 150 acres. It was protected due to its southern mixed chaparral and mixed sage scrub habitats on the hills above Laguna Beach. More specifically found on the Preserve are intermediate mariposa lily, many stemmed dudleya, paniculate tarplant, and big leaved crownbeard. These habitats are part of Environmentally Sensitive Habitat Areas (ESHA) as defined in the Coastal Act, Section 30107.5. The federally threatened California gnatcatcher was also surveyed and found on the property in 2015.

## **2. Direct Conflicts with the OCTA NCCP/HCP**

This land, and all OCTA Preserves and restoration projects, are part of the OCTA Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP), collectively called the Conservation Plan. The Conservation Plan took five years to develop and includes a list of specific permitted activities covered in the Plan that are allowed to occur. Pacific Horizon, like all the OCTA Preserves, has its own Resource Management Plan (RMP), which outlines the location of covered species, permitted activities, stewardship goals, and management requirements, etc. All of this is to protect 13 covered species in the Conservation Plan.

Based on the Pacific Horizon Preserve RMP, no trails exist where the proposed alignment of the Trail to the Sea is presently located. More importantly, no trails will be built on the Preserve in the future. OCTA has clearly documented where its trails for this Preserve will be located and what trails will be decommissioned. (See **Attachment 3**)

Of key concern is the fact that the early study map appears to allow a Trail to *Nowhere* that functionally dead ends in existing conserved lands that lead to the OCTA Pacific Horizon Preserve. (See **Attachment 4**) Adding a dead-end trail on a neighboring property invites violations and misuse of the Pacific Horizon Preserve. It also jeopardizes OCTA's permit. Further, a Trail to the Sea is not an authorized activity and actions to add a trail would require not only amending the Conservation Plan, but mitigating the impacts of the loss of habitat on these *mitigation* lands.

## **3. Direct Conflicts with the Central-Coastal NCCP/HCP**

To further complicate this issue, the lands west of the property are protected via the Central-Coastal Conservation Plan. (See **Attachment 5**) Therefore, the same amendment and mitigation process would need to be completed with this Conservation Plan as well. Per the OCTA analysis of habitats of the Pacific Horizon Preserve and the neighboring City of Laguna Beach protected lands—these lands, where the trail is proposed—are of very high habitat value. (See **Attachment 6**)

**4. Changed Location of the Trail from 2014 Coastal Development Permit (CDP) Application**

Our concern stems from the fact that these issues were raised in 2014 by us and others and were not addressed at that time. Now, the Trail appears to be gaining traction. Oddly, it is not located in The Ranch's golf course connecting to OC Parks' Aliso and Wood Canyons Wilderness Park, but instead it is located on a steep hillside that will direct recreational users to the Hobo Aliso Ridge Conservation Easement lands and the protected mitigation property beyond—both with threatened and endangered species. FHBP's comments on this item back in 2014 anticipated the problems the applicant would face, but our concerns were disregarded. Now those problems have come to fruition.

**5. Unmet Obligations from the 2014 CDP Application and Conditions**

The CDP for Application No. A-5-LGB-14-0034 (Laguna Beach Golf and Bungalow Village, LLC/The Ranch, Laguna Beach) states that metes and bounds legal description and graphics are required to illustrate this proposed trail alignment on this “northerly” side of the property (meaning the Ranch property, not neighboring properties). It then goes on to say that what was submitted by The Ranch architect in December 2014 is generally acceptable. What is being proposed now on the hill above the Ranch leads to nowhere except high value habitat lands with conservation protections in place. It does NOT provide the accessible Trail to the Sea the CDP required.

On the bottom of page 3 of the CDP, it states that no later than *90 days* after the Certificate of Occupancy the offer to dedicate an easement for a public pedestrian and cycling trail must occur. It is our understanding that the Certificate of Occupancy for The Ranch was granted in 2016, but the Offer to Dedicate a Trail Easement has not yet occurred. Why is that?

This appears to be in direct violation of the CDP, Item 5 (page 3). (See **Attachment 7**) Additionally, the section goes on to say that “Any development, as defined in Section 30106 of the Coastal Act, that diminishes permanent pedestrian and cycling access and passive recreational use of the easement area is prohibited.” Yes, a 90 day extension is feasible through the CCC's Executive Director, but is hard to imagine this 90 day extension has gone on for nearly eight years—upwards of 30 extensions. We request follow up to this item as well.

**6. Lack of Collaboration With Neighboring Landowners/Managers**

We are concerned that OCTA and neighboring OC Parks have been left out of the discussion since the trail's alignment will likely directly impact both conserved properties. Instead of bringing these agencies in at the last minute—after all approvals have been completed and an alignment approved by the City and CCC—we highly encourage bringing them in now to address any issues and concerns with the alignment which will directly impact both agencies, their land holdings, and Conservation Plans/restrictions. To bring the agencies in *after* approval is not only disrespectful of the public process and agency signoff related to the OCTA and Central Coastal Conservation Plans and the Pacific Horizon Preserve RMP, but also puts the land managers in a bind



should the trail not be feasible where proposed or the trail dead ends onto one of these properties causing direct damage to mitigation lands with ESHA.

Finally, we would also offer our expertise should it be needed. In the meantime, it is *unacceptable* that the CCC has let the process get this far down the road without collaboration with neighboring property owners and proper noticing to interested parties. We hope the City is able to turn the ship and address these concerns early.

Both organizations remain ready to assist if needed. You can reach FHBP's Melanie Schlotterbeck at: (714) 501-3133 or EHL's Dan Silver at (213) 804-2750.

Sincerely,



Michael Wellborn  
President  
Friends of Harbors, Beaches and Parks



Dan Silver, MD  
Executive Director  
Endangered Habitats League

Attachments:

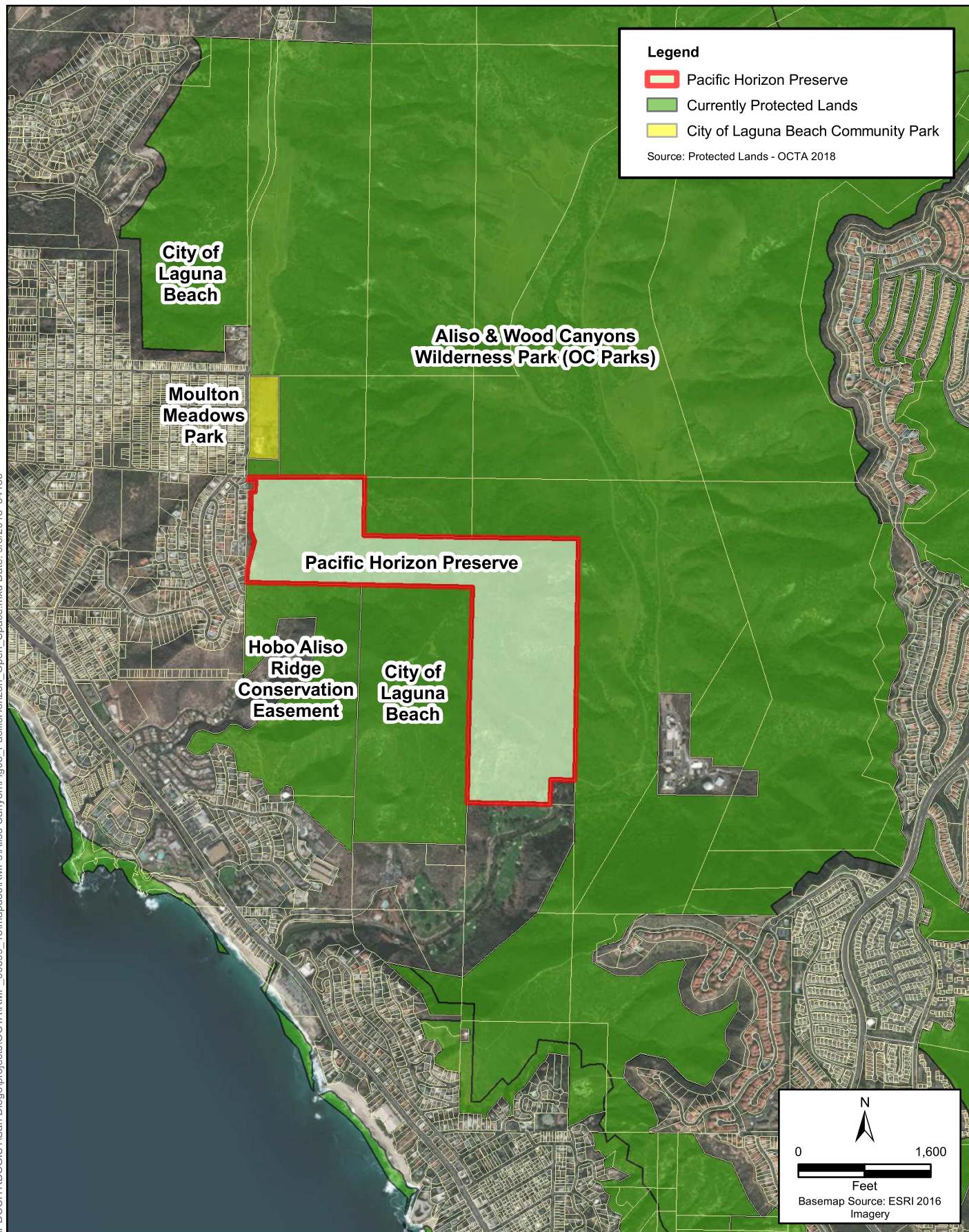
- 1 – OCTA Map of Preserves
- 2 – OCTA Pacific Horizon Location Map (RMP, Figure 5)
- 3 – OCTA Pacific Horizon Preserve Trail Map (RMP, Figure 15)
- 4 – OCTA Pacific Horizon Map with Trail to the Sea Overlay Map
- 5 – OCTA Pacific Horizon Map with Conservation Plans (RMP, Figure 4)
- 6 – OCTA Pacific Horizon Map with Habitat Values (RMP, Figure 6)
- 7 – CDP for Application No. A-5-LGB-14-0034

cc: Shohreh Dupuis, City Manager ([shohreh.dupuis@lagunabeachcity.net](mailto:shohreh.dupuis@lagunabeachcity.net))  
Laguna Beach City Council ([citycouncil@lagunabeachcity.net](mailto:citycouncil@lagunabeachcity.net))  
Anne Marie McKay, Laguna Beach City Clerk ([amckay@lagunabeachcity.net](mailto:amckay@lagunabeachcity.net))  
Dan Phu, OCTA ([dphu@octa.net](mailto:dphu@octa.net))  
Leslie Hill, OCTA ([lhill@octa.net](mailto:lhill@octa.net))  
Pam Passow, OC Parks ([pam.passow@ocparks.com](mailto:pam.passow@ocparks.com))  
Carol Roberts, USFWS ([carol\\_a\\_roberts@fws.gov](mailto:carol_a_roberts@fws.gov))  
Will Miller, USFWS ([william\\_b\\_miller@fws.gov](mailto:william_b_miller@fws.gov))  
Jennifer Turner, CDFW ([jennifer.turner@wildlife.ca.gov](mailto:jennifer.turner@wildlife.ca.gov))  
David Mayer, CDFW ([david.mayer@wildlife.ca.gov](mailto:david.mayer@wildlife.ca.gov))  
Andrew Willis, CCC ([andrew.willis@coastal.ca.gov](mailto:andrew.willis@coastal.ca.gov))  
Louise Warren, CCC ([louise.warren@coastal.ca.gov](mailto:louise.warren@coastal.ca.gov))  
Karl Schwing, CCC ([karl.schwing@coastal.ca.gov](mailto:karl.schwing@coastal.ca.gov))

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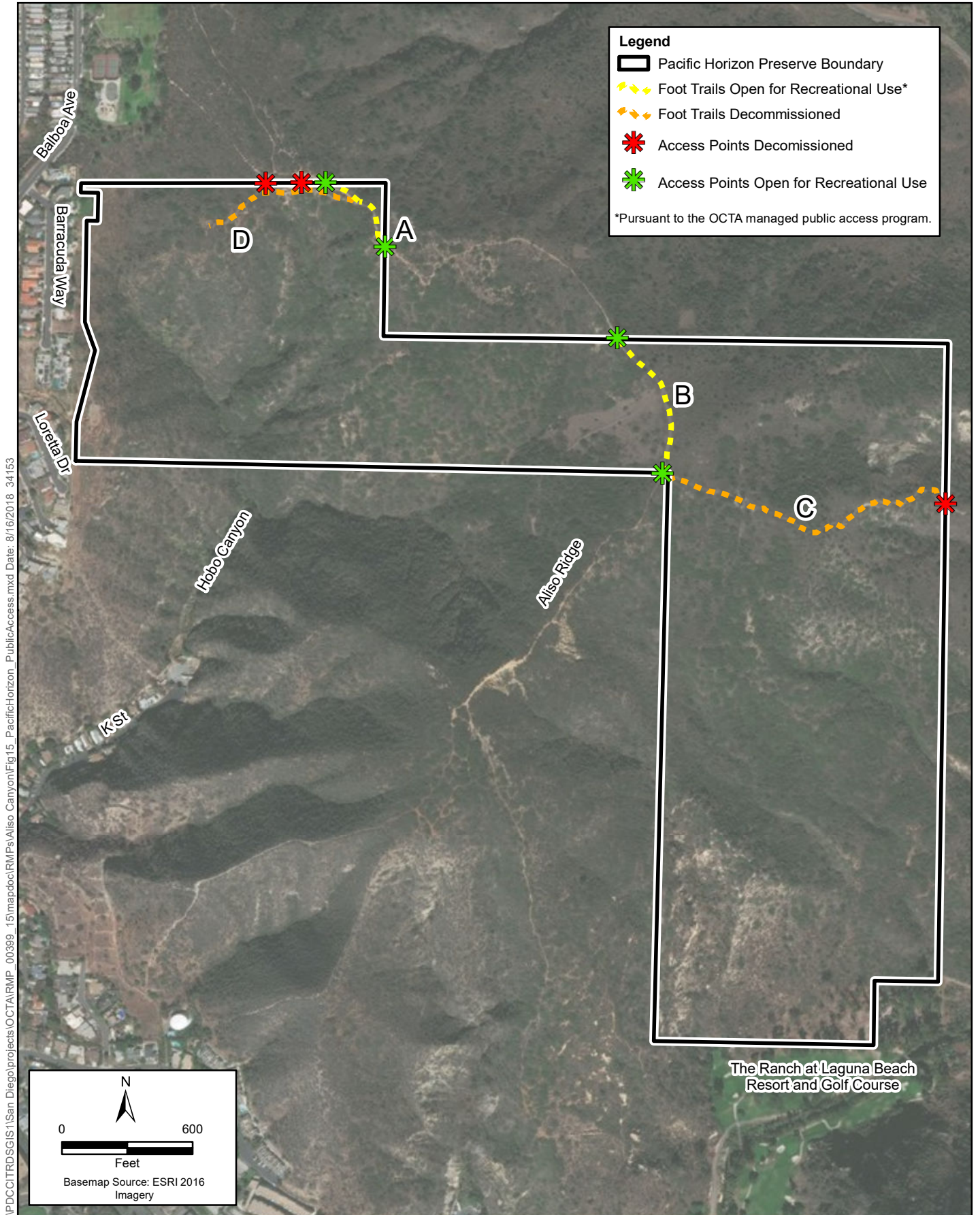


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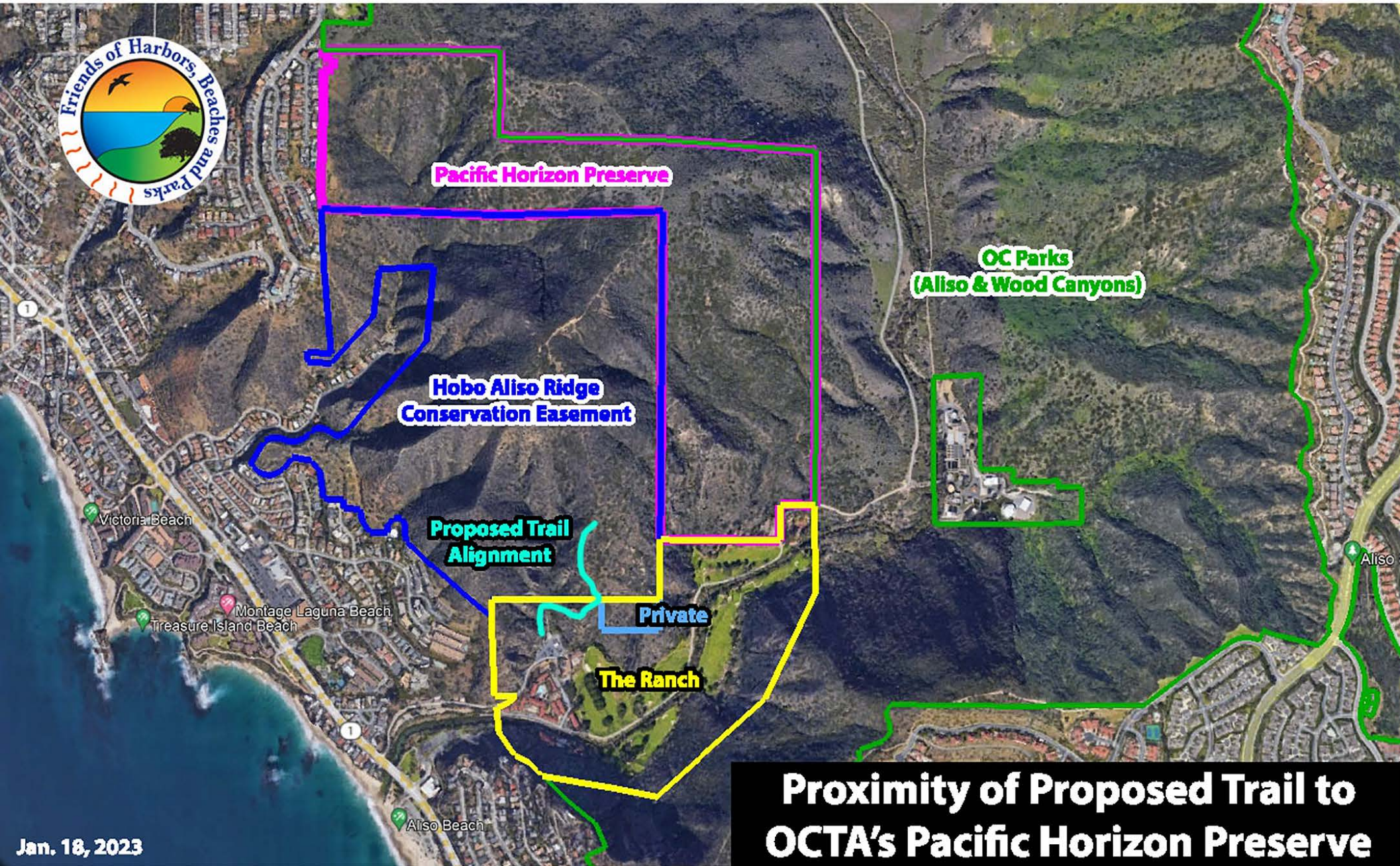
**Figure 5**  
**Open Space in Vicinity of Pacific Horizon Preserve**  
**Pacific Horizon Preserve Resource Management Plan**





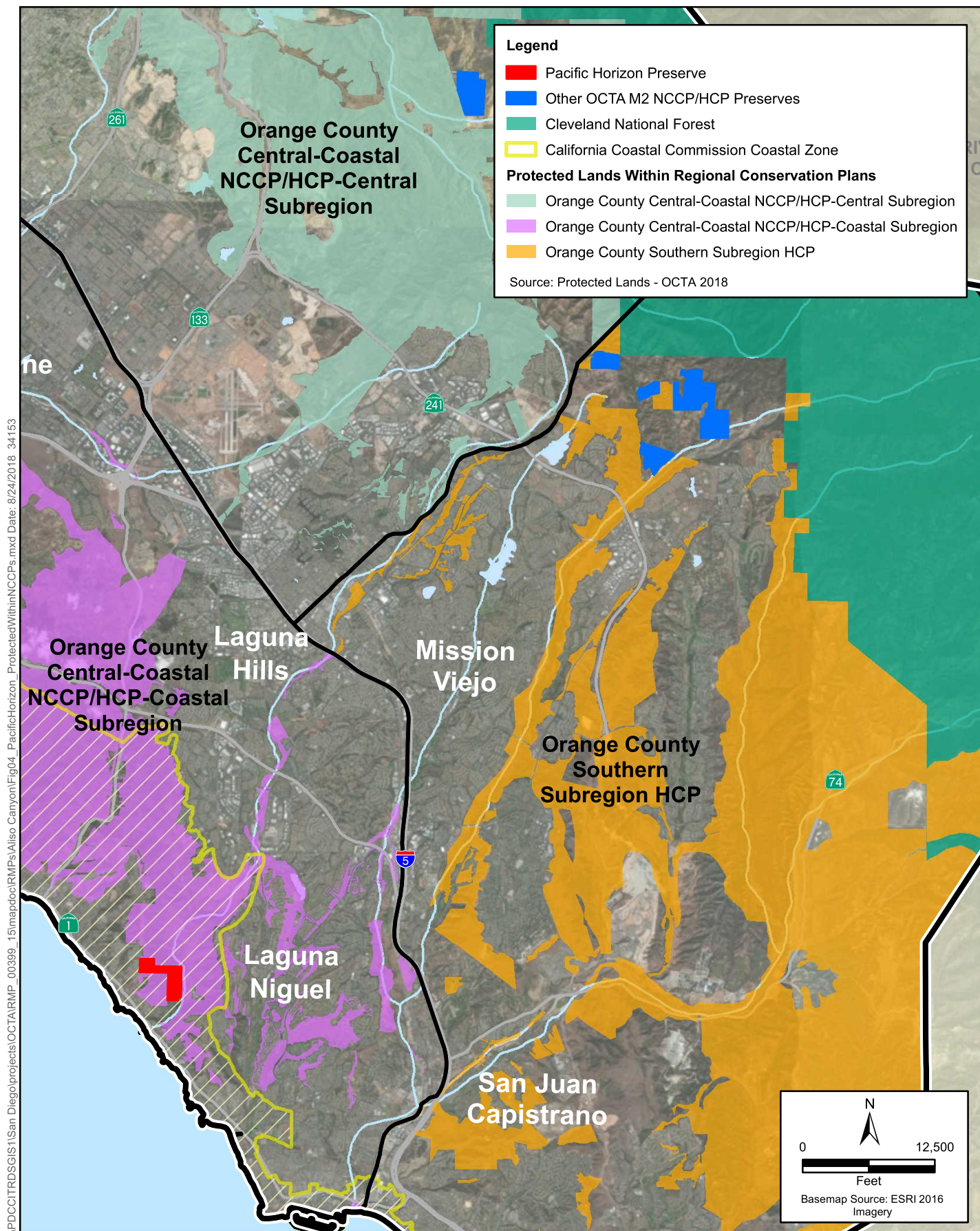
**Figure 15**  
**Public Access**  
**Pacific Horizon Preserve Resource Management Plan**





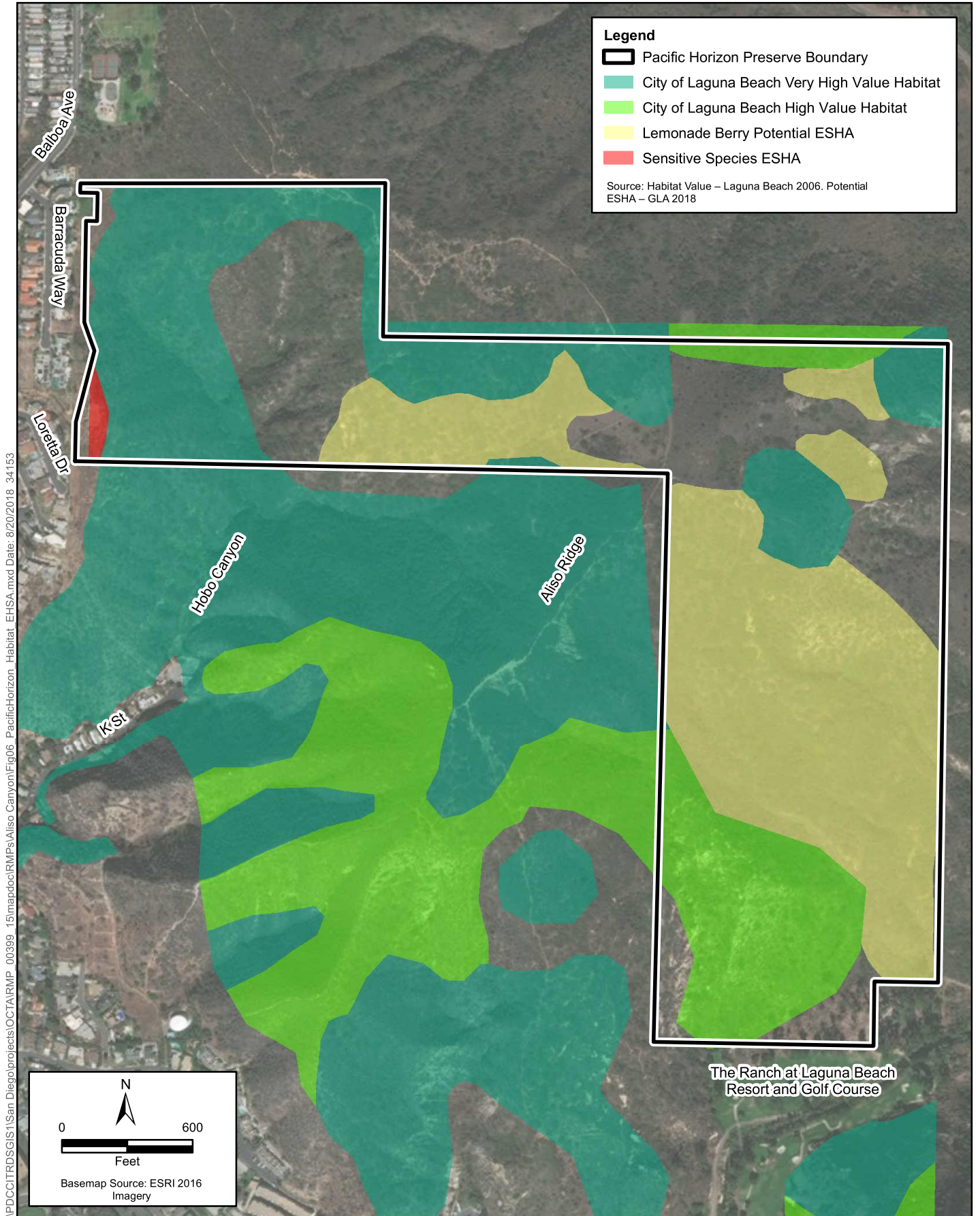
Jan. 18, 2023





**Figure 4**  
Protected Lands in Boundaries of Regional Conservation Plans  
Pacific Horizon Preserve Resource Management Plan





**Figure 6**  
**Habitat Value and Potential ESHA Map**  
**Pacific Horizon Preserve Resource Management Plan**

**CALIFORNIA COASTAL COMMISSION**

SOUTH COAST DISTRICT OFFICE  
200 OCEANGATE, 10TH FLOOR  
LONG BEACH, CALIFORNIA 90802-4416  
PH (562) 590-5071 FAX (562) 590-5084  
WWW.COASTAL.CA.GOV



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October 16, 2015

Permit Application No.: A-5-LGB-14-0034

**COASTAL DEVELOPMENT PERMIT**

On January 8, 2015, the California Coastal Commission granted to **Laguna Beach Golf And Bungalow Village, Llc** this permit subject to the attached Standard and Special conditions, for development consisting of **Expansion and remodel of former 64-room Aliso Creek Inn hotel, restaurant, banquet and golf course facility on 84 acre site to include addition of 33 hotel rooms, reconfiguration of restaurant and assembly areas; additions to existing structures; new spa, fitness center, employee lounge, and accessory structures; new valet parking program for assembly uses and special events; and establish outdoor event center at 'Scout Camp'.** Also proposed are an offer to dedicate a floating easement for a public pedestrian and cycling trail and a free youth camping program., more specifically described in the application filed in the Commission offices.

The development is within the coastal zone at **31106 Coast Highway, Laguna Beach (Orange County)** (APN(s): 056-240-47, 056-240-48, 056-240-49, 056-240-50, 056-240-51, 056-240-04)

Issued on behalf of the California Coastal Commission by

Charles Lester  
Executive Director

A handwritten signature in black ink, appearing to read "Erin Prahler", written over a horizontal line.

Erin Prahler  
Coastal Program Analyst

**ACKNOWLEDGMENT:**

The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

The undersigned permittee acknowledges that Government Code Section 818.4 which states in pertinent part of that: "A Public entity is not liable for injury caused by the issuance... of any permit..." applies to the issuance of this permit.

**IMPORTANT:** THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGEMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE. 14 Cal. Admin. Code Section 13158(a).

Date: 10-16-15

Signature A handwritten signature in black ink, written over a horizontal line.



October 16, 2015

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## COASTAL DEVELOPMENT PERMIT

### STANDARD CONDITIONS:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

### SPECIAL CONDITIONS:

1. **Mitigation for Impacts on Affordable/Lower Cost Overnight Accommodations & Visitor and Recreational Facilities.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall mitigate the proposed project's impacts on affordable overnight accommodations and lower cost visitor and recreational facilities by implementing the following:
  - A. In addition to the proposed Offer to Dedicate trail easement and group camping at the Scout Camp, the applicant shall pay a \$250,000 fee in-lieu of providing lower-cost overnight accommodations and visitor recreational facilities as described in Special Condition 2 to include a Memorandum of Understanding with an approved party subject to the review and approval of the Executive Director,
  - B. The applicant shall agree to record the proposed Offer to Dedicate in accordance with Special Condition 5; and implement the proposed group camping at the Scout Camp in accordance with Special Condition 7, and
  - C. The applicant shall install microwaves in all 97 rooms and ensure that at least 32 of the 97 newly renovated rooms can accommodate 4 or more guests with the provision of sleeper sofas.

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**COASTAL DEVELOPMENT PERMIT**

2. **In-lieu Fee as Mitigation for Impacts on Affordable/Lower Cost Overnight Accommodations & Visitor and Recreational Facilities.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall pay a fee for not providing lower-cost overnight hotel units on the project site.

A. The required total in-lieu fee of \$250,000 shall be deposited into an interest-bearing account, to be established and managed by one of the following entities approved by the Executive Director of the Coastal Commission: City of Laguna Beach, Orange County Parks, California Coastal Conservancy, California Department of Parks and Recreation, or a similar entity. The purpose of the account shall be for planning and permitting of a pedestrian and cycling trail, including identification of a trail alignment, with any funds remaining after planning is completed to be used for trail construction and maintenance. The entire fee and accrued interest shall be used for the above stated purpose, in consultation with the Executive Director, within ten years of the fee being deposited into the account. All development funded by this account will require review and approval by the Executive Director of the Coastal Commission and a coastal development permit. If any portion of the fee remains ten years after it is deposited, it shall be donated to one or more of the State Park units or non-profit entities providing lower cost visitor amenities in a Southern California coastal zone jurisdiction or other organization acceptable to the Executive Director. Alternative mitigation may include completion of a specific project that is comparable in cost to the amount of the in-lieu fee and makes a substantial contribution to the availability of lower cost visitor recreational facilities in Laguna Beach and/or other parts of the coastal zone of Orange County, subject to the review and written approval of the Executive Director.

B. Prior to expenditure of any funds contained in this account, the Executive Director shall review and approve, in writing, the proposed use of the funds as being consistent with the intent and purpose of this condition. In addition, the entity accepting the in-lieu fee funds required by this condition shall enter into a memorandum of understanding (MOU) with the Commission, which shall include, but not be limited to, the following: 1) a description of how the funds will be used to identify a trail alignment including planning, permitting and construction of the trail; 2) the terms provided in subsection A of this condition; and 3) an agreement that the entity accepting the funds will obtain all necessary regulatory permits and approvals, including but not limited to, a coastal development permit for development of the trail required by this condition.

3. [This Condition Deleted].

4. [This Condition Deleted].

5. **Offer to Dedicate Easement for a Public Pedestrian and Cycling Trail**

A. Offer to Dedicate Recordation. NO LATER THAN 90 DAYS FOLLOWING ISSUANCE OF A CERTIFICATE OF OCCUPANCY OF THE APPROVED DEVELOPMENT, the land owner(s) shall execute and record document(s) in a form and content acceptable to the Executive Director, irrevocably offering to dedicate to a public agency(ies) or non-profit entity(ies) acceptable to the Executive Director, a floating easement for a public pedestrian and cycling trail generally located along the northerly side of the Property ("Easement Area"). The

October 16, 2015

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## COASTAL DEVELOPMENT PERMIT

recorded document(s) shall include metes and bounds legal descriptions and corresponding graphic depictions prepared by a licensed surveyor of both the applicant's entire parcel(s) and the easement areas. The offer shall be recorded free of prior liens and encumbrances that the Executive Director determines may affect the interest being conveyed. The offer shall run with the land in favor of the People of the State of California, binding all successors and assignees, and shall be irrevocable for a period of 21 years, such period running from the date of recording. Any development, as defined in Section 30106 of the Coastal Act, that diminishes permanent pedestrian and cycling access and passive recreational use of the easement area is prohibited. The Easement Area offered by the applicant is generally depicted on the plan titled "RANCH Temporary Shuttle and Hiking/Biking Trail Easement Locations," prepared by Morris Skendarian & Associates, A.I.A., and dated December 12, 2014, and received in the Commission's offices on December 15, 2014. The Executive Director may extend, in writing, for good cause the 90-day period for execution and recordation of the offer.

B. Alignment of Public Access Easements. Upon acceptance of the offered dedication described in Part A of this condition, the accepting entity shall determine the exact alignment of the public pedestrian and cycling trail within the Easement Area. The determination shall be based on a site-specific analysis of the environmental conditions existing at the time and physical improvements related to construction of the public pedestrian and cycling trail, and would be subject to an amendment to this permit or a separate Coastal Development Permit, as determined by the Executive Director of the Commission.

C. Public Trail Access Easement Management. Once the offered dedication described in Part A of this condition has been accepted, management and maintenance of the Easement Area and physical improvements constructed within the Easement Area shall be the responsibility of the accepting entity. The accepting entity may receive assistance and enter into partnerships with public entities, conservation organizations, and nonprofit groups for the construction, management, and maintenance of the Easement Area and physical improvements.

6. **Alternative Trail Alignment.** Nothing in this coastal development permit shall be construed as precluding the consideration of any public trail alignment alternatives to connect the Aliso and Wood Canyons Wilderness Park to Aliso Beach through the Ranch property that is the subject of this permit, including an alignment that may be partially or wholly located outside the easement offered pursuant to Special Condition 5.
7. **Group Camping at Scout Camp.** As proposed by the applicant and to mitigate the impact of the proposed development on affordable overnight accommodations, by acceptance of this coastal development permit, the applicant and all successors and assigns agree to host at least 12 overnight, small group (40 person maximum) camping experiences at the Scout Camp per year, at no cost. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, a group camping management plan that includes, but is not limited to, the following:
  - A. Methods to be utilized for advertising to non-profit groups including but not limited to underprivileged youths, scouting organizations and the like;
  - B. Mechanisms for booking a minimum of 12 groups per year;

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## COASTAL DEVELOPMENT PERMIT

- C. Method for accounting and reporting use of the campsite to the Executive Director annually; and
- D. Provision of all camping equipment necessary to support the overnight campout, including, but not limited to, tents, sleeping bags, etc.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

8. **Parking.** The permittee shall make a minimum of 214 parking spaces available during regular operations of the hotel, restaurant and golf course. During all hours of operation for assembly events, the permittee shall provide 290 parking spaces by operation of the valet parking program described in the *Aliso Creek Inn & Golf Course Project Traffic Impact and Parking Analysis* dated April 16, 2014.
9. **Fitness Center.** The new fitness center shall only be available to hotel guests. The fitness center shall not be available to non-hotel guests unless the applicant can provide parking onsite for this use consistent with the requirements of the City of Laguna Beach Municipal Code.
10. **Assembly Use.** Only one event may be held on the property at any time that would increase the parking requirement up to the maximum number of spaces that can be provided onsite consistent with the valet parking program detailed in the April 16, 2014 *Aliso Creek Inn & Golf Course Project Traffic Impact and Parking Analysis*.
11. **Removal and Revegetation Plan for Scout Camp Parcel.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for review and approval of the Executive Director, a final removal and revegetation plan describing the removal of unpermitted development, except the approximately 7,000 square foot concrete pad, within 100 feet of Aliso Creek in the Scout Camp parcel and replanting of the removal area. Post and cable fencing shall be installed 25 feet from the top of bank of Aliso Creek and from native scrub habitat to prevent intrusion into these buffer zones. The revised plan shall be consistent with the recommendations contained in the Memorandum titled Biological Analysis of the Proposed Restoration at the Scout Camp area of The Ranch in Laguna Beach, dated December 17, 2014 by Dr. Koteen and attached to the staff report dated December 23, 2014 as Exhibit 14. The applicants shall replace any Eucalyptus trees removed pursuant to Dr. Koteen's recommendation with native trees. The final plan shall identify the Eucalyptus to be removed and the tree species that will replace the Eucalyptus.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.



## COASTAL DEVELOPMENT PERMIT

12. **Camping and Event Use at the Scout Camp.** The Scout Camp parcel may be used for events, including small group (40 or fewer people) overnight camping, subject to the following restrictions:
- A. The City of Laguna Beach determines that use of the site for events is consistent with Chapter 25.42 of the Municipal Code;
  - B. Events will be limited to daytime use only;
  - C. Events will be limited to a maximum of 150 people;
  - D. The total number of events per month will not exceed twelve (12), including primitive camping experiences;
  - E. Fencing (e.g., post and cable) shall be installed 25 feet from the top of bank of Aliso Creek and from native scrub habitat to prevent intrusion into these buffer zones;
  - F. Tear down of events shall be completed within 2 hours after sunset, but no later than 2200 hours (10 PM);
  - G. Decibel levels will be maintained at 65db or lower at the property line; and
  - H. There shall be no glare or light intrusion into surrounding native habitat areas.

In addition, and PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the following plans must be submitted for review and approval of the Executive Director:

- I. A noise management plan describing how decibel limits will be monitored and enforced;
- J. A lighting plan including hours of use and only temporary LED low level decorative lighting fully shielded toward the sky and consistent with the Laguna Beach lighting ordinances for any luminaires and lamps to be used during event tear down and camping events;
- K. A landscaping plan for the area of the Scout Camp outside the 100 foot removal and revegetation buffer, including a planting palette; and
- L. A group camping management plan, consistent with the requirements of Special Condition 7.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

13. **Tree Trimming and Tree Removal Policy.** This coastal development permit approves annual and emergency tree trimming activities consistent with the following policy:

The purpose of this policy is to ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting, and nesting habitat of state and federally listed bird species, California bird species of special concern, and bird species that play an especially valuable role in the ecosystem. This policy is also intended to ensure the protection of roosting California bat species of special concern and wintering Monarch butterflies. The permittee is obligated to trim trees for the safety of the public and the

## COASTAL DEVELOPMENT PERMIT

protection of property. The trimming or removal of any tree that has been used for bird breeding and nesting or bat or butterfly roosting within the past five years, determined by a qualified biologist, shall be undertaken in compliance with all applicable codes or regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the U.S. Migratory Bird Treaty Act, and shall be conducted under the parameters described below.

Tree trimming or tree removal shall be prohibited during the breeding and nesting season of the bird species referenced above (February 1 through August 31) unless the permittee, in consultation with a qualified arborist, determines that a tree causes danger to public health and safety. A health and safety danger exists if an independent qualified arborist in consultation with a qualified biologist determines that a tree or branch is dead, diseased, dying, or injured and said tree or branch is in imminent danger of collapse or breaking away. The permittee shall be proactive in identifying and addressing diseased, dying or injured trees as soon as possible in order to avoid habitat disturbances during bird nesting season. Trees or branches with a nest that has been active anytime within the last five years shall not be removed or disturbed unless a health and safety danger exists.

Prior to trimming, a qualified biologist shall determine if trees are being used by roosting bats or wintering butterflies. If bats are found on a particular tree, or have been found in the previous five years, tree trimming should be confined to November and December when bats are least active. Tree trimming shall not occur on trees occupied by butterflies, or on trees within 300 ft. of occupied trees, until after the butterflies have migrated from the region. If Monarch butterflies do begin to overwinter in trees at The Ranch, a qualified Monarch biologist must develop a habitat protection and maintenance plan prior to trimming any trees within the roosting grove.

The removal of any tree with documented use for raptor nesting, bat roosting, or Monarch wintering shall require mitigation at a 1:1 ratio. A tree replacement planting plan for each tree replacement shall be developed to specify replacement tree location, tree type, tree size (no less than 36" box size), planting specifications, and a five-year monitoring program with specific performance standards. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Executive Director of the Coastal Commission. The permittee shall maintain the annual reports on file as public information and to be used for future tree trimming and removal decisions.

### A. Tree Trimming During Non-Breeding and Non-Nesting Season (October through December)

- 1) Prior to tree trimming or removal, a qualified biologist or ornithologist shall survey the trees to be trimmed or removed to detect nests and submit a survey report to the permittee and the Executive Director of the Coastal Commission. The survey report shall include identification of all trees with nests. The permittee shall maintain a database of survey reports that includes a record of nesting trees that is available as public information and to be used for future tree trimming and removal decisions.
- 2) Any trimming of trees with nests shall be supervised by a qualified biologist or ornithologist and a qualified arborist to ensure that adequate nest support and foliage

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## COASTAL DEVELOPMENT PERMIT

coverage is maintained in the tree, to the maximum extent feasible, in order to preserve the nesting habitat. Trimming of any nesting trees shall occur in such a way that the support structure of existing nests will not be trimmed and existing nests will be preserved, unless the permittee, in consultation with a qualified arborist, determines that such trimming is necessary to protect the health and safety of the public. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat. Trees or branches with a nest that has been active anytime within the last five years shall not be removed or disturbed unless a health and safety danger exists, as defined in this special condition, above.

- 3) Trimming may not proceed if a nest is found and evidence of courtship or nesting behavior is observed at the site. In the event that any birds continue to occupy trees during the non-nesting season, trimming shall not take place until a qualified biologist or ornithologist has assessed the site, determined that courtship behavior has ceased, and given approval to proceed within 300 feet of any occupied tree.

B. Tree Trimming or Removal During Breeding and Nesting Season (February 1 through August 31). If tree trimming or removal activities cannot feasibly avoid the breeding season because a health and safety danger exists, the following guidelines must be followed:

- 1) A qualified biologist or ornithologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet of the work area. A tree trimming and/or removal plan shall be prepared by a qualified arborist in consultation with the qualified biologist or ornithologist. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Executive Director of the Coastal Commission, the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the applicant. The applicant shall maintain the plans on file as public information and to be used for future tree trimming and removal decisions. The plan shall incorporate the following:
  - a. A description of how work will occur.
  - b. Work must be performed using non-mechanized hand tools to the maximum extent feasible.
  - c. Limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing.
  - d. Steps shall be taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and nesting birds and their habitat.
- 2) Prior to commencement of tree trimming and/or removal the applicant shall notify in writing the Executive Director of the Coastal Commission, the California Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.

C. Eucalyptus Tree Trimming or Removal

- 1) Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect evidence of bat roosting and submit a survey report to

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## COASTAL DEVELOPMENT PERMIT

the permittee and the Executive Director of the Coastal Commission. The survey report shall include identification of all trees with evidence of bat roosting. The permittee shall maintain a database of survey reports that includes a record of roosting trees that is available as public information and to be used for future tree trimming and removal decisions.

- 2) Any trimming of trees with evidence of bat roosting shall be supervised by a qualified biologist and a qualified arborist to ensure that adequate foliage coverage is maintained in the tree, to the maximum extent feasible, in order to preserve the roosting habitat, unless the permittee, in consultation with a qualified arborist, determines that such trimming is necessary to protect the health and safety of the public. The amount of trimming at any one time shall be limited to preserve the suitability of the roosting tree for bat roosting habitat. Trees or branches with evidence of active roosting anytime within the last five years shall not be removed or disturbed unless a health and safety danger exists, as defined in this special condition, above.
- 3) Trimming may not proceed if roosting is observed at the site until a qualified biologist has assessed the site and given approval to proceed within 300 feet of any occupied tree.

D. Tree Trimming or Removal During Monarch Roosting Season (September through February). If tree trimming or removal activities cannot feasibly avoid the overwintering season because a health and safety danger exists, the following guidelines must be followed:

- 1) A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any monarch roosting behavior in or within 300 feet of the work area. A tree trimming and/or removal plan shall be prepared by a qualified arborist in consultation with the qualified biologist. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Executive Director of the Coastal Commission, the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the applicant. The applicant shall maintain the plans on file as public information and to be used for future tree trimming and removal decisions. The plan shall incorporate the following:
  - a. A description of how work will occur.
  - b. Work must be performed using non-mechanized hand tools to the maximum extent feasible.
  - c. Limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing.
  - d. Steps shall be taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to roosting monarchs or their habitat.
- 2) Prior to commencement of tree trimming and/or removal the applicant shall notify in writing the Executive Director of the Coastal Commission, the California Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.



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## COASTAL DEVELOPMENT PERMIT

All tree trimming and tree removal shall be conducted in strict compliance with this policy. All trimmings must be removed from the site at the end of the business day and disposed of at an appropriate location. Any proposed change or deviation from the approved policy must be submitted for review by the Executive Director to determine whether an amendment to this coastal development permit is required.

14. **Resource Agencies.** The permittee shall comply with all requirements, requests and mitigation measures from the California Department of Fish and Wildlife, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.
15. **Construction Best Management Practices.**
  - A. The permittee shall comply with the following construction-related requirements:
    - 1) No construction materials, debris, or waste shall be placed or stored where it may be subject to wave, wind, rain, or tidal erosion and dispersion;
    - 2) Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of the project;
    - 3) Construction debris and sediment shall be removed from construction areas each day that construction occurs to prevent the accumulation of sediment and other debris which may be discharged into stream or coastal waters;
    - 4) Erosion control/sedimentation Best Management Practices (BMPs) shall be used to control dust and sedimentation impacts to stream or coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into stream or coastal waters; and
    - 5) All construction materials, excluding lumber, shall be covered and enclosed on all sides, and as far away from a storm drain inlet and receiving waters as possible.
  - B. Best Management Practices (BMPs) designed to prevent spillage and/or runoff of construction-related materials, sediment, or contaminants associated with construction activity shall be implemented prior to the on-set of such activity. Selected BMPs shall be maintained in a functional condition throughout the duration of the project. Such measures shall be used during construction:
    - 1) The applicant shall ensure the proper handling, storage, and application of petroleum products and other construction materials. These shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. It shall be located as far away from the receiving waters and storm drain inlets as possible;
    - 2) The applicant shall develop and implement spill prevention and control measures;
    - 3) The applicant shall maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged

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## COASTAL DEVELOPMENT PERMIT

into sanitary or storm sewer systems. Washout from concrete trucks shall be disposed of at a location not subject to runoff and more than 50-feet away from a stormdrain, open ditch or surface water; and

- 4) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during construction.

### 16. Final Water Quality Management Plan.

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit for the review and approval of the Executive Director, two (2) copies of a Final Water Quality Management Plan (WQMP) for the post-construction project site, prepared by a licensed water quality professional, and shall include plans, descriptions, and supporting calculations. The WQMP shall be in substantial conformance with the Water Quality Management Plan (WQMP) dated August 25, 2014 prepared by Adam L. Toal, and shall include all development approved by this permit, including the development at the Scout Camp. In addition to the specifications above, the plan shall be in substantial conformance with the following requirements:

- 1) The WQMP shall incorporate appropriate structural and non-structural Best Management Practices (BMPs) (site design, source control and treatment control) into the development, designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater and dry weather flows leaving the developed site;
- 2) Impervious surfaces, especially directly connected impervious areas, shall be minimized, and alternative types of pervious pavement shall be used where feasible;
- 3) Trash, recycling and other waste containers, as necessary, shall be provided. All waste containers anywhere within the development shall be covered, watertight, and designed to resist scavenging animals;
- 4) Runoff from all roofs, roads and parking areas shall be collected and directed through a system of structural BMPs including vegetated areas and/or gravel filter strips or other vegetated or media filter devices. The system of BMPs shall be designed to a) trap sediment, particulates and other solids and b) remove or mitigate pollutants of concern (including trash, debris and vehicular fluids such as oil, grease, heavy metals and hydrocarbons) through infiltration, filtration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff from the developed site in a non-erosive manner;
- 5) Post-construction structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs;
- 6) All structural and/or treatment control BMPs shall be designed, installed, and maintained for the life of the project in accordance with well-recognized and accepted design principles and guidelines, such as those contained in the California Stormwater Quality Association Best Management Practice Manuals;
- 7) At a minimum, all BMP traps/separators and/or filters shall be, at a minimum, inspected and cleaned/repaired or otherwise maintained in accordance with the

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following schedule: (a) prior to the start of the winter storm season, no later than October 15th each year, (b) inspected monthly thereafter for the duration of the rainy season (October 15 -April 30), and cleaned/maintained as necessary based on inspection and, (c) inspected and maintained where needed throughout the dry season;

- 8) Debris and other water pollutants removed from structural BMP(s) during clean out shall be contained and disposed of in a proper manner;
- 9) It is the permittee's responsibility to maintain the drainage system and the associated structures and BMPs according to manufacturer's specifications.

B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

### 17. Area of Potential Archaeological Significance.

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for the review and approval of the Executive Director, an archeological monitoring plan prepared by a qualified professional that shall incorporate the following measures and procedures:

- 1) If any cultural deposits are discovered during project construction, including but not limited to skeletal remains and grave-related artifacts, traditional cultural sites, religious or spiritual sites, or artifacts, the permittee shall carry out significance testing of said deposits and, if cultural deposits are found to be significant, additional investigation and mitigation in accordance with this special condition including all subsections. No significance testing, investigation or mitigation shall commence until the provisions of this special condition are followed, including all relevant subsections;
- 2) If any cultural deposits are discovered, including but not limited to skeletal remains and grave-related artifacts, traditional cultural sites, religious or spiritual sites, or artifacts, all construction shall cease in accordance with subsection B of this special condition;
- 3) In addition to recovery and reburial, in-situ preservation and avoidance of cultural deposits shall be considered as mitigation options, to be determined in accordance with the process outlined in this condition, including all subsections;
- 4) Archaeological monitor(s) qualified by the California Office of Historic Preservation (OHP) standards, Native American monitor(s) with documented ancestral ties to the area appointed consistent with the standards of the Native American Heritage Commission (NAHC), and the Native American most likely descendent (MLD) when State Law mandates identification of a MLD, shall monitor all project grading that has any potential to uncover or otherwise disturb cultural deposits;
- 5) The permittee shall provide sufficient archeological and Native American monitors to assure that all project grading that has any potential to uncover or otherwise disturb cultural deposits is monitored at all times;

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- 6) If human remains are encountered, the permittee shall comply with applicable State and Federal laws. Procedures outlined in the monitoring plan shall not prejudice the ability to comply with applicable State and Federal laws, including but not limited to, negotiations between the landowner and the MLD regarding the manner of treatment of human remains including, but not limited to, scientific or cultural study of the remains (preferably non-destructive); selection of in-situ preservation of remains, or recovery, repatriation and reburial of remains; the time frame within which reburial or ceremonies must be conducted; or selection of attendees to reburial events or ceremonies. The range of investigation and mitigation measures considered shall not be constrained by the approved development plan. Where appropriate and consistent with State and Federal laws, the treatment of remains shall be decided as a component of the process outlined in the other subsections of this condition.
- 7) Prior to the commencement and/or re-commencement of any monitoring, the permittee shall notify each archeological and Native American monitor of the requirements and procedures established by this special condition, including all subsections. Furthermore, prior to the commencement and/or re-commencement of any monitoring, the permittee shall provide a copy of this special condition, the archeological monitoring plan approved by the Executive Director, and any other plans required pursuant to this condition and which have been approved by the Executive Director, to each monitor.

B. If an area of cultural deposits, including but not limited to skeletal remains and grave-related artifacts, traditional cultural sites, religious or spiritual sites, or artifacts, is discovered during the course of the project, all construction activities in the area of the discovery that has any potential to uncover or otherwise disturb cultural deposits in the area of the discovery and all construction that may foreclose mitigation options or the ability to implement the requirements of this condition shall cease and shall not recommence except as provided in subsection C and other subsections of this special condition. In general, the area where construction activities must cease shall be 1) no less than a 100 foot wide buffer around the cultural deposit; and 2) no more than the commercial development area within which the discovery is made.

C. An applicant seeking to recommence construction following discovery of the cultural deposits shall submit a Significance Testing Plan for the review and approval of the Executive Director. The Significance Testing Plan shall identify the testing measures that will be undertaken to determine whether the cultural deposits are significant. The Significance Testing Plan shall be prepared by the project archaeologist(s), in consultation with the Native American monitor(s), and the Most Likely Descendent (MLD) when State Law mandates identification of a MLD.

- 1) If the Executive Director approves the Significance Testing Plan and determines that the Significance Testing Plan's recommended testing measures are de minimis in nature and scope, the significance testing may commence after the Executive Director informs the permittee of that determination.

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- 2) If the Executive Director approves the Significance Testing Plan but determines that the changes therein are not de minimis, significance testing may not recommence until after an amendment to this permit is approved by the Commission.
- 3) Once the measures identified in the significance testing plan are undertaken, the permittee shall submit the results of the testing to the Executive Director for review and approval. The results shall be accompanied by the project archeologist's recommendation as to whether the findings are significant. The project archeologist's recommendation shall be made in consultation with the Native American monitors and the MLD when State Law mandates identification of a MLD. The Executive Director shall make the determination as to whether the deposits are significant based on the information available to the Executive Director. If the deposits are found to be significant, the permittee shall prepare and submit to the Executive Director a supplementary Archeological Plan in accordance with subsection D of this condition and all other relevant subsections. If the deposits are found to be not significant, then the permittee may recommence grading in accordance with any measures outlined in the significance testing program.

D. An applicant seeking to recommence construction following a determination by the Executive Director that the cultural deposits discovered are significant shall submit a supplementary Archaeological Plan for the review and approval of the Executive Director. The supplementary Archeological Plan shall be prepared by the project archaeologist(s), in consultation with the Native American monitor(s), the Most Likely Descendent (MLD) when State Law mandates identification of a MLD, as well as others identified in subsection E of this condition. The supplementary Archeological Plan shall identify proposed investigation and mitigation measures. The range of investigation and mitigation measures considered shall not be constrained by the approved development plan. Mitigation measures considered may range from in-situ preservation to recovery and/or relocation. A good faith effort shall be made to avoid impacts to cultural resources through methods such as, but not limited to, project redesign, capping, and placing cultural resource areas in open space. In order to protect cultural resources, any further development may only be undertaken consistent with the provisions of the Supplementary Archaeological Plan.

- 1) If the Executive Director approves the Supplementary Archaeological Plan and determines that the Supplementary Archaeological Plan's recommended changes to the proposed development or mitigation measures are de minimis in nature and scope, construction may recommence after the Executive Director informs the permittee of that determination.
- 2) If the Executive Director approves the Supplementary Archaeological Plan but determines that the changes therein are not de minimis, construction may not recommence until after an amendment to this permit is approved by the Commission.

E. Prior to submittal to the Executive Director, all plans required to be submitted pursuant to this special condition, except the Significance Testing Plan, shall have received review and written comment by a peer review committee convened in accordance with current professional practice that shall include qualified archeologists and representatives of Native American groups with documented ancestral ties to the area. Names and qualifications of

October 16, 2015

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## COASTAL DEVELOPMENT PERMIT

selected peer reviewers shall be submitted for review and approval by the Executive Director. The plans submitted to the Executive Director shall incorporate the recommendations of the peer review committee. Furthermore, upon completion of the peer review process, all plans shall be submitted to the California Office of Historic Preservation (OHP) and the NAHC for their review and an opportunity to comment. The plans submitted to the Executive Director shall incorporate the recommendations of the OHP and NAHC. If the OHP and/or NAHC do not respond within 30 days of their receipt of the plan, the requirement under this permit for that entities' review and comment shall expire, unless the Executive Director extends said deadline for good cause. All plans shall be submitted for the review and approval of the Executive Director.

F. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

18. **Submittal of Final Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for review and approval of the Executive Director two (2) sets of final architectural plans, grading plans, drainage and run-off control plans, and landscaping plans that substantially conform with the plans submitted to the Commission on June 17, 2014 and August 18, 2014, with the addition of development at the Scout Camp.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

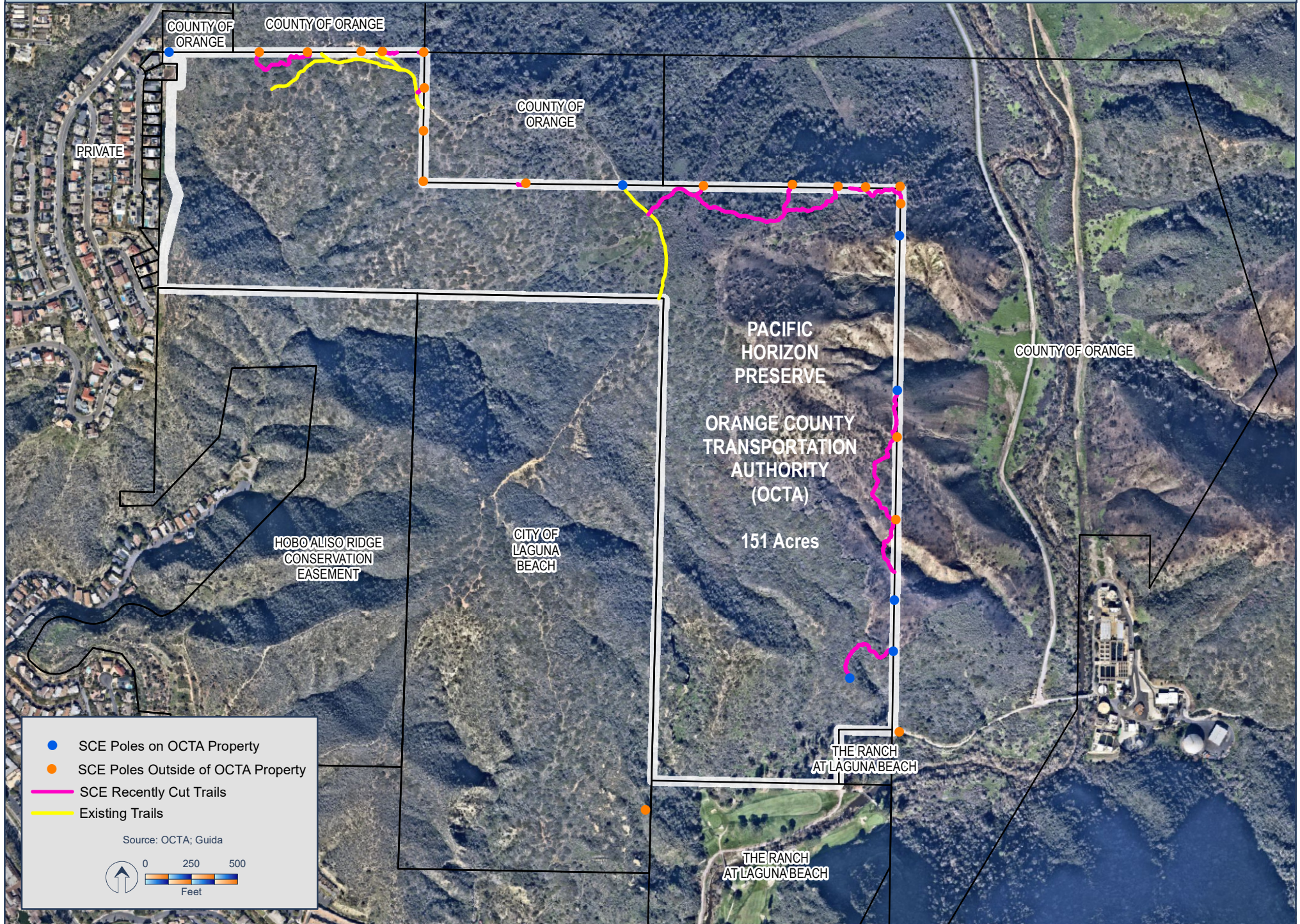
19. **Future Improvements.** This permit is only for the development described in Coastal Development Permit A-5-LGB-14-0034. Pursuant to Title 14 California Code of Regulations Section 13253(b)(6), the exemptions otherwise provided in Public Resources Code Section 30610(b) shall not apply to this development governed by the Coastal Development Permit A-5-LGB-14-0034. Accordingly, any future improvements to the structures authorized by this permit, including but not limited to, repair and maintenance identified as requiring a permit in Public Resources Section 30610(d) and Title 14 California Code of Regulations Sections 13252(a)-(b), shall require an amendment to Permit A-5-LGB-14-0034 from the Commission.
20. **Landscaping -- Drought Tolerant, Non-Invasive Plants.** No plant species listed as problematic and/or invasive by the California Native Plant Society (<http://www.CNPS.org/>), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (<http://www.cal-ipc.org/>), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized

## COASTAL DEVELOPMENT PERMIT

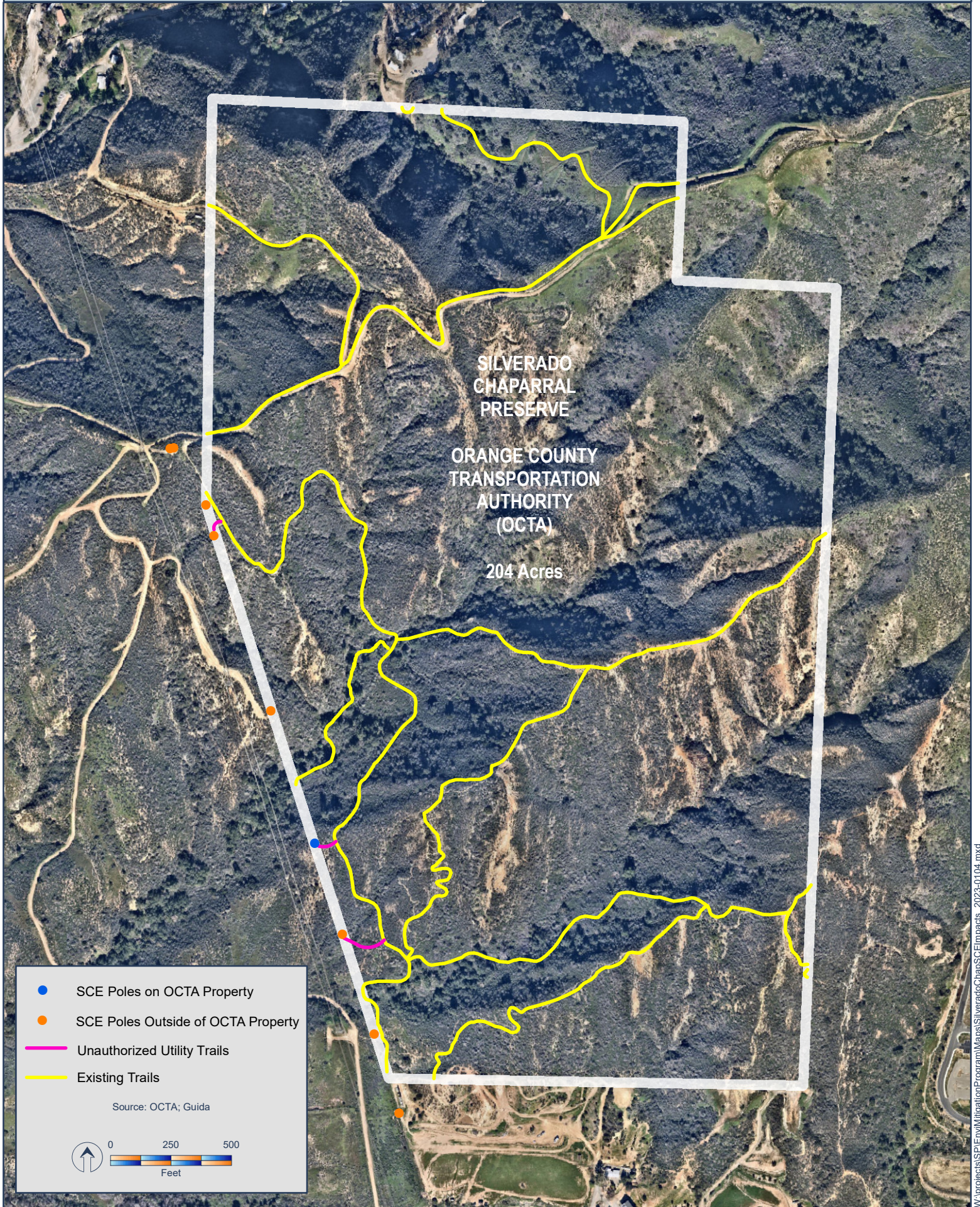
within the property. All plants shall be low water use plants as identified by California Department of Water Resources (See: <http://ucanr.edu/sites/WUCOLS/>).

21. **Liability for Costs and Attorneys Fees.** By acceptance of this permit, the applicant/permittee agrees to reimburse the Coastal Commission in full for all Coastal Commission costs and attorneys fees -- including (1) those charged by the Office of the Attorney General, and (2) any court costs and attorneys fees that the Coastal Commission may be required by a court to pay -- that the Coastal Commission incurs in connection with the defense of any action brought by a party other than the applicant/permittee against the Coastal Commission, its officers, employees, agents, successors and assigns challenging the approval or issuance of this permit. The Coastal Commission retains complete authority to conduct and direct the defense of any such action against the Coastal Commission.
22. **Deed Restriction.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicants shall submit to the Executive Director for review and approval documentation demonstrating that the landowners have executed and recorded against the parcel(s) governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (a) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (b) imposing the Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include a legal description of the entire parcel or parcels governed by this permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.













U.S. FISH AND WILDLIFE SERVICE  
Carlsbad Fish and Wildlife Office  
2177 Salk Avenue, Suite 250  
Carlsbad, California 92008



CALIFORNIA DEPARTMENT OF  
FISH AND WILDLIFE  
South Coast Region  
3883 Ruffin Road  
San Diego, California 92123

In Reply Refer to:  
FWS/CDFW-OR-2022-0081673

September 08, 2022  
*Sent Electronically*

Ms. Lori Ann Farrell Harrison  
City Manager  
City of Costa Mesa  
77 Fair Drive  
Costa Mesa, CA 92626  
[citymanager@costamesaca.gov](mailto:citymanager@costamesaca.gov)

Subject: Orange County Transportation Authority Measure M2 funded Fairview Park  
Restoration Project, City of Costa Mesa, California

Dear Lori Ann Farrell Harrison:

In 2010, the City of Costa Mesa (City) nominated the subject 23-acre Fairview Park Restoration Project (Project) for funding consideration to the Orange County Transportation Authority (OCTA). The U.S. Fish and Wildlife Service (Service) and California Department of Fish and Wildlife (Department), hereafter collectively referred to as the Wildlife Agencies, supported the recommendation for OCTA to fund the Project within the City's Fairview Park. This project was planned to be integrated into the OCTA Measure 2 (M2) Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) as it has high potential to support similar vegetation communities to mitigate for identified M2 freeway construction activities; restores sensitive species listed under the California Natural Diversity Database; and should result in ecological benefits to the NCCP/HCP Covered Species. Once the project is completed and approved by the Wildlife Agencies, OCTA will be able to use the restored habitat for mitigation as part of the OCTA M2 NCCP/HCP.

The mission of the Service is the protection of public fish and wildlife resources and their habitat. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*). The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act, Sections 15386 and 15381, respectively. The Department is responsible for the conservation, protection, and management of the State's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act, and it also administers the Natural Community Conservation Program. Accordingly, the Wildlife Agencies have worked closely with OCTA over the last 15 years in the development of the OCTA M2 NCCP/HCP to protect state and federally listed plant and animal species.

The Wildlife Agencies would like to express our concerns with implementation of the Project, as issues have developed over the years that remain unresolved. The *City of Costa Mesa Fairview Park Wetlands and Riparian Habitat Project Restoration Plan* (Plan) was developed by the City, approved by the Wildlife Agencies, and the Project acreage incorporated by OCTA as part of the M2 NCCP/HCP conservation strategy. In addition to performing the habitat restoration identified in the Plan, the City agreed to ensure the long-term conservation of the natural resources at Fairview Park through verification of a conservation easement or other approved conservation mechanism.

Below are the outstanding concerns pertaining to the Project that we have communicated to the City during meetings and phone calls over the past several years:

- failure to restore the agreed upon habitat restoration acreage and implement a solution to resolve this shortcoming;
- lack of documentation to demonstrate that adjacent mitigation for other projects does not overlap with the Project;
- lack of progress on developing and recording a conservation easement or other approved conservation mechanism over the entire project area; and
- lack of Lake and Streambed Alteration Notification for one-time work and ongoing maintenance of the Fairview Park ponds subject to Fish and Game Code section 1600 *et seq.*

The Wildlife Agencies recognize the City has had staff turnover, and we understand the City recently undertook a comprehensive study of the wetlands to help inform a new management plan. Nevertheless, the lack of attention and responsiveness to resolve these issues remains of concern and could lead to non-compliance of OCTA with its M2 NCCP/HCP provisions. It could also result in a Notice of Violation of California Fish and Game Code section 1602.

Therefore, we strongly urge the City to work with OCTA and our staff to resolve these issues. We appreciate the City's attention to this matter and dedication to fulfilling the objectives of the Fairview Park restoration plan. Should you have questions or wish to discuss any of the above, please contact [Emily Gray](#) of the Department or [William Miller](#) of the Service.

Sincerely,

**JONATHAN SNYDER**  
Digitally signed by  
JONATHAN SNYDER  
Date: 2022.09.08  
09:10:04 -07'00'  
Jonathan D. Snyder  
Assistant Field Supervisor  
U.S. Fish and Wildlife Service

DocuSigned by:  
*David Mayer*  
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David A. Mayer  
Environmental Program Manager  
California Department of Fish and Wildlife

cc:

Jason Minter, City of Costa Mesa  
Kelly Dalton, City of Costa Mesa  
Dan Phu, OCTA  
Lesley Hill, OCTA



# CITY OF COSTA MESA

P.O. BOX 1200, COSTA MESA, CALIFORNIA 92628-1200

FROM THE OFFICE OF THE CITY MANAGER

January 19, 2023

Lesley Hill  
Environmental Mitigation Program Project Manager  
Orange County Transportation Authority  
550 S. Main Street  
Orange, CA 92868

## SUBJECT: FAIRVIEW PARK WETLAND AND RIPARIAN HABITAT PROJECT

Dear Ms. Hill,

Over the preceding months, City staff have been coordinating with your office and the wildlife agencies to prepare and submit project status documents and monitor the ongoing performance of the restoration project. We appreciate your ongoing guidance and collaboration with City staff in our ongoing effort to fulfill commitments of the agreement, and in particular in ensuring conformance with the restoration objectives defined in the restoration plan. As staff from the City and OCTA have recently recognized in investigating the status of project implementation relative to the original agreement, there are discrepancies between the areal extent of land available for habitat restoration within the restoration plan, and the acreage commitments defined in the restoration strategy section of the agreement.

OCTA staff has recently requested that the City submit a written letter confirming its intent to fulfill the restoration requirements stated within the project agreement. Although the specific actions necessary to fulfill the habitat restoration obligations will require subsequent City Council review and approval, City staff fully intend to continue working with OCTA and the wildlife agencies to come to a resolution that fulfills our shared objectives in this matter, including those in the approved restoration plan.

Thank you again for your continued support and collaboration in this important project.


Sincerely,

Lori Ann Farrell Harrison  
City Manager

Cc: Jason Minter, Parks and Community Services Director  
Raja Sethuraman, Public Works Director  
Kelly Dalton, Fairview Park Administrator



**June 5, 2023**

**To:** Regional Transportation Planning 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 cities, the County of Orange, and the California Department of Transportation to fund and implement key regional traffic signal synchronization projects. This annual 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 multiagency 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 101 signal synchronization projects along key corridors within Orange County. The projects have improved travel times, reduced delays and congestion, and increased the number of successive green lights drivers experience on their travels. The results of the program translate into direct benefits to motorists and the environment measured in time and cost savings from lower fuel consumption, a reduction of greenhouse gas (GHG) emissions, and air pollution. Additionally, the program includes signal infrastructure upgrades to improve signal operations and safety for all modes of travel along and crossing the project corridors.

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***Discussion***

Signal synchronization is a cost-effective way to maximize roadway throughput without major new construction. M2 Project P provides funding for signal synchronization projects through annual competitive 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. Prior to M2 Project P, 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.

Projects are corridor-based and begin with detailed field review. The existing basic parameters, such as the yellow, all-red, and flashing don't walk intervals, for vehicles, bicycles, and pedestrians are also evaluated with the field data to ensure these parameters meet the standards approved by the agency that operates them for safe clearance through each signalized intersection. The new optimized signal timings are developed based on current traffic conditions and travel patterns and ultimately give users an overall better travel experience. Key to these efforts is through regular dialogue between all partner agencies along each project corridor, including the California Department of Transportation (Caltrans) at highway and freeway crossings, to ensure the project addresses the unique operational needs of the corridor, resulting in agencies working together towards the multijurisdictional goal of the program.

Signal synchronization projects implement a coordination strategy involving time-based synchronization of the respective agencies' signal systems, including the necessary upgrades to the traffic signal infrastructure. Eligible signal infrastructure improvements include traffic signal devices, central system upgrades, and solutions that enhance the operation and increase safety for all modes of travel. This includes modifications that 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.

The travel time 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 are also captured. Historically, signal synchronization efforts

nationwide have resulted in the range between five and 15 percent of travel time and speed improvements, as well as a reduction in stops. 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 pamphlet. OCTA and local agencies have completed 101 signal synchronization projects since 2008, of which 21 projects were a revisit and retiming of a previously completed corridor. A total of 3,522 signalized intersections and 903 centerline miles of streets have been implemented. The total Board of Directors (Board) grant awards for the completed projects were approximately \$92.1 million. The completed projects are identified on the map in Attachment A.

The completed projects have reduced average travel time by 13 percent and the average number of stops by 29 percent (Attachment B). Average speed improved by 14 percent. Consumers will save approximately \$227.5 million (at \$3.90 per gallon in today's dollars) on fuel costs and reduce GHG emissions by approximately 1.19 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 three signal synchronization projects that reported the completion of new timing plan implementation since the 2022 update to the Board, along with the corresponding travel time and speed improvements:

Corridor	Limits	Length (Miles)	Travel Time Improvements	Average Speed Improvements
Aliso Creek Road	El Toro Road to Moulton Parkway	4.98	14 percent	15 percent
Bear Street	Seegerstrom Avenue to Bristol Street	2.41	10 percent	11 percent
Malvern Avenue/Chapman Avenue	Beach Boulevard to Orangethorpe Avenue	9.33	15 percent	17 percent

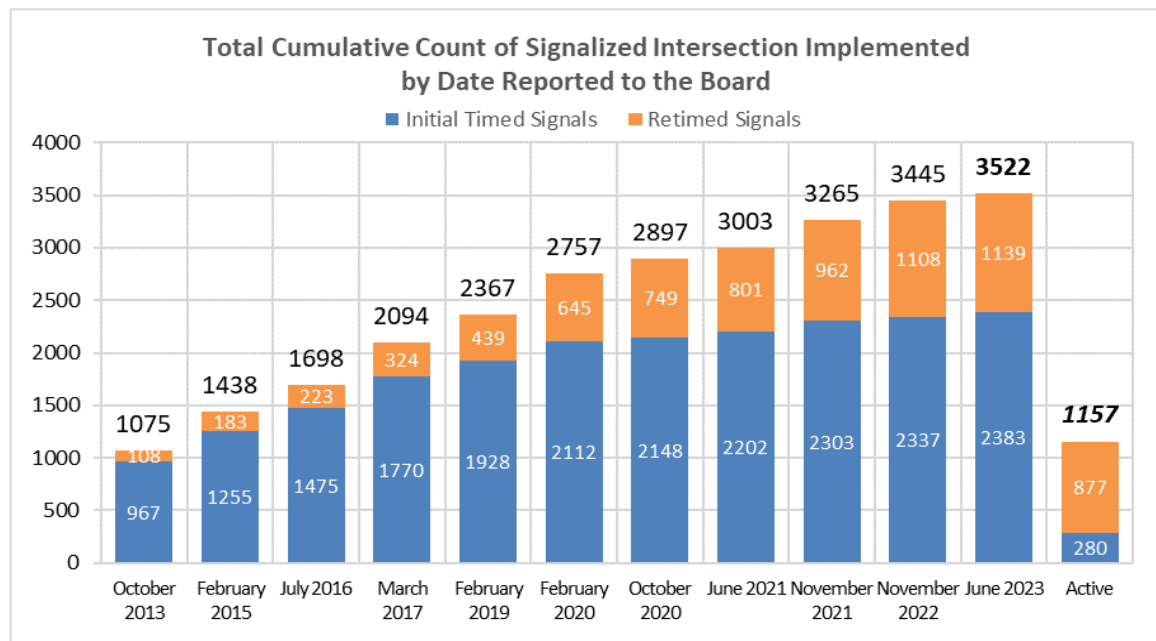
Note that these three projects faced significant challenges due to traffic patterns that fluctuated because of the pandemic. As part of the projects, advanced signal operation equipment and software were also installed, which will greatly benefit future retiming efforts to quickly account for a change in 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.

Currently, there are 24 active projects funded by OCTA that aim to synchronize traffic signals. These projects are in various stages of implementation and have been awarded a total of approximately \$64.3 million in grants, including external funds. Once completed, these projects will synchronize an additional 1,157 signalized intersections and 240 miles of roadway. This investment is in addition to the \$92.1 million for completed projects described earlier in this report.

Resynchronizing traffic signals periodically is the best practice to respond to 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. The following chart displays the cumulative count of signalized intersections of completed projects organized by the order in which it was presented to the Board. For each reporting year, the total signalized intersections implemented is further divided to indicate the total number of those signalized intersections that were initially timed and have been retimed as part of the program.



The last column in the chart above shows the additional 1,157 signalized intersections that will be synchronized by currently active projects. This includes a total of 877 intersections (75.8 percent) that will be a revisit of timing implemented previously as part of this program and make adjustments based on current traffic patterns. The program incorporates previous investments made as part of earlier projects into revisited projects, resulting in 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. On March 14, 2022, OCTA staff provided the Board a summary of the Countywide Signal Synchronization Plan Study that identified opportunities for enhancements to the signal program. The next generation of Project P will begin with a cooperative partnership that leverages external funds to implement a countywide signal synchronization project. As part of that effort, the Countywide Signal Synchronization Baseline project will retime approximately 2,500 signals in Orange County, evaluate corridor synchronization as a network, reduce the impact to crossing coordination, and establish a new baseline for signal synchronization performance. The project will be implemented over a 36-month period starting in early 2024. This project will build on the investments to date and shift the approach of synchronization from a corridor-based approach to a grid-based coordination because coordinated corridors often cross one another. OCTA will be leveraging the Congestion Mitigation and Air Quality and Surface Transportation Block Grant Program funds to ensure that partner agencies and Caltrans can participate without requiring matching funds.

### **Summary**

OCTA and local agencies have successfully implemented new cooperative traffic signal synchronization timing on 101 corridors. Another 24 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.

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**Attachments**

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

**Prepared by:**

A handwritten signature in blue ink, appearing to read "Alicia Yang".

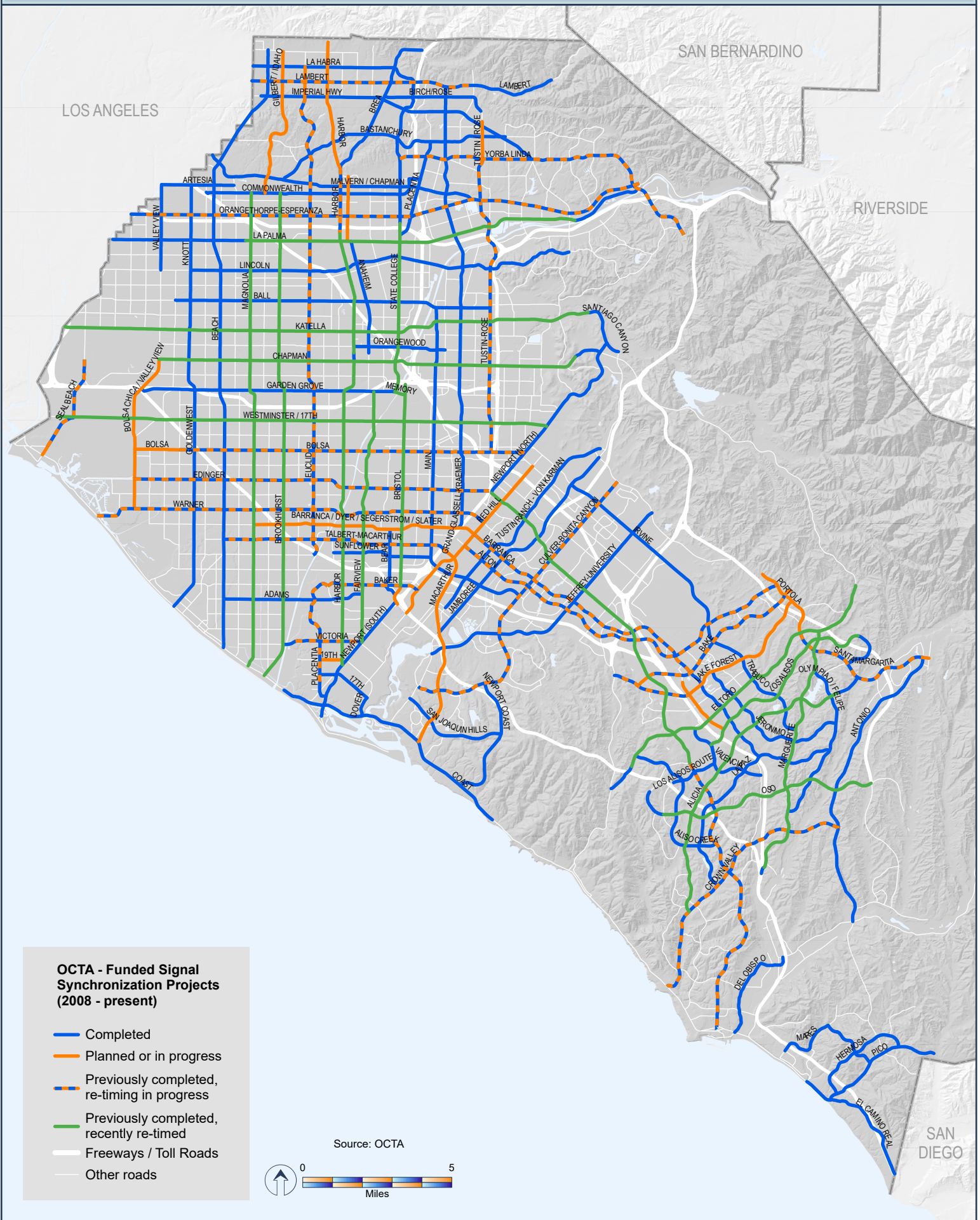
Alicia Yang  
Project Manager III  
(714) 560-5362

**Approved by:**

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

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

# OCTA - Funded Signal Synchronization Projects (2008 - present)



# Summary of Results for Completed Regional Traffic Signal Synchronization Projects

## ATTACHMENT B

	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 <sup>1</sup>	2010	OCTA	11	41	\$ 939,144	\$ 806,001	4,220,358	13%	12%	40%
4	Beach Boulevard <sup>1</sup>	2010	OCTA	21	70	\$ 1,243,859	\$ 10,469,722	54,821,202	14%	21%	28%
5	Chapman Avenue (South) <sup>1</sup>	2010	OCTA	14	52	\$ 798,161	\$ 3,244,679	16,989,696	16%	18%	46%
6	Edinger Avenue/Irvine Center Drive/ Moulton Parkway <sup>1</sup>	2011	OCTA	22	109	\$ 846,217	\$ 4,609,706	24,137,220	11%	14%	34%
7	Harbor Boulevard <sup>1</sup>	2011	OCTA	16	107	\$ 890,377	\$ 3,226,111	16,892,430	11%	12%	23%
8	Orangethorpe Avenue <sup>1</sup>	2011	OCTA	17	47	\$ 697,585	\$ 2,659,036	13,923,183	17%	20%	42%
9	State College Boulevard/Bristol Street <sup>1</sup>	2011	OCTA	17	97	\$ 574,639	\$ 4,089,735	21,414,531	15%	18%	28%
10	Westminster Avenue <sup>1</sup>	2011	OCTA	13	48	\$ 308,847	\$ 4,233,390	22,166,736	14%	17%	35%
11	Brookhurst Street <sup>1</sup>	2012	OCTA	16	56	\$ 631,764	\$ 7,850,213	41,105,031	19%	18%	31%
12	El Toro Road <sup>1</sup>	2012	OCTA	11	40	\$ 478,916	\$ 3,302,828	17,294,160	19%	24%	32%
13	Katella Avenue <sup>1</sup>	2012	OCTA	17	69	\$ 673,845	\$ 4,435,716	23,226,165	14%	14%	36%
14	La Palma Avenue <sup>1</sup>	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	Tustin Avenue/Rose Drive	2013	OCTA	10	43	\$ 683,200	\$ 2,309,842	12,094,717	15%	17%	37%
18	Yorba Linda Boulevard <sup>1</sup>	2013	OCTA	12	46	\$ 521,837	\$ 1,813,693	9,496,799	12%	10%	21%
19	Culver Drive	2014	Irvine	11	39	\$ 779,856	\$ 3,625,648	18,984,498	12%	12%	19%
20	Fairview Road/Street	2014	Costa Mesa	8	31	\$ 620,001	\$ 1,735,472	9,087,220	11%	12%	24%
21	Jamboree Road	2014	Irvine	9	27	\$ 230,608	\$ 3,173,217	16,615,495	9%	9%	19%
22	Jeffrey Road	2014	Irvine	9	40	\$ 410,032	\$ 1,910,910	10,005,845	9%	10%	26%
23	Lincoln Avenue	2014	Anaheim	13	53	\$ 777,910	\$ 1,564,300	8,190,935	9%	15%	25%
24	MacArthur Boulevard/Talbert Avenue	2014	OCTA	7	24	\$ 392,256	\$ 524,129	2,744,427	7%	8%	13%
25	Magnolia Street	2014	OCTA	16	54	\$ 399,943	\$ 2,208,937	11,566,362	10%	12%	26%
26	Pacific Park Drive/Oso Parkway*	2014	OCTA	8	32	\$ 490,222	\$ 1,912,481	10,014,071	16%	19%	29%
27	Valley View Street	2014	Buena Park	3	20	\$ 280,000	\$ 3,056,089	16,002,194	28%	24%	37%
28	Warner Avenue	2014	OCTA	13	43	\$ 621,848	\$ 1,797,186	9,410,366	8%	6%	15%
29	Avenida Pico	2014	San Clemente	4	21	\$ 416,453	\$ 705,991	3,696,687	9%	10%	21%
30	Crown Valley Parkway	2014	OCTA	9	30	\$ 367,200	\$ 556,861	2,915,820	4%	3%	20%
31	Edinger Avenue*	2014	OCTA	12	38	\$ 753,800	\$ 1,264,832	6,622,870	2%	5%	25%
32	El Camino Real	2014	San Clemente	4	19	\$ 359,998	\$ 1,482,733	7,763,838	9%	10%	25%
33	First Street/Bolsa Avenue	2014	OCTA	12	49	\$ 980,000	\$ 3,506,276	18,359,448	11%	12%	26%
34	Jeronimo Road <sup>1</sup>	2015	OCTA	6	16	\$ 267,360	\$ 1,508,063	7,896,471	12%	3%	35%
35	Lake Forest Drive	2014	OCTA	2	10	\$ 119,679	\$ 685,904	3,591,510	19%	23%	33%
36	Lambert Avenue	2013	La Habra	10	26	\$ 520,000	\$ 4,578,312	23,972,807	14%	16%	41%
37	Marguerite Parkway	2014	OCTA	9	31	\$ 323,056	\$ 609,084	3,189,264	11%	12%	21%
38	Santa Margarita Parkway	2015	OCTA	5	20	\$ 311,912	\$ 1,705,334	8,929,416	15%	18%	41%
39	Del Obispo Street	2014	San Juan Capistrano	4	16	\$ 138,800	\$ 992,762	5,198,269	13%	10%	11%
40	Knott Avenue	2015	Buena Park	7	28	\$ 448,000	\$ 1,918,098	10,043,483	23%	26%	37%
41	17th Street	2014	Costa Mesa	3	9	\$ 220,000	\$ 123,098	644,563	7%	3%	0%
42	Baker Street/Placentia Avenue	2014	Costa Mesa	8	27	\$ 519,960	\$ 540,228	2,828,724	14%	16%	34%
43	Victoria Street	2014	Costa Mesa	3	11	\$ 200,000	\$ 124,820	653,581	22%	15%	25%
44	Brea Boulevard	2014	Fullerton	4	16	\$ 320,000	\$ 813,531	4,259,783	12%	13%	43%
45	Commonwealth Avenue	2014	Fullerton	8	30	\$ 600,000	\$ 803,023	4,204,761	11%	12%	36%
46	Lemon Street/Anaheim Boulevard	2014	Fullerton	2	13	\$ 280,000	\$ 531,872	2,784,969	16%	21%	40%
47	Placentia Avenue	2014	Fullerton	4	15	\$ 380,000	\$ 570,921	2,989,436	18%	22%	48%

## 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
48	La Habra Boulevard/Central Avenue/ State College Boulevard	2014	La Habra	6	23	\$ 460,000	\$ 1,550,184	8,117,025	10%	11%	27%
49	Paseo de Valencia	2014	Laguna Hills	3	12	\$ 190,742	\$ 169,859	889,411	8%	5%	34%
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	Avenida Vista Hermosa	2015	San Clemente	3	17	\$ 305,856	\$ 252,899	1,324,219	17%	19%	54%
53	Camino De Los Mares	2015	San Clemente	2	13	\$ 248,208	\$ 1,806,683	3,153,365	27%	37%	57%
54	Los Alisos Boulevard	2014	OCTA	7	21	\$ 332,617	\$ 27,876	145,962	5%	3%	16%
55	Antonio Parkway <sup>1</sup>	2016	OCTA	10	27	\$ 1,156,920	\$ 2,274,125	11,907,699	16%	19%	23%
56	Adams Avenue <sup>1</sup>	2016	OCTA	5	17	\$ 1,042,374	\$ 2,065,973	10,817,781	7%	14%	27%
57	Trabuco Road <sup>1</sup>	2015	OCTA	5	16	\$ 266,971	\$ 1,294,844	6,780,018	15%	18%	32%
58	State College Boulevard <sup>*1</sup>	2016	OCTA	5	35	\$ 1,041,579	\$ 1,484,920	7,775,289	10%	11%	16%
59	Newport Avenue/Boulevard (North) <sup>1</sup>	2016	OCTA	7	24	\$ 946,045	\$ 581,731	3,046,041	12%	15%	36%
60	Ball Road	2014	OCTA	11	38	\$ 733,416	\$ 1,532,115	8,022,411	5%	7%	13%
61	Alton Parkway	2016	Irvine	14	48	\$ 1,209,396	\$ 3,082,089	16,138,332	12%	14%	39%
62	Bake Parkway	2016	OCTA	6	19	\$ 532,603	\$ 1,434,344	7,510,464	12%	12%	28%
63	Barranca Parkway	2016	Irvine	13	44	\$ 2,106,434	\$ 2,734,900	14,320,395	10%	11%	26%
64	Seal Beach Boulevard/Los Alamitos Boulevard	2016	Seal Beach	3	13	\$ 586,720	\$ 1,016,379	5,321,931	10%	11%	31%
65	La Paz Road	2016	OCTA	8	23	\$ 328,192	\$ 1,951,861	10,220,270	14%	16%	21%
66	Harbor Boulevard*	2017	Anaheim	4	22	\$ 731,867	\$ 1,414,593	7,407,047	8%	9%	15%
67	Birch Street/Rose Drive	2017	Brea	4	14	\$ 664,230	\$ 629,603	3,296,709	23%	30%	37%
68	El Toro Road*	2018	Laguna Woods	3	15	\$ 514,000	\$ 1,116,724	5,847,356	17%	20%	33%
69	Moulton Parkway*	2018	Laguna Woods	11	37	\$ 645,440	\$ 939,620	4,920,008	12%	2%	41%
70	Kraemer Boulevard/Glassell Street/ Grand Avenue	2018	OCTA	15	61	\$ 2,433,520	\$ 1,722,240	441,600	12%	7%	8%
71	Artesia Boulevard	2016	Buena Park	2	11	\$ 422,142	\$ 795,156	4,163,572	20%	16%	38%
72	Harbor Boulevard*	2017	Santa Ana	10	46	\$ 1,852,080	\$ 4,320,825	22,624,563	10%	10%	15%
73	Bristol Street*	2017	OCTA	8	45	\$ 1,884,620	\$ 1,649,926	8,639,290	7%	8%	13%
74	Chapman Avenue*	2018	OCTA	14	55	\$ 2,344,044	\$ 2,322,428	12,160,622	8%	9%	0%
75	Newport Boulevard (South)	2016	OCTA	7	33	\$ 1,304,596	\$ 944,446	4,945,276	5%	7%	17%
76	Westminster Avenue/17th Street*	2019	OCTA	16	63	\$ 2,820,102	\$ 141,754	742,246	5%	5%	16%
77	Goldenwest Street	2017	OCTA	8	32	\$ 380,800	\$ 374,406	1,960,454	11%	7%	23%
78	Irvine Boulevard	2019	Irvine	7	29	\$ 378,166	\$ 2,757,359	14,437,996	17%	21%	37%
79	Orangewood Avenue	2019	Anaheim	3	15	\$ 683,328	\$ 1,140,726	5,973,032	17%	22%	46%
80	Olympiad Road-Felipe Road	2018	Mission Viejo	6	18	\$ 515,656	\$ 197,900	1,036,240	3%	3%	6%
81	Coast Highway	2019	OCTA	9	27	\$ 1,799,210	\$ 1,907,001	9,985,376	5%	5%	8%
82	Alicia Parkway*	2019	OCTA	11	40	\$ 1,847,200	\$ 3,550,240	18,589,652	12%	13%	31%
83	Marguerite Parkway*	2018	Mission Viejo	9	30	\$ 759,232	\$ 1,663,372	8,709,695	8%	9%	18%
84	El Toro Road*	2019	OCTA	7	25	\$ 1,112,447	\$ 4,079,112	21,358,911	20%	25%	42%
85	Anaheim Boulevard	2017	Anaheim	4	18	\$ 787,940	\$ (95,430)	(499,686)	-1%	0%	9%
86	Irvine Center Drive/Edinger Avenue*	2019	Irvine	9	39	\$ 1,824,000	\$ 3,402,931	17,818,317	16%	19%	31%
87	Von Karman Avenue/Tustin Ranch Road	2019	Irvine	8	30	\$ 1,439,980	\$ 2,231,534	11,684,688	13%	14%	27%
88	Sunflower Avenue	2018	Costa Mesa	3	14	\$ 617,960	\$ 631,288	3,305,529	15%	32%	38%
89	Camino Vera Cruz	2019	San Clemente	1	5	\$ 192,686	\$ 145,831	763,596	9%	8%	35%

## 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
90	Brookhurst Street <sup>*2</sup>	2020	OCTA	17	59	\$ 2,895,884	\$ 12,421,778	65,042,507	19%	25%	35%
91	Imperial Highway/SR-90	2018	La Habra	10	46	\$ 2,760,001	\$ 6,317,107	33,077,428	14%	17%	22%
92	Magnolia Street <sup>*2</sup>	2020	OCTA	16	50	\$ 2,711,694	\$ 276,528	1,447,948	2%	0%	3%
93	Main Street <sup>12</sup>	2021	OCTA	12	67	\$ 3,058,176	\$ 3,120,385	16,338,858	14%	15%	28%
94	Los Alisos Boulevard Route <sup>*12</sup>	2020	OCTA	11	40	\$ 1,777,782	\$ 550,476	2,882,383	2%	2%	19%
95	La Palma Avenue <sup>*2</sup>	2020	Anaheim	11	39	\$ 2,518,146	\$ 6,957,096	36,428,521	7%	6%	16%
96	Fairview Road <sup>*2</sup>	2020	Costa Mesa	9	34	\$ 1,695,150	\$ 8,987,055	47,057,724	27%	30%	45%
97	Garden Grove Boulevard <sup>12</sup>	2021	OCTA	9	34	\$ 2,116,670	\$ 3,086,850	16,163,261	14%	16%	30%
98	Katella Avenue <sup>*12</sup>	2022	OCTA	20	73	\$ 3,924,488	\$ 4,645,486	24,324,540	9%	10%	24%
99	Malvern Avenue/Chapman Avenue	2019	Fullerton	9	40	\$ 2,202,304	\$ 920,450	18,796,563	15%	17%	39%
100	Bear Street	2021	Costa Mesa	2	14	\$ 494,752	\$ 148,122	3,024,813	10%	11%	25%
101	Aliso Creek Road	2022	OCTA	5	23	\$ 1,143,978	\$ 1,581,765	8,282,388	14%	15%	25%
<b>Summary of All Projects</b>				<b>903</b>	<b>3522</b>	<b>\$ 92,111,918</b>	<b>\$ 227,464,731</b>	<b>1,191,886,509</b>	<b>13%</b>	<b>14%</b>	<b>29%</b>

\* Project is a revisit and retiming of a previously funded corridor.

<sup>1</sup> Project Board allocation includes external funding.

<sup>2</sup> After study runs for these corridors were collected after the breakout of the coronavirus pandemic and results could be negatively impacted.

^ \$3.90 per gal gasoline price used to estimate savings.

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

Board - Board of Directors

gal - gallons

lbs - pounds

M1 - Measure 1

M2 - Measure M2

OCTA - Orange County Transportation Authority

SR-90 - State Route 90





**June 5, 2023**

**To:** Regional Transportation Planning Committee *For*  
**From:** Darrell E. Johnson, Chief Executive Officer *DEJ*  
**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***

The Project is approximately 95 percent complete from a DB perspective. A number of activities are ongoing as 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. In December 2022, OCTA received the full disbursement from the Bureau as requested by OCTA.

**Tolling Contracts**

In early 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 OC405 to deliver fully functional express lanes upon opening in late 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 has begun installing elements of the ETTM equipment at sites completed by OC405 and continues to coordinate activities related to ETTM site infrastructure and turnover for the remainder of the ETTM sites currently being completed by OC405. The Traffic Operations Center (TOC) will be located at OCTA's Santa Ana Bus Base and will be staffed by Kapsch for 405 Express Lanes operations. The TOC improvements at the Santa Ana Bus Base are complete and the facility has been turned over to Kapsch for furniture and equipment installation and to prepare for installation and testing of the 405 Express Lanes.

In late 2021, the Board selected WSP USA Services, Inc., (WSP) to provide back-office system and customer service center operations for the 405 Express Lanes. Over the past several months, WSP has continued the development of project documentation, functional requirements of the back-office system, and will begin testing of the software systems. The software development has been split into two phases. The first phase includes core functionalities required for opening day, such as transaction processing for transponders and license plates. The second phase includes those areas of the system that can be

deferred until after the opening of the facility, such as collections processing, since these transactions need to age at least 90 days to be eligible for collections. Additionally, WSP continues to work closely with OCTA on the required equipment for the Customer Service and Operations Center (CSOC).

Also in late 2021, the Board authorized the Chief Executive Officer to negotiate and execute a lease with C.J. Segerstrom & Sons for the 405 Express Lanes CSOC. The lease was executed in February 2022. The CSOC will house both a customer service walk-up center, as well as the call center and other support for the 405 Express Lanes. This location is separate from the TOC location as it needs to be readily accessible to the public for customer and motorist service purposes. Tenant improvements at the CSOC were recently completed.

In March 2023, the Board selected Stantec Consulting Services, Inc., to provide traffic and revenue services for the 405 Express Lanes. These services include providing opening day toll rate schedules, post-opening day monitoring and support, and a short-term forecast. The opening day toll rate schedules will be provided to the Board in summer 2023.

In terms of marketing for the 405 Express Lanes, staff has begun the development of the logo and branding, as well as several awareness elements, including multi-lingual brochures, social media advertising, and website development.

### 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. Since July 2020, OCTA has had possession of the required property rights for all 288 property impacts, which retired a significant risk to OCTA. The overall ROW process continues as OCTA works with property owners to close temporary construction easements and also 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 146 utilities that require relocation to accommodate the Project. OCTA has been coordinating with 24 impacted utility owners to identify and resolve conflicts and relocation issues. To date, OCTA has executed 94 percent of the necessary utility relocation agreements and is in the process of finalizing the remaining utility agreements. There are a handful of remaining potential utility relocation risks, including Southern California Edison (SCE) facilities, as well as a system of overhead and underground facilities in the City of Seal Beach belonging to Frontier Communications, 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 previously been considered to pose some risk, such as facilities owned by Frontier Communications, Chevron USA, Crimson Pipeline, Southern California Gas Company, and SCE have been successfully completed. OCTA continues to take an active role in coordinating utility relocations with both OC405 and utility owners, including coordinating construction schedules to ensure that utility 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 clearing and grubbing, including tree and ground cover removal, and grading. These initial construction activities are complete.

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. Construction is substantially complete on all Orange County Flood Control District facilities which required improvements associated with the Project, including the Bixby, East Garden Grove Wintersburg, Fountain Valley, Gisler, Greenville Banning, Milan, Montecito, Newland, Ocean View, and Santa Ana River channels. The

only exception is the Montecito channel, which will be completed this summer. Additionally, over 95 percent of the paving operations, retaining walls and soundwalls, and on- and off-ramps are currently complete.

#### Bridge Construction

The Project includes the replacement of 18 bridges that cross over the freeway within the project limits. Bridges that are being replaced 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. Bridges being built in two stages maintain traffic on a portion of the existing bridge while the new bridge is being constructed.

Currently, 11 of the 18 bridge replacements have been completed and opened to traffic. Following is a table summary of the completed and anticipated openings of the Project's 18 bridges that cross over the freeway and require replacement:

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

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 is anticipated to be complete this summer.

Looking ahead, the second half of 2023 will remain busy related to completing the bridge, wall, paving, and tolling work.

### **Risks Remaining**

Many of the project risks that were realized to date on the Project have since been retired. However, there are risks for the remaining construction moving forward. From a DB standpoint, the primary risks remaining include a force majeure event or OCTA-directed changes in the scope of work. From a tolling standpoint, the coordination between OC405 and Kapsch is critical as Kapsch is currently installing the tolling equipment and will begin testing the equipment in the near future while OC405 is finishing their work as well. There are schedule risks associated with Kapsch's equipment installation and testing as they are currently behind schedule and exploring ways to recover the schedule delays. Lastly, WSP's development of the tolling back-office system is also key to remaining on schedule for the opening of the 405 Express Lanes in late 2023.

### **Project Cost and Schedule**

The overall project cost is approximately \$2.16 billion. The project milestones for substantial completion and opening of the 405 Express Lanes are planned for late 2023.

### **Public Outreach**

In 2023, the outreach team has continued to notify the public about construction activities, major milestones, and project benefits as part of the public awareness campaign.

In the first quarter of 2023, the outreach team responded to 523 public inquiries, an average of 174 per month. Inquiries have typically focused on construction activities, bridge opening schedule questions, and maintenance concerns, which increased due to the major rain events that occurred this winter. In addition, the team has also begun to see an increase in questions and comments regarding the 405 Express Lanes. The team continues to collaborate with the Project's technical team, the Express Lanes operations team, and Marketing to provide timely and accurate responses to these inquiries. As new information becomes available, we are also updating the 405 Express Lanes project collateral such as the list of frequently asked questions.

The team continues to utilize a range of electronic communication methods to share project activities such as utility, paving and landscaping work, and related local street closures and detours, and to highlight significant milestones.

Between January 2023 and March 2023, 46 construction and special alerts were emailed to more than 13,500 subscribers with an average open rate of 45 percent, which continues to be well above the industry average of 27 percent. Social media continues to be a cost-effective method for communicating project activities. The team reached approximately 184,500 viewers on Facebook, Twitter, and Instagram combined between January 2023 and March 2023. These efforts continue to drive traffic to the project website, with page views averaging 7,284 per month, an increase of ten percent over the last quarter of 2022.

The team continues to reach out to diverse and disadvantaged communities throughout the project corridor, connecting with our partners at community- and faith-based organizations. For example, in April 2023 the team attended an Orange County Hispanic Chamber of Commerce event featuring local nonprofits groups that support Latino communities in underserved populations. Additionally, we continue to promote local Vietnamese and Latino businesses through our 405 Forward business support programs.

Recently, the Project received an EPIC award from the California Association of Public Information Officers for the “Inside the 405” video series launched in 2022. The award recognizes the most creative and effective video communication efforts for engaging the public. The nine-episode series highlighted key project benefits and accomplishments. All episodes were launched between February 2022 and April 2022 and have garnered more than 41,000 views to date. The series also featured in-language updates for our Vietnamese and Latino communities.

In the coming months, the team anticipates participating in community events such as Westminster’s Safety Day, where we will highlight project milestones, share the status of activities for the remaining bridges under construction, and provide updates on the 405 Express Lanes.

### ***Summary***

Construction continues to advance towards completion. Currently, construction, utility relocations, tolling elements, public outreach, and other activities are in process to continue the construction phase of the Project.

***Attachment***

None.

**Prepared by:**

A handwritten signature in blue ink, appearing to read "Jeff Mills".

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(714) 560-5925

**Approved by:**

A handwritten signature in blue ink, appearing to read "James G. Beil".

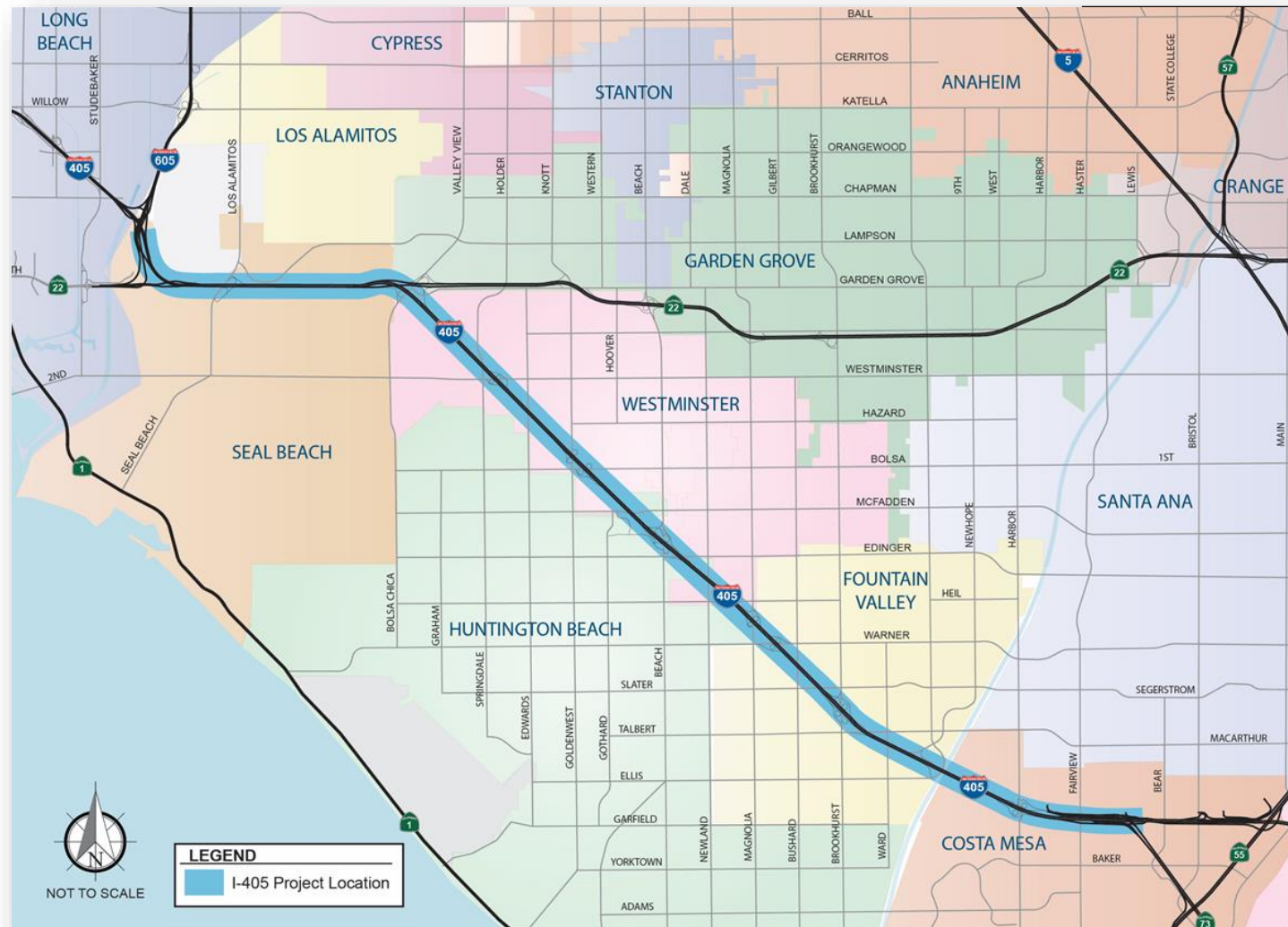
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Executive Director, Capital Programs  
(714) 560-5646



# Interstate 405 Improvement Project Update



# Project Location and Key Features



# Background



Milestone	Completion Date
Environmental clearance	May 2015
Orange County Transportation Authority (OCTA) Board of Directors awards design-build contract to OC 405 Partners (OC405)	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



# Design-Build Project Update



## General

- Approximately 95 percent complete with Interstate 405 (I-405) Improvement Project
- Substantially complete with both design and right-of-way possession

## Construction

- 11 of 18 bridge replacements complete (all remaining bridges under construction)
- Over 95 percent of walls, ramps and paving complete

# 405 Express Lanes Update



- Toll Lane Systems Integrator
  - Selected Kapsch TrafficCom USA, Inc., (Kapsch) in 2018 to provide services for in-lane systems, electronic message signs, corridor cameras, traffic operations center staffing, etc.
  - Kapsch currently working with OCTA and OC405 to install and test their equipment
- Back-Office System and Customer Service Center
  - Selected WSP USA Services, Inc., (WSP) in late 2021 to provide back-office system and customer service center operations for the 405 Express Lanes
  - Tenant improvements complete for customer service center
- Traffic Operations Center
  - Utilizing Santa Ana Bus Base location – Kapsch installing equipment/furniture
- Traffic and Revenue Services
  - Selected Stantec Consulting Services, Inc., earlier this year to provide services and complete opening day toll schedules by this summer

# Construction Update



**405 Express Lanes Tolling Elements**



# Construction Update (Cont.)



**Fairview**



**Talbert**



**Slater**



**Bushard**



**Magnolia**



**Heil (Ped)**



**Edinger**



**McFadden**



**Edwards**



**Westminster**



**Bolsa Chica**

**11 bridge replacements complete and open to traffic**



# Construction Update (Cont.)



**I-405/State Route 73 median connector bridge construction**



# Construction Update (Cont.)



**Ward Street bridge construction**



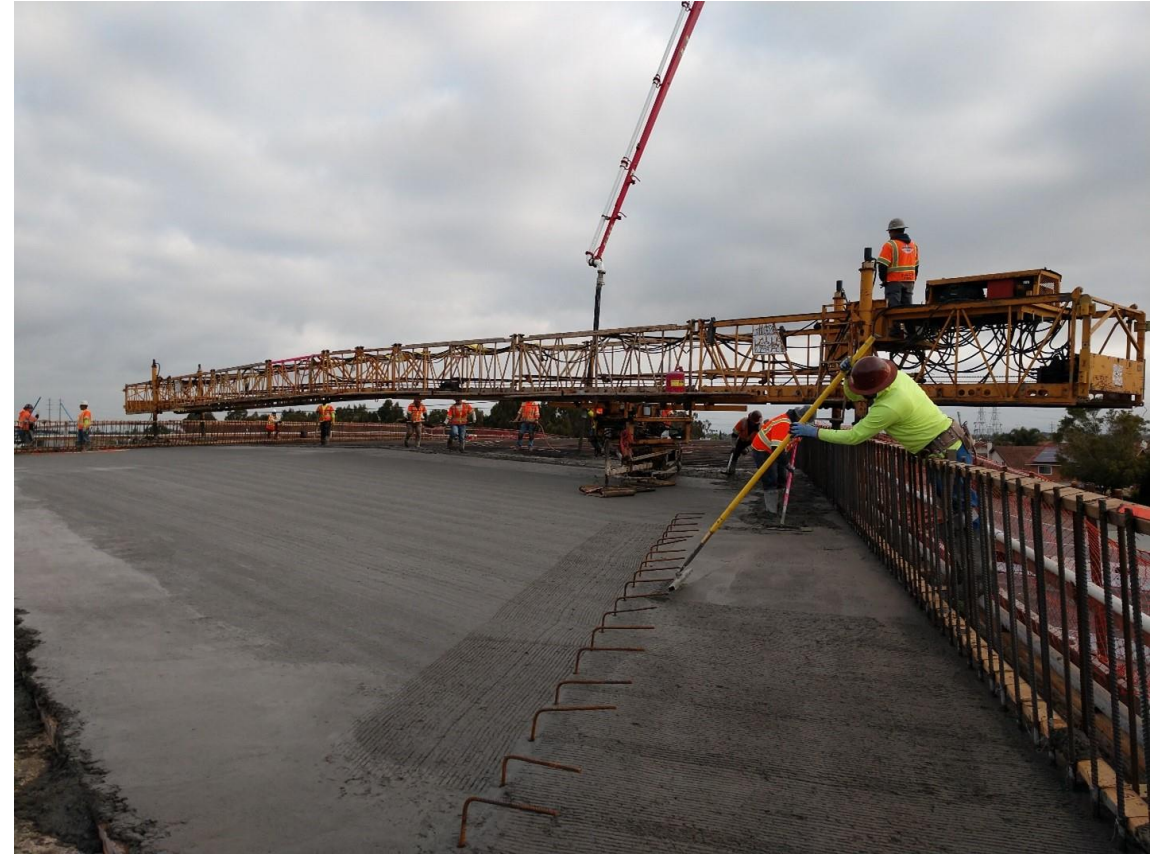
**Brookhurst Street bridge construction**



# Construction Update (Cont.)



**Warner Avenue bridge construction**



**Newland Street bridge construction**



# Construction Update (Cont.)



**Bolsa Avenue and Goldenwest Street bridge construction**



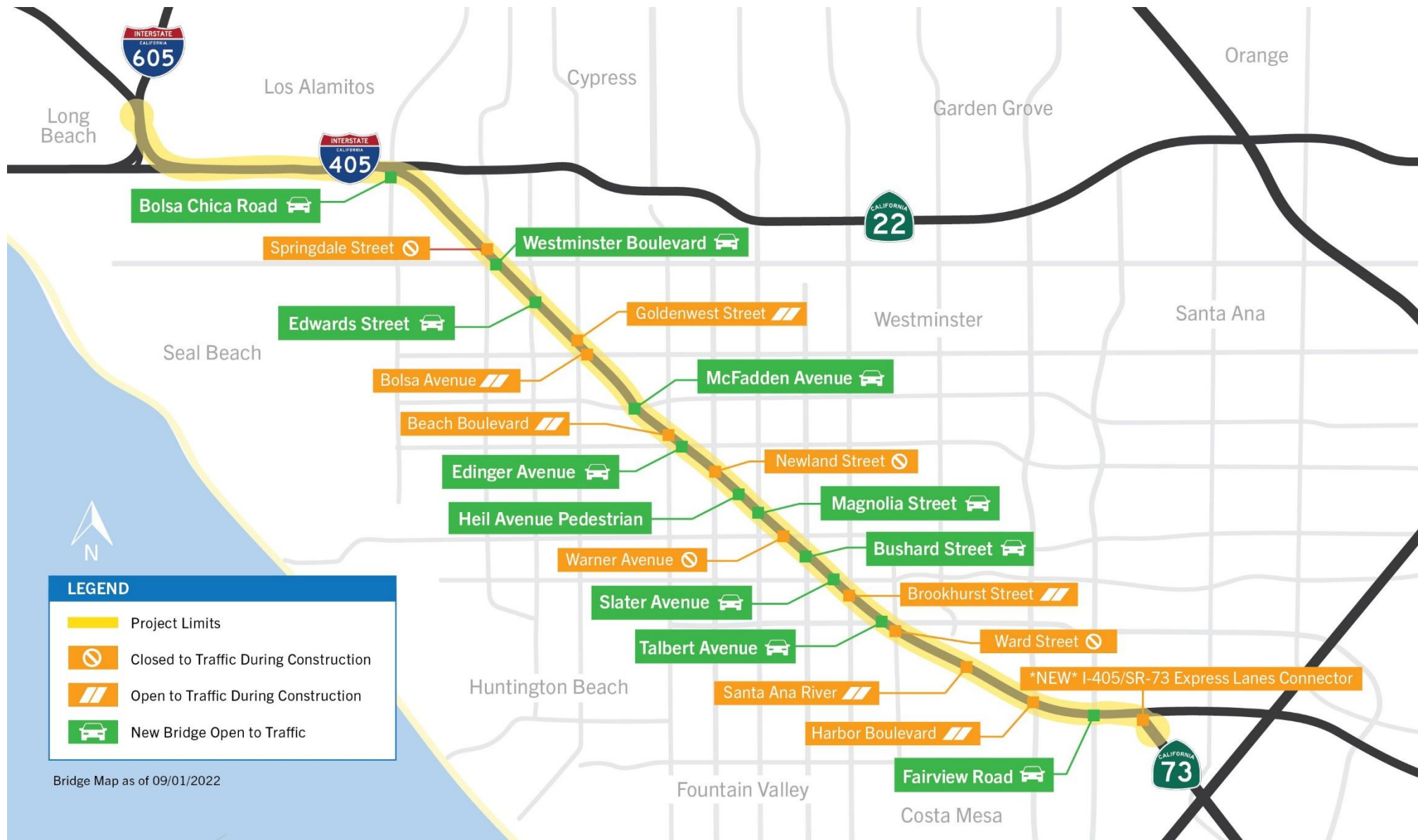
# Construction Update (Cont.)



**Springdale Street bridge construction**



# Bridge Construction Map



# Status of 18 Bridge Replacements



Overcrossing Bridge	Number of Stages	Anticipated Opening Date	
Bolsa Chica Road	Two	Open	
<b>Springdale Street</b>	<b>One</b>		<b>July 2023</b>
Westminster Boulevard	Two	Open	
Edwards Street	One	Open	
<b>Goldenwest Street</b>	<b>Two</b>		<b>June 2023</b>
<b>Bolsa Avenue</b>	<b>Two</b>		<b>July 2023</b>
McFadden Avenue	One	Open	
Edinger Avenue	One	Open	
<b>Newland Street</b>	<b>One</b>		<b>August 2023</b>
Heil Avenue (Pedestrian)	One	Open	
Magnolia Street	Two	Open	
<b>Warner Avenue</b>	<b>One</b>		<b>June 2023</b>
Bushard Street	One	Open	
Slater Avenue	One	Open	
<b>Brookhurst Street</b>	<b>Two</b>		<b>June 2023</b>
Talbert Avenue	One	Open	
<b>Ward Street</b>	<b>One</b>		<b>August 2023</b>
Fairview Road	Two	Open	



# Major Risks Remaining



## Design-build risks:

- Force majeure event
- Changes in scope of work

## Tolling risks:

- Toll lanes system integrator coordination, equipment installation, and testing
- Tolling vendor delivery of back-office system services

# Outreach Metrics



	October — December 2022			January — March 2023		
	October 2022	November 2022	December 2022	January 2023	February 2023	March 2023
Public Comments, Questions Received	128	124	154	193	125	205
Social Media Reach	68,836	60,096	90,026	50,407	43,524	90,527
Construction Alerts Sent (Open Rate)	39 (41%)	39 (43%)	17 (43%)	18 (46%)	10 (44%)	18 (44%)
Project Website Page Views	8,158	5,777	5,962	6,908	7,094	7,851

# Upcoming Outreach



- Community Events
  - Westminster Safety Day
- Activity Notifications
  - Bridge progress
  - Paving and utility work
  - 405 Express Lanes construction
- Diverse Communities Engagement
  - Asian Business Association of Orange County
  - Orange County Hispanic Chamber of Commerce



**CONSTRUCTION ALERT**  
 Drainage and Irrigation Work in Cascade Park

<b>WHAT</b>	Crews will conduct drainage and irrigation work in Cascade Park. Parking will be restricted along Cascade Street for this activity. Park will be closed from 9 a.m. to 3 p.m. on work days.
<b>WHERE</b>	Drainage and irrigation work will take place in the park. Parking will be restricted along northbound and southbound Cascade Street.
<b>WHEN</b>	Activities are anticipated to take place as early as 9 a.m. to 3 p.m. Monday, May 1, to Friday, May 5. Park will be closed 9 a.m. to 3 p.m. Crews may mobilize equipment as early as 6 a.m., and some activities may occur from 9 p.m. to 6 a.m. as needed. *No Parking* signs were placed Monday, April 24.

Sign up to receive schedule updates at: [bit.ly/405Westminster](http://bit.ly/405Westminster)  
 For project-wide and bridge-specific construction alerts, visit: [bit.ly/405-signup](http://bit.ly/405-signup)  
For work stoppage notice, this website is subject to change without notice and is not intended to be used as a primary source of information. Construction activities are subject to change without notice. Construction activities are subject to change without notice. Construction activities are subject to change without notice.

For more information, please contact the 405 Community Outreach Team. Contact us via email at [405project@octa.net](mailto:405project@octa.net) or 888-400-8994, or visit [octa.net/405improvement](http://octa.net/405improvement).



**CONSTRUCTION ALERT**

For more information about this project, please contact the 405 Community Outreach Team at [405project@octa.net](mailto:405project@octa.net) or 888-400-8994, or visit [octa.net/405improvement](http://octa.net/405improvement).

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

Nếu quý vị muốn nhận được thông tin này bằng tiếng Việt, xin vui lòng liên lạc với cô Lý Gia 888-662-6569.

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**Closures and Detours**

**CLICK HERE TO VIEW CONSTRUCTION ACTIVITIES ON THE INTERACTIVE MAP**

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

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**UPDATE! Northbound (NB) I-405 Closures for the New I-405/SR-73 Express Lanes Connector**

**I-405 Improvement Project**  
Proyecto de Ampliación del I-405  
Dự Án Cải Thiện I-405

**Northbound I-405 Full Freeway Closure**  
Cierre total de la autopista I-405 en dirección al norte  
Hướng Bắc Xe Lộ 405 Đóng Hoàn Toàn

# Project Contact Information



[405project@octa.net](mailto:405project@octa.net)



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[octa.net/405improvement](http://octa.net/405improvement)



[/405improvement](https://www.facebook.com/405improvement)



[@405improvement](https://twitter.com/405improvement)



[@405\\_Improvement](https://www.instagram.com/405_Improvement)



**June 5, 2023**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

*For*

**Subject:** Active Transportation Program Biannual Update

### **Overview**

The Orange County Transportation Authority coordinates regional active transportation efforts with local jurisdictions, key stakeholders, and the public. 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) is engaged in regional active transportation (bicycling and walking) projects and programs in Orange County. These efforts support OCTA's vision for a balanced multimodal transportation system. To realize this vision, OCTA works with local jurisdictions, stakeholders, and the public to advance the development of safe, easy to use, and connected bicycling and walking networks. OCTA's recent efforts include sharing information, encouraging people to walk and bicycle (education/encouragement), planning and design of pedestrian and bikeway projects (engineering), and collecting data for measuring projects and programs (evaluation). Details on these activities are described below.

### **Discussion**

#### **2023 Bike to Work Day**

OCTA celebrated its first Bike to Work Day since 2019 on May 18 by holding a bicycle rally between the Orange Metrolink station and OCTA headquarters. Over 70 cyclists participated including Board members, OCTA management and staff, and members of the public.



### Electric Bicycles (E-bikes)

OCTA continues its work related to E-bikes in Orange County. This includes data gathering, interagency coordination, and developing education and encouragement materials. E-bikes are included in OCTA's Cyclic Counts Program and play a role in ongoing planning studies.

### E-bike Multimedia

In 2022, OCTA developed an e-bike video with a local social media influencer. The video delivered basic e-bike safety and courtesy messaging accessible to multiple age groups. The video was very successful with over one million plays on Instagram, over 450,000 views on TikTok, and 22,000 views on OCTA's YouTube channel. The video is available on OCTA's OC Active website under the e-bikes tab. OCTA will develop additional videos in the upcoming year with the goal of reaching out to other user groups.

OCTA developed several e-bike-related resources hosted on the e-bike page of OCTA's website including an e-bike basic operation video, a database of existing Orange County e-bike ordinances, and other information on e-bike operation and safety. OCTA will continue to develop associated materials for local jurisdictions and residents.

### E-bike Quarterly Coordination Meeting

OCTA initiated a reoccurring, quarterly e-bike coordination meeting in October 2022. These meetings will bring together staff from cities and enforcement agencies to discuss emerging issues and approaches to e-bike use and safety in Orange County. OCTA hosted the second meeting in February. The meeting was attended by 36 participants from 25 different city and enforcement agencies discussing topics including legislative updates, outreach events, promotional materials, planning studies, and enforcement activities and concerns. OCTA provides meeting notes and information on any follow-up requests by participants. OCTA will continue holding meetings to provide a forum to discuss e-bike-related information, issues, and concerns.

### E-bike Safety Study

OCTA is developing a study focusing on a gap analysis of existing e-bike safety resources and strategies at the local, regional, and state levels. Based on the findings of the gap analysis, strategies will be developed to bridge the identified gaps and inform future planning, outreach, and other safety efforts pertaining to e-bikes. The study outreach efforts will include two e-bike rodeo safety events, stakeholder engagement, and community outreach. The project study is in the

process of kicking-off and will be completed by December 2024. A final report and presentation will be included at that time.

### OC Loop

The OC Loop is a vision for 66 continuous miles of infrastructure for the County's active transportation users (Attachment A). Approximately 88 percent of the multijurisdictional loop is complete with the most recent construction taking place in the cities of Yorba Linda and Anaheim, as well as the County of Orange, marking the completion of the Segment H portion of the El Cajon Bikeway. OC Loop Segments O, P, and Q, located in the City of Buena Park, were funded for construction through the Active Transportation Program (ATP) Cycle 6 call for projects. The cities of La Habra and Brea are in negotiations for purchasing right-of-way (ROW) from Union Pacific Railroad Segments A and B, as well as seeking funding to complete construction of these segments. There is currently no major work planned for Segments L, M, or T, which are California Department of Transportation (Caltrans) and local roadways.

### Garden Grove – Santa Ana Gap Closure Study

This study will complete the Project Approval and Environmental Document for a proposed active transportation facility along 3.1 miles of OCTA-owned, former Pacific-Electric ROW (PEROW). The corridor is between Raitt Street and Euclid Avenue and includes a spur along 0.85 miles of the Wintersburg Channel that would connect to Hazard Avenue. Funding is provided through a \$3 million State ATP Cycle 5 grant. The project will involve close coordination with the cities of Garden Grove and Santa Ana, Orange County Flood Control, and internal OCTA stakeholders. Key tasks include a baseline analysis of the corridor, agency coordination, preliminary engineering studies, environmental documentation, and public outreach. Challenges for the study will be the potential creative reuse of the historic PEROW bridge that spans the Santa Ana River, roadway crossings, and any soil contamination along the PEROW corridor. Staff is in the process of kicking off the project and it will be completed in approximately 18 months. The completion of this study will support the advancement of subsequent project phases.

### Bike Gap Closure Feasibility Study

The current Bike Gap Closure Feasibility Study is evaluating potential alignments for three key regional bikeways including the OC Central loop, the OC South loop and the OC Connect (Attachment B). Study recommendations will be available to local agencies to pursue funding opportunities. The project team is developing draft concepts and cost estimates and the study is anticipated to be completed this summer.

Multiple strategies were used to engage with the public and stakeholders to solicit feedback on the project's overall approach and to increase public awareness. Outreach for the study included the following elements:

- Virtual Workshops: Two public virtual workshops took place on March 24, 2022, and February 16, 2023. The meetings reviewed gap closure concepts, project partners and background, as well as solicited feedback on facility types, level of comfort on roadways, and concerns with bicycling in Orange County.
- Events: Staff attended ten community events to promote the project and solicit feedback from residents on bicycling in Orange County. The most recent event occurred on February 5, 2023.
- City Meetings: To evaluate the OC Loops corridors, the project team met twice with city staff where the feasibility analysis work was being undertaken. The first meeting aimed to vet potential concepts and alternatives. The second meeting reviewed the feasibility analysis that was conducted and made updates or changes to the bikeway concepts.
- OCTA Committees: The project team presented twice to the OCTA Bicycle and Pedestrian Active Transportation Subcommittee and once to the OCTA Technical Advisory Committee (TAC). A final presentation is scheduled for the TAC on June 28, 2023.

#### Safe Travels Education Program

The Safe Travels Education Program (STEP) focuses on the implementation of safe routes to school programs. The STEP Campaign is funded through a \$500,000 ATP Cycle 4 grant. The project is a collaboration between OCTA, the Orange County Health Care Agency, and local partners and stakeholders that include schools, local jurisdictions, and the public.

This project develops and delivers education and encouragement activities for walking and bicycling to 25 public elementary schools (Attachment C) serving disadvantaged communities. Most recently, the project team initiated semiannual meetings between staff from the cities of Anaheim, Buena Park, Costa Mesa, Garden Grove, Orange, Santa Ana, Placentia, Westminster, and Yorba Linda, OCTA, and participating schools and parents. These meetings coordinated Safe Routes to School efforts, concluded work with schools for the spring semester, and began work on the final report which will be completed by November 2023.

The executive summary of the final report for both the Bike Gap Closure Study and the STEP Campaign will be included in the December 2023 staff report.

### OCTA Cyclic Count Program

OCTA continued its cyclic count program in 2022 and 2023 by taking bi-directional counts at 120 locations across Orange County. Based on recommendations from the 2019 Active Transportation Count Program report to establish a countywide bicycle flow map, count locations are evenly distributed across geography and bikeway facility types. This data will be incorporated into the countywide bicycle flow map as well as be made available to partner agencies for their use. The data provides critical information to local agencies for grant applications, evaluation of existing facilities, and assists with decision making on where to locate facilities in the future.

### Funding and Policy Shift

Over the past several years, a shift in funding and policy priorities at the state and federal level has been taking place. Highlighted by a \$1 billion augmentation to the state ATP grant program, development of new grant programs such as the Regional Early Action Planning (REAP) 2.0 being administered by Southern California Association of Governments and funded by the California Department of Housing & Community Development, and the Rebuilding America Infrastructure with Sustainability and Equity Grants focusing almost entirely on multimodal transportation and resiliency. Mirroring this shift, Caltrans is issuing guidance documents focusing on land-use context, multimodalism, and complete streets with their Complete Streets Contextual Design Guidance, Complete Streets Elements Tools Box, and Main Street, California Guide all being published in quick succession. These changes are shaping the way that OCTA develops and delivers grant funded projects.

### Grant Pursuits

OCTA active transportation continues its commitment to implement active transportation projects and concepts outlined in OCTA's guiding planning documents (i.e., OC Active, Safe Routes to School Action Plan, Regional Bikeways Strategies, the Long Range Transportation Plan, and the Systemic Safety Plan) by applying to grant programs such as the ATP, the Caltrans Sustainable Transportation Grant, and REAP 2.0. The list of recent grant pursuits is provided as Attachment D. If awarded funding, these projects would support OCTA's ongoing Safe Routes to School, active transportation safety, data collection, and first and last mile connectivity efforts.

**Summary**

OCTA supports efforts to improve active transportation throughout Orange County. This includes continued ongoing education, encouragement, engineering, and evaluation efforts for active transportation. Coordination and collaboration will continue between state, regional and local agencies, key stakeholders, and the public to encourage and support safer walking and bicycling within Orange County.

**Attachments**

- A. OC Loop – Funding Award Summary
- B. OC Loops – Bike Gap Closure Study
- C. OC STEP Campaign Participating Schools
- D. OCTA 2023 Active Transportation Grant Pursuits

**Prepared by:**

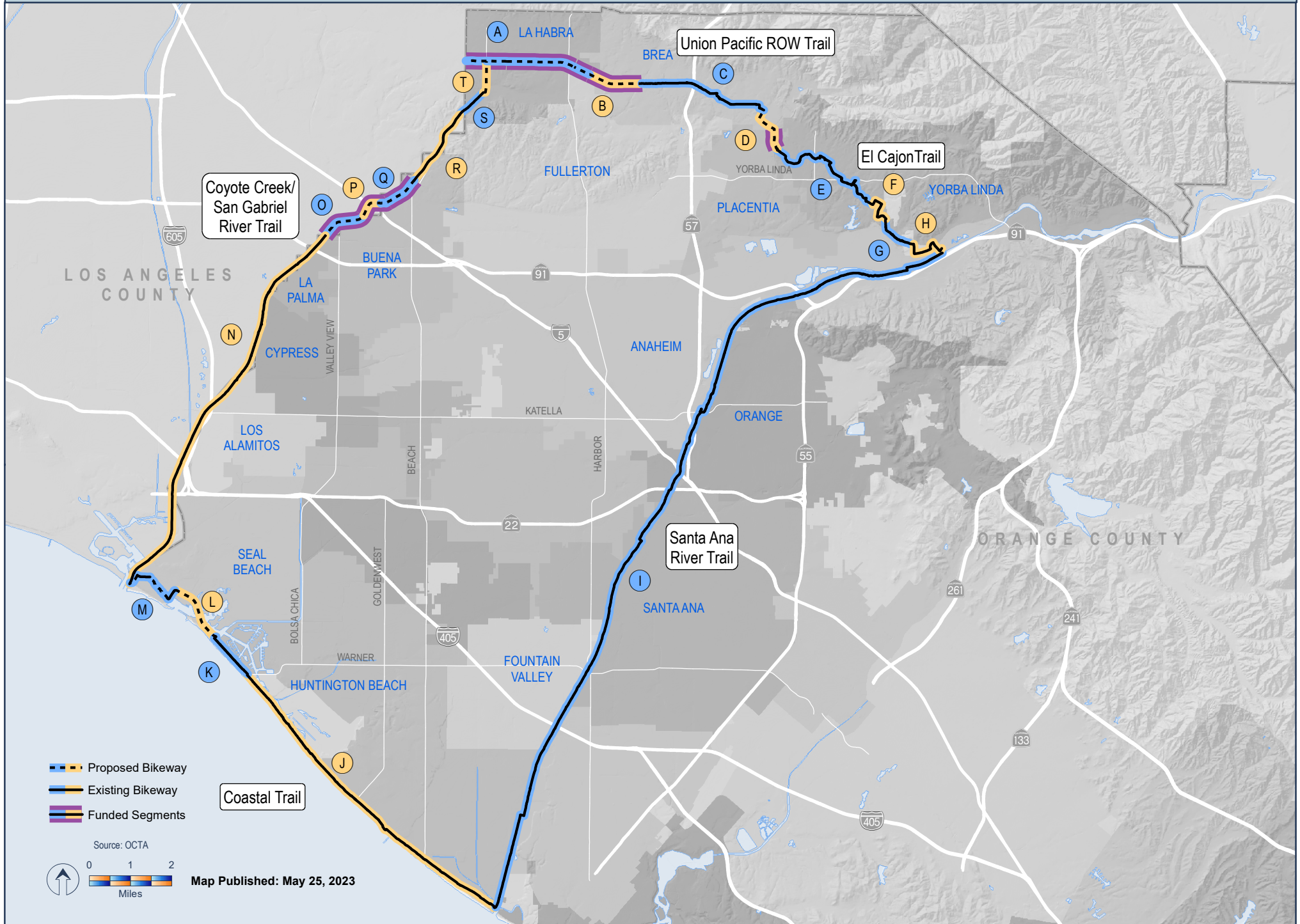
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Executive Director, Planning  
(714) 560-5741

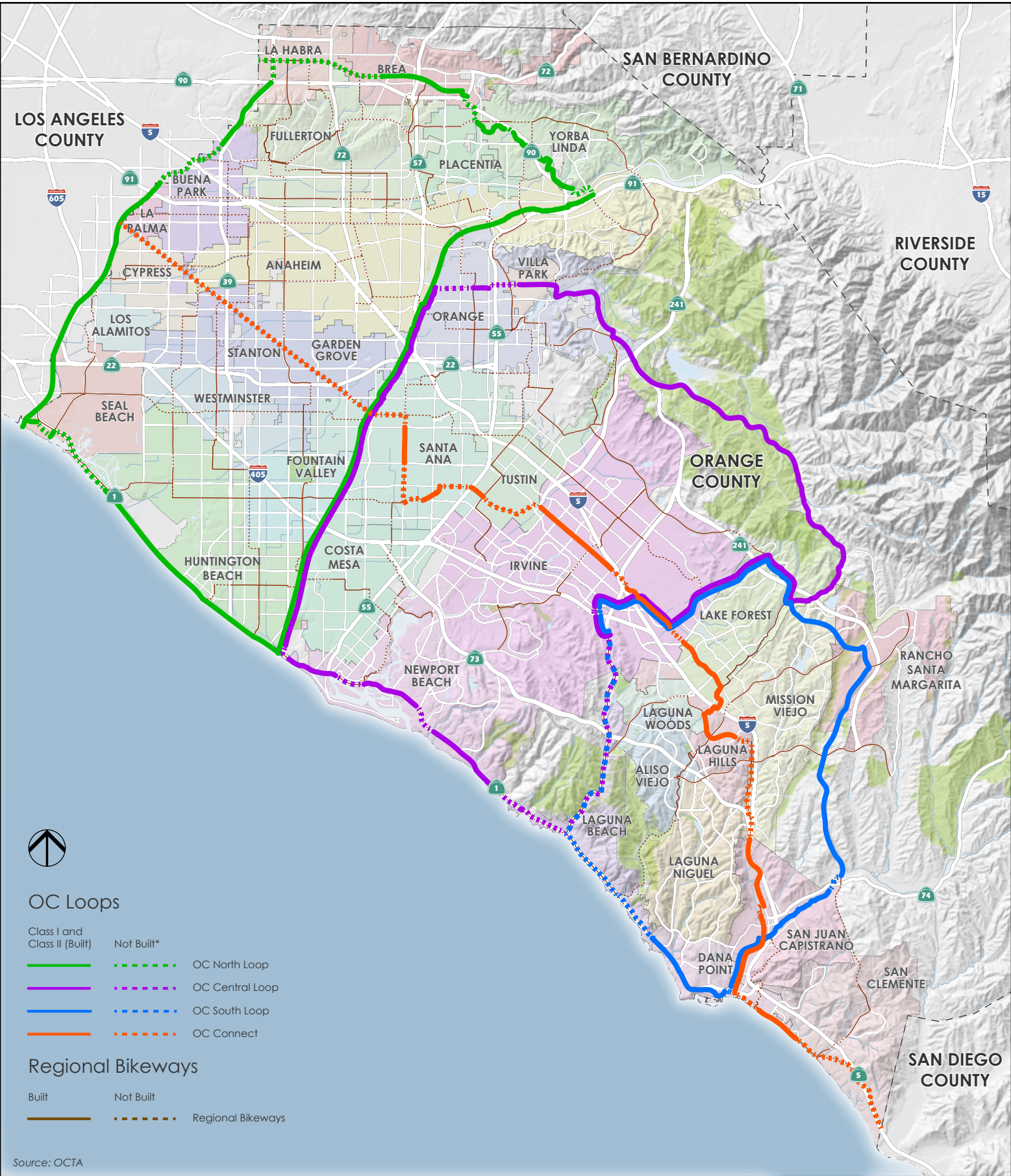


# OC Loop - Funding Award Summary





OC Loops - Bike Gap Closure Study



### OC STEP Campaign Participating Schools

School Name	School District
Barton (Clara) Elementary	Anaheim Elementary
C. C. Violette Elementary	Garden Grove Unified
Carver Elementary School	Santa Ana Unified
Centralia Elementary	Centralia Elementary
Fryberger Elementary	Westminster
Heroes Elementary	Santa Ana Unified
Lampson Elementary	Orange Unified
Linton T. Simmons Elementary	Garden Grove Unified
Mabel L. Pendleton Elementary	Buena Park Elementary
Madison Elementary	Anaheim Elementary
Martin Luther King Jr. Elementary	Santa Ana Unified
Meairs Elementary	Westminster
Melrose Elementary	Placentia-Yorba Linda Unified
Monte Vista Elementary	Santa Ana Unified
Murdy Elementary	Garden Grove Unified
Newhope Elementary	Garden Grove Unified
Pio Pico Elementary	Santa Ana Unified
Pomona Elementary	Newport-Mesa Unified
Prospect Elementary	Orange Unified
Ruby Drive Elementary	Placentia-Yorba Linda Unified
Schmitt Elementary	Westminster
Sonora Elementary School	Newport-Mesa Unified
Whittier Elementary	Newport-Mesa Unified
Wilson Elementary	Newport-Mesa Unified

STEP - Safe Travels Education Program

## OCTA 2023 Active Transportation Grant Pursuits

### Reconnecting Communities (REAP 2.0, \$550k)

- Evaluating ten interchanges for complete streets improvements and developing conceptual recommendations for local implementation.

### Complete Ramps (Caltrans Sustainable Transportation, \$550k)

- Evaluating ten interchanges for complete streets improvements and developing conceptual recommendations for local implementation.

### Next STEP (ATP Cycle 6, \$850k)

- Delivering safe routes to school education and encouragement at ten schools that serve disadvantaged communities.
- Conducting an evaluation of the active transportation infrastructure surrounding selected schools and developing conceptual recommendations for local implementation.

### Next STEP 2.0 (REAP 2.0, \$1.25 million)

- Delivering safe routes to school education and encouragement at 15 schools that serve disadvantaged communities.
- Conducting an evaluation of the surrounding active transportation infrastructure and developing conceptual recommendations for local implementation.

### Bicycle Counts (REAP 2.0, \$400k)

- Conducting bicycle counts at approximately 450 locations for one weekday and one weekend in May of 2024 and 2025.

### Bikeway Connectivity Study (REAP 2.0, \$500k)

- Evaluate MPAH segments with excess roadway capacity to determine their potential for connecting potential origins/destination and regional bikeway network using Class IV bikeways.

### Active Transportation Education/Encouragement (REAP 2.0, \$400k)

- Delivering bicycle and e-bicycle rodeos, online education modules, pop-up tables, street team ambassadors, partnership development activities, and safety equipment.

### **Acronyms**

ATP – Active Transportation Program

Caltrans – California Department of Transportation

MPAH – Master Plan of Arterial Highways

OCTA – Orange County Transportation Authority

REAP – Regional Early Action Planning

STEP – Safe Travels Education Program



# Active Transportation Program Update





# Existing Plans

- Completed Studies
  - Regional Bikeways Studies (2013-2015)
  - OC Loop 70/30 Plan (2015)
  - OC Active (2019)
  - Systemic Safety Plan (2019)
  - Orange County Active Transportation Counts Program Study (2019)
  - Safe Routes to School Action Plan (2021)



# Where We Are

## Orange County Bikeways

- Estimated existing bikeways mileage
  - Class I: 300 miles
  - Class II: 800 miles
  - Class III: 100 miles
  - Class IV: 4 miles

## OC Loop Status

- 66-mile loop 88% complete
  - Segments D, O, P & Q fully funded
  - Segments A & B, negotiating right-of-way and seeking right-of-way and construction funding
  - Segments L, M, T Caltrans facilities no work currently underway



# Outreach And Events

## Coordination

- E-bike
- Safe Routes to School
- Quarterly E-bike Meeting Series

## Bike to Work Day 2023

- May 18<sup>th</sup>
- Over 70 participants



CEO – Chief Executive Officer  
E-Bike – E-Bicycle  
OCTA – Orange County Transportation Authority



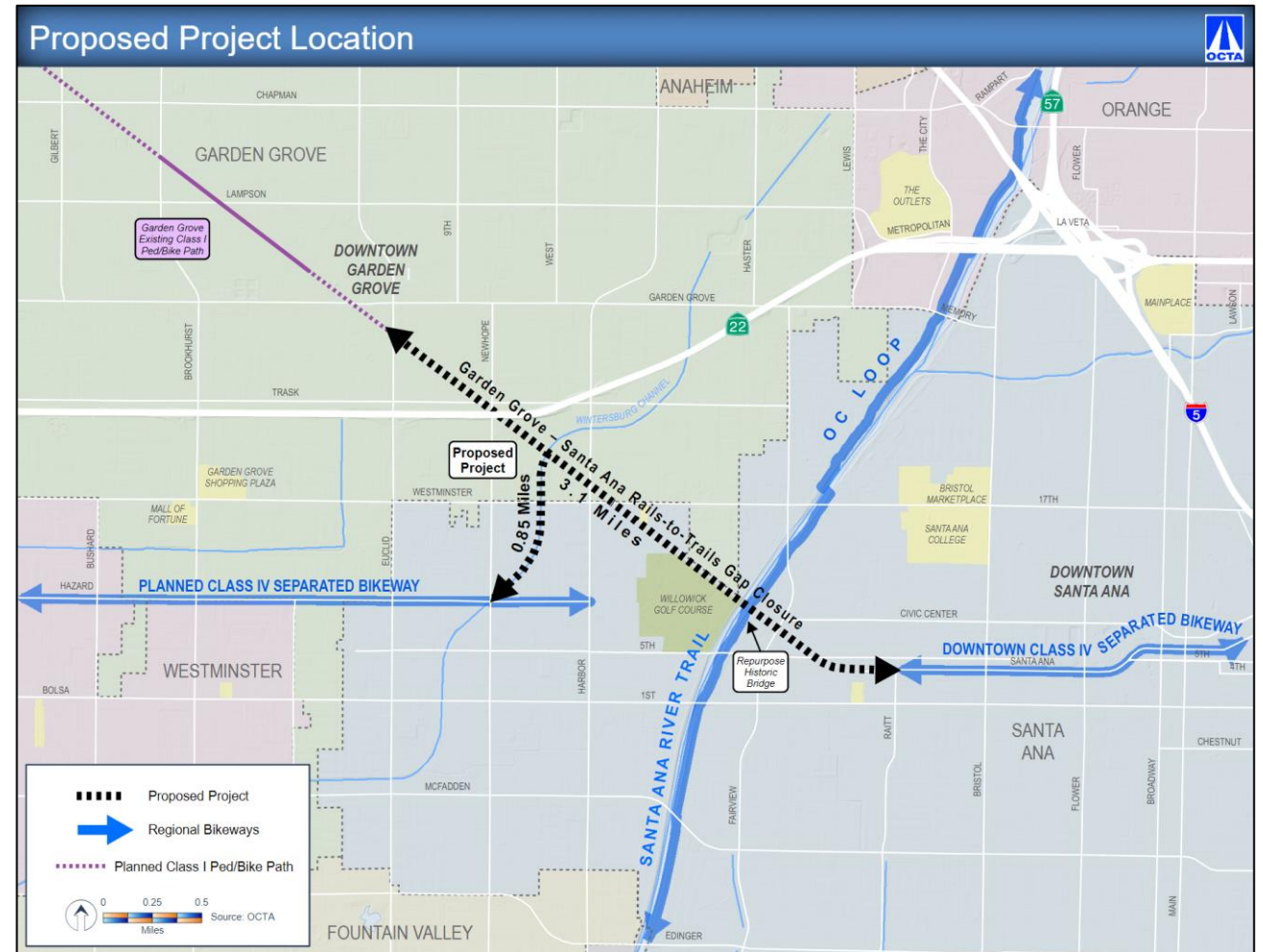
# Ongoing Projects

- STEP - \$500k delivering SRTS outreach and education at 25 schools serving DACs
- OC Loops - \$200k evaluating a Central, South, and Cross County Connector to complement OC Loop (North)
- Cyclic Counts - \$100k for 120 counts over 2 years (taking counts since 2019)
- Bus Stop Safety and Accessibility Study –\$300k evaluating 10 stops for safety/accessibility improvements



# 2023 Projects

- Garden Grove – Santa Ana Bikeway
  - \$3 million to complete the project approval/environmental document for a proposed bikeway on the PEROW between Raitt Street and Euclid Street as well as Wintersburg Channel
- E-bike Safety Study
  - \$200,000 to conduct a gap analysis and strategize approaches to e-bike safety at the local, regional, and state level



PEROW – Pacific Electric Right-of-Way



# Funding And Policy Shifts

## Funding

- OCTA's Complete Streets Grant
- Increases in active transportation and transit grants/funding
- Decreasing awards for freeways and road expansion

## Policy

- Increased focus on land-use/transportation nexus
- Context/ multimodal/Complete Streets focus
- Vehicle miles traveled/single-occupancy vehicle reduction



# Grant Applications / Project Pursuits

- Reconnecting Communities (\$550k)
- Complete Ramps (\$550k)
- Next STEP (\$850k)
- Next STEP 2.0 (\$1.25m)
- Bicycle Counts (\$400k)
- Bikeway Connectivity Study (\$500k)
- Active Transportation Education/Encouragement (\$400k)



# Next Steps

- Return to the Board with updates on active transportation efforts including:
  - Garden Grove – Santa Ana Rails to Trails, E-bike Safety Study, grant awards
  - 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



# Update on Interstate 5/El Toro Road Interchange Project





# Project Location





- El Toro Road interchange top priority for the cities of Laguna Hills, Laguna Woods, and Lake Forest (Cities) as input in development of M2
- M2 Ordinance (approved by voters on November 7, 2006)
  - Project D – Interstate 5 (I-5) local interchange upgrades
    - Update and improve key I-5 interchanges, such as Avenida Pico, Ortega Highway, Avery Parkway, La Paz Road, ***El Toro Road***, and others to relieve street congestion around older interchanges and on ramps. ***Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.***
- Next 10 Delivery Plan (2022 Update)
  - I-5/El Toro Road Interchange project to be environmentally cleared by 2030 and shelf ready for future advancement

- February 2015 – Project Study Report considered 15 alternatives
  - Four build alternatives 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 the Cities
  - Two of four build alternatives removed from further study

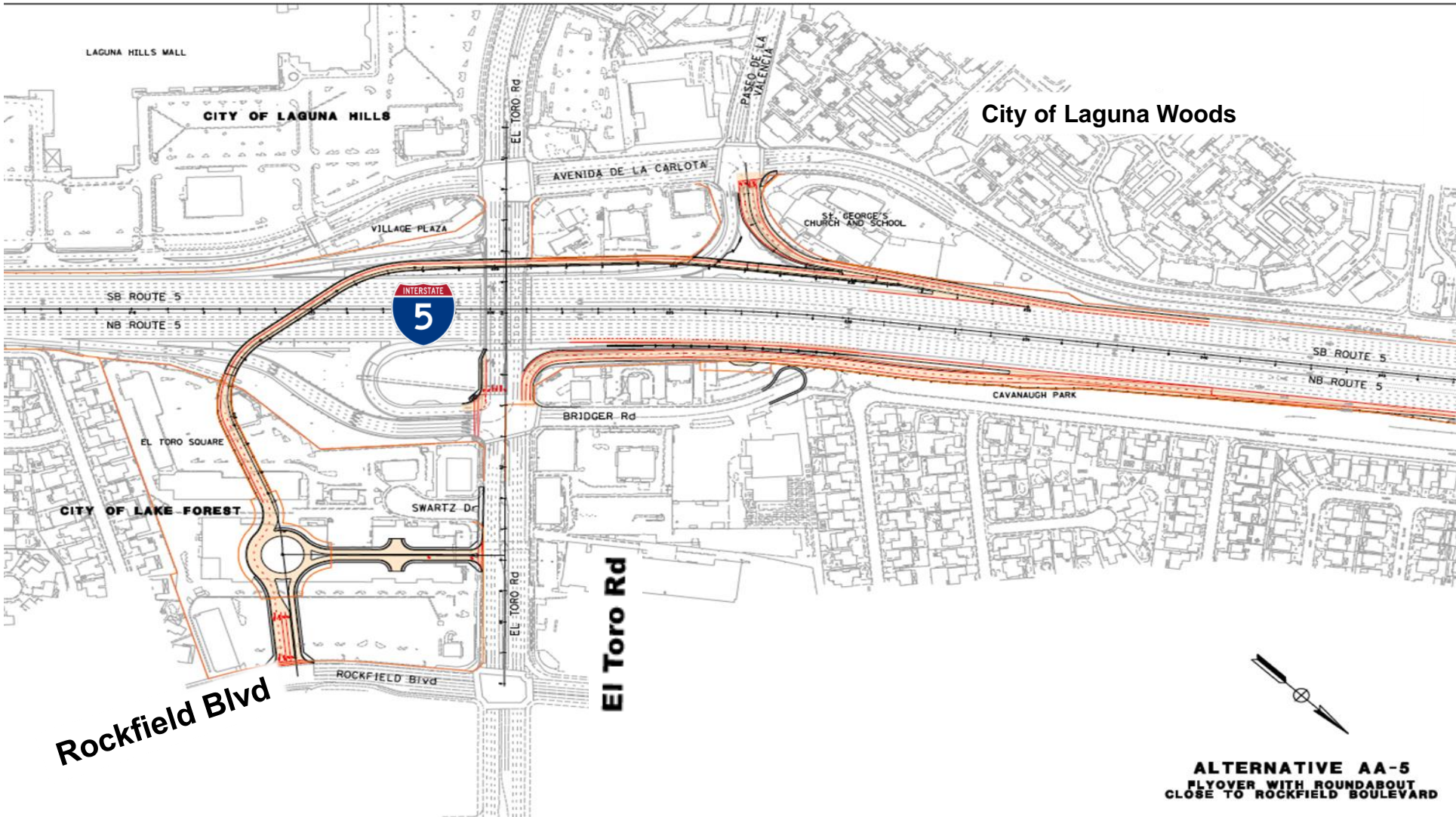
- April to May 2019 – Public circulation and review of draft environmental document with two build alternatives
- Late 2019 to Early 2020 – Meetings between OCTA, Caltrans, and the Cities to discuss proposed alternatives, other options, and next steps
- September 2020 – OCTA began an Alternatives Assessment Study to look at potential additional alternatives, in coordination with the Cities and Caltrans
- October 2021 – Alternatives Assessment Study with seven alternatives completed
- January 2022 – City of Lake Forest completed economic assessment of new proposed alternatives
- March 2022 – Laguna Hills City Council approved Village at Laguna Hills development
- March 2022 – Meeting with the Cities and Caltrans to reach consensus on two study alternatives to move forward to the PA/ED phase
- Mid 2022 – Presentations to City Councils
- January 2023 – Caltrans and OCTA restart PA/ED phase

# Assessment Alternative (AA)-1: Braided Ramps One Location





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





- Project update to OCTA Board of Directors (Board) – June 2023
- Project update to the City Councils of Laguna Hills, Laguna Woods, and Lake Forest – June and July 2023
- Public scoping meeting – in person: July 2023, virtual: August 2023
- Complete design and environmental studies – December 2024
- Approval of draft PA/ED - December 2024
- Public hearing - February 2025
- Select preferred alternative - July 2025
- Approval of final PA/ED - December 2025

# Public Outreach and Scoping Meetings

- Public Outreach
  - City Council updates
  - Stakeholder briefings
  - Project webpage, email alerts, social media advertising, flyers
  - Spanish and English
- Public Scoping Meetings
  - In-person, July 26, 2023, Lake Forest Community Center
  - Virtual, August 3, 2023
  - Online and print newspaper ads
  - Direct mail postcards
  - Local access television





**June 5, 2023**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Infrastructure Investment and Jobs Act

### **Overview**

The Infrastructure Investment and Jobs Act went into effect in 2021, reauthorizing federal transportation programs and increasing authorized funding levels through 2026. Staff has prepared an overview of the new funding provided for formula programs and the relevant federal transportation discretionary grant programs, the basic criteria, and what the Orange County Transportation Authority is pursuing or has pursued.

### **Recommendation**

Receive and file as an information item.

### **Discussion**

The \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, is the first reauthorization of transportation funding programs since the passage of the Fixing America's Surface Transportation (FAST) Act, which expired in 2020. Until the passage of the IIJA, transportation programs were being funded through several short-term extensions of FAST Act at existing funding levels. The IIJA is unique in its support of traditional surface transportation programs, including highways, transit, and rail in addition to its funding of other critical infrastructure, such as broadband. The IIJA provides \$550 billion in new federal investment in infrastructure including roads, bridges, and mass transit, water, climate resilience, and broadband, through both new authorized funding levels and advanced appropriations over fiscal years 2022 through 2026.

Overall, the IIJA authorizes \$567 billion through the Department of Transportation for ground transportation programs (including highway and transit), compared to the \$305 billion that was provided through the FAST Act. These funds will be distributed to states, local governments, and other entities through both formula apportionments and competitive grants, administered through the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Federal Railroad Administration, and the Federal Aviation Administration, among

others. Funds are typically distributed out to states or Metropolitan Planning Organizations (MPO) through formulas. Federal agencies may also distribute funds out directly to state, regional, and local agencies through competitive programs.

### Formula Funds

Over the five-year period, the Orange County Transportation Authority (OCTA) expects \$1.1 billion in formula IIJA funding, which is a 26 percent increase over the FAST Act. The Board of Directors' (Board)-approved capital programming policies for formula program funds will guide funding recommendations for formula program funds to support transit, highway, and active transportation investments.

OCTA has historically used transit formula funds to support OC Bus and Metrolink operations and capital investments. OCTA has also historically programmed projects for the Orange County share of FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Surface Transportation Block Grant (STBG) Program; however, FHWA and FTA recently advised California that the MPO is responsible for selecting projects. The Southern California Association of Governments (SCAG) is working with OCTA and the other County Transportation Commissions (CTC) on a project selection process. Meanwhile, SCAG gave the CTCs the opportunity to program funds to priority projects before the new project selection process has been initiated.

In December, the Board approved funding for transit, highway, and street projects which allowed OCTA to commit 100 percent of the expected CMAQ and STBG funding through federal fiscal year 2026. The projects using these funds are listed on slide 9 of Attachment A, IIJA presentation, and includes:

<b>Transit - \$180 million</b>	<b>Highway - \$144 million</b>	<b>Streets/ATP- \$70 million</b>
Zero-Emission Bus	I-5 Improvements	Complete Streets
OC Streetcar	SR-74 Gap Closure Project	Signal Synchronization
Transit Expansion	I-605 and Katella Avenue Interchange	
Bus/Vanpool Operations	I-5 High-Occupancy Vehicle	
	SR-57 Improvements	
	I-5 and El Toro Road Interchange	

ATP – Active Transportation Programs

I-5 – Interstate 5

I-605 – Interstate

SR-57- State Route 57

SR-74 – State Route 74

### Discretionary Grant Programs

Discretionary grant programs are typically administered to support projects that meet federal program criteria based on statutory requirements and federal priorities. There are a number of new competitive discretionary programs that



include goals related to climate change or environmental concerns, clean transportation, modernization, state of good repair, public health, safety, workforce development, and the federal Justice-40 equity program. Most of the programs require applicants to submit information on how the proposed project will meet performance-based criteria and require reporting related to those criteria. The discretionary grant programs that are most relevant for OCTA are listed on slides 12 – 14 of the presentation provided in Attachment A.

OCTA focuses its efforts on writing applications for competitive funding on projects that have been determined to be needed and are a priority for OCTA and may be advanced with competitive program funds. The list of priority project which have been and will be submitted for consideration of federal discretionary grant program funds, where applicable, is provided in slide 15 of Attachment A and includes:

<b>ATP/Streets</b>	<b>Climate/Resiliency</b>	<b>Highway</b>	<b>Transit</b>
OC Loop	Southcoast Rail Infrastructure Protection	I-5 from Avenida Pico to San Diego County Line	Zero-Emission Bus
Complete Ramps: Mobility Safety Study	Coastal Rail Corridor Relocation	I-5 from SR-57 to SR-91	Facility Improvements (security gates)
Orange County Regional Bikeways	Ortega Highway – Wildlife Crossing (county/city)	SR-57 from Orangewood Avenue to Katella Avenue	Bus Stop Improvements
Santa Ana-Garden Grove Rails to Trails		SR-91 from SR-55 to La Palma Avenue (2 segments)	Harbor Boulevard Connected Bus Pilot
First Street and McFadden Street Signal Priority		SR-241/91 Connector	Future Bravo! Projects
		I-605/Katella Avenue Interchange	Metrolink Locomotive Replacement
		Commuter Carpool/Vanpool and Incentives	Orange County Maintenance Facility
			Irvine Station Improvements
			Serra Siding

SR-55 – State Route 55

SR-91- State Route 91

SR-241/91 - State Route 241/91

Finally, OCTA is currently considering submitting applications for five near-term federal discretionary grant programs. These are listed on slide 16 of Attachment A.

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***Attachment***

A. Infrastructure Investment and Jobs Act Presentation

**Prepared by:**



Adriann Cardoso  
Manager, Capital Programming  
(714) 560-5915

**Approved by:**



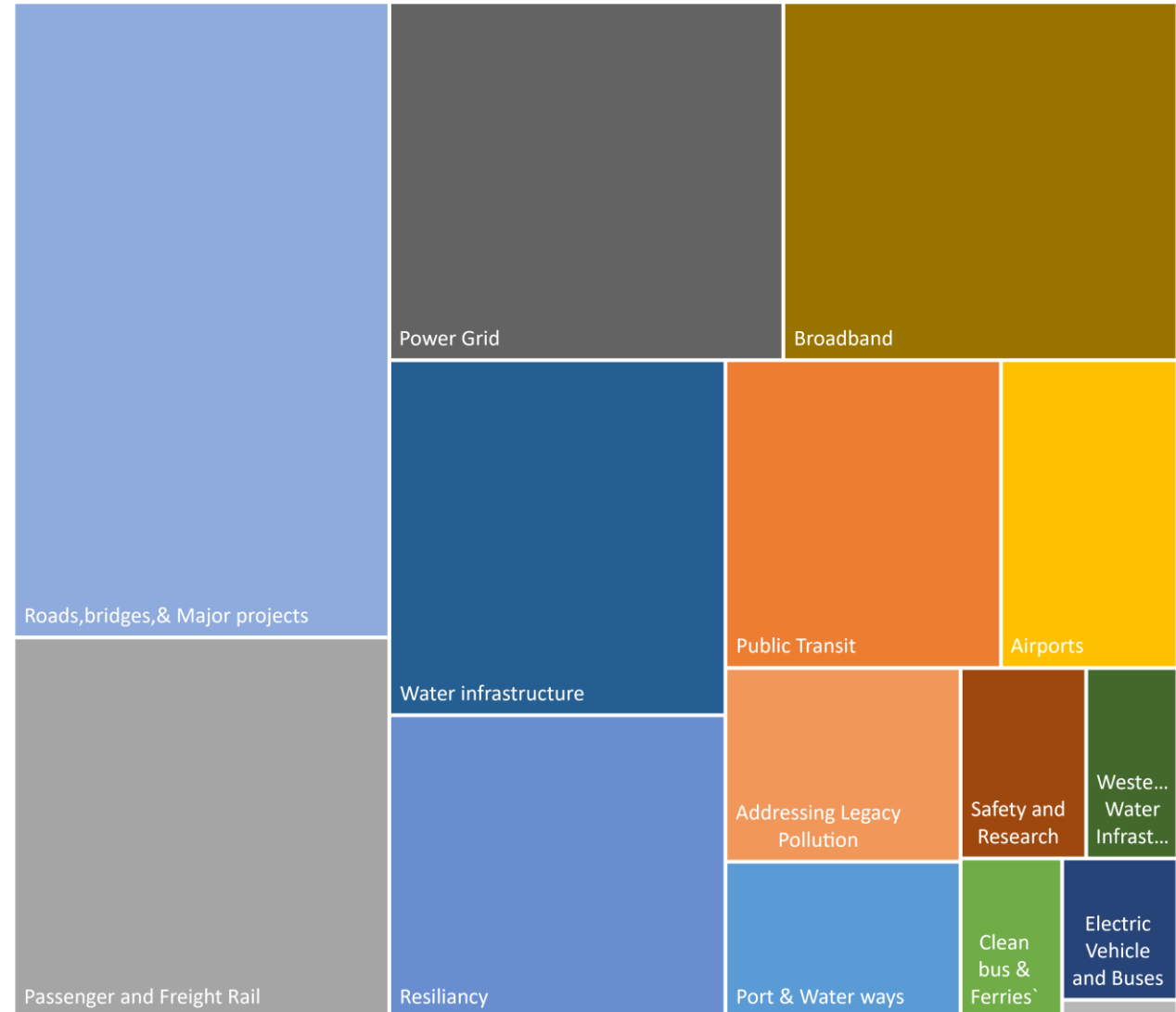
Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741



# Infrastructure Investment and Jobs Act

- \$1.2 trillion of funding over five years
- Over \$550 billion in new funding for new programs:
  - Transportation
  - Utilities
  - Resilience and Environment
  - Others

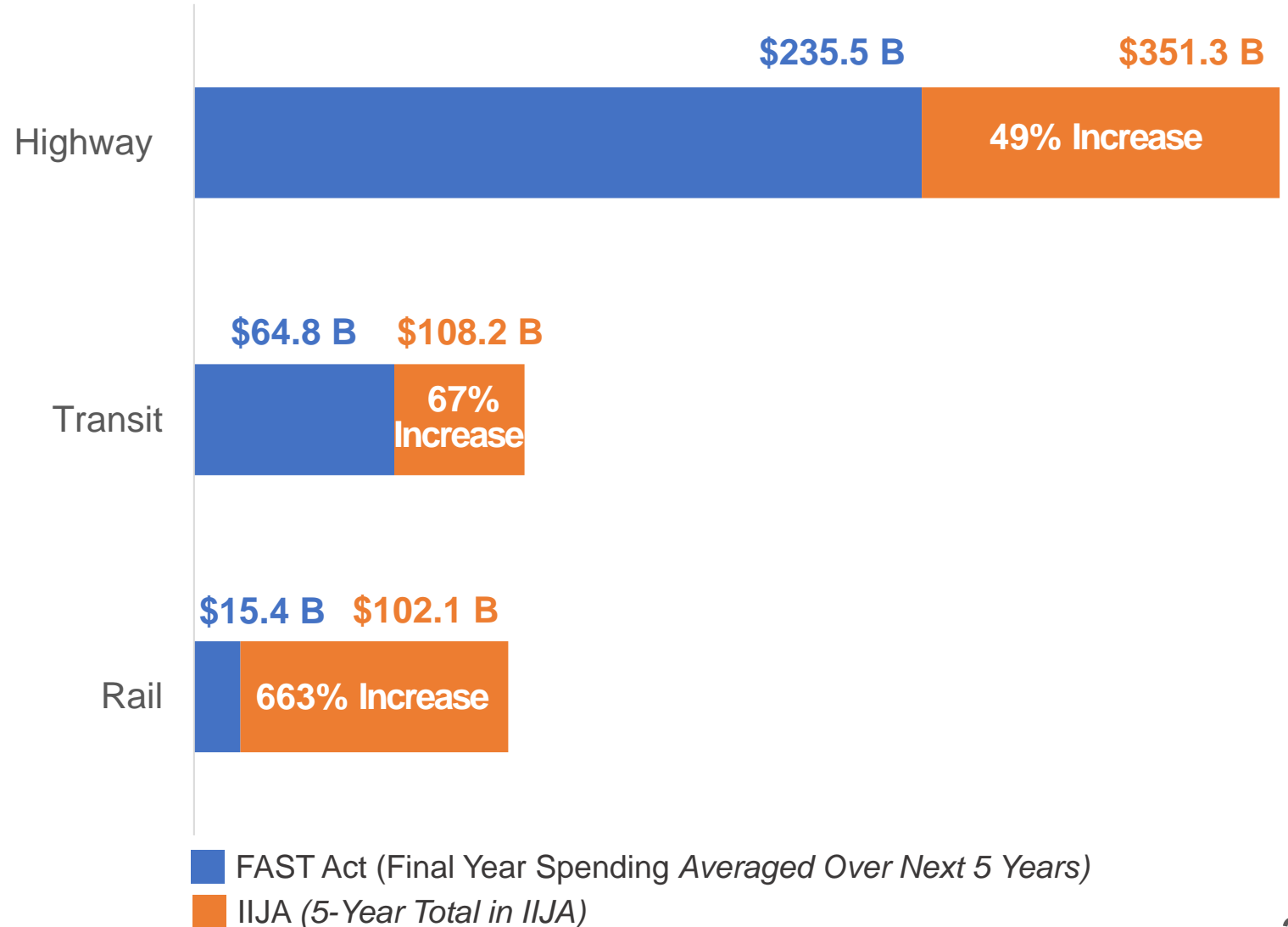
IIJA Funding Programs





# Transportation Funding Comparison

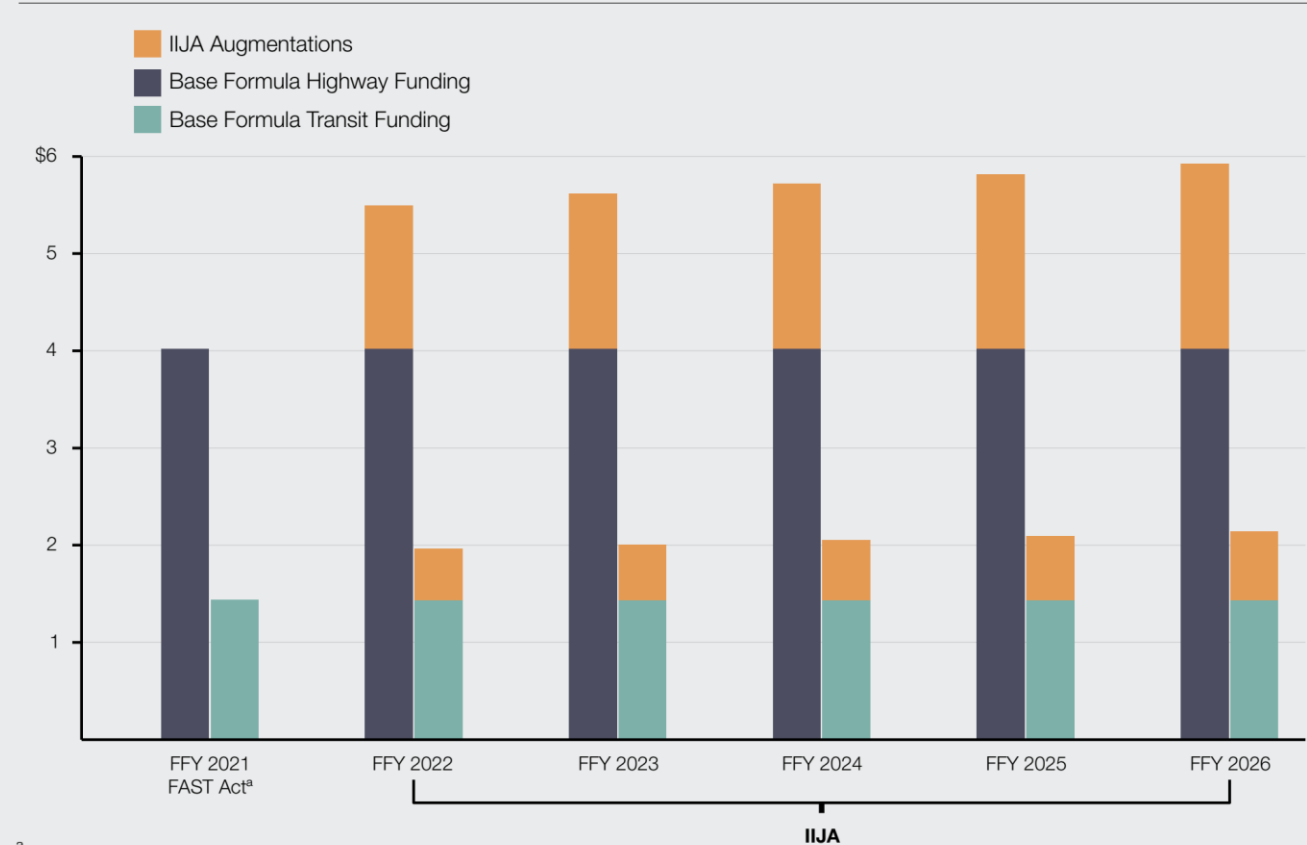
- Approximately \$567 billion for ground transportation programs vs. \$305 billion in FAST Act
- Funds distributed via “formula” or “competitive” processes
- Projects selected by federal, state, or local transportation agencies depending on programs



- Advance transition to a zero-emission bus fleet
- Invest in bus transit
- Modernize regional rail
- Improve state highway infrastructure
- Enhance biking network and safety
- Achieve climate resiliency

- Increases formula transit funding by:
  - \$620 million annually
  - \$3.1 billion over five years
- Increases formula highway funding by:
  - \$1.7 billion annually
  - \$8.5 billion over five years

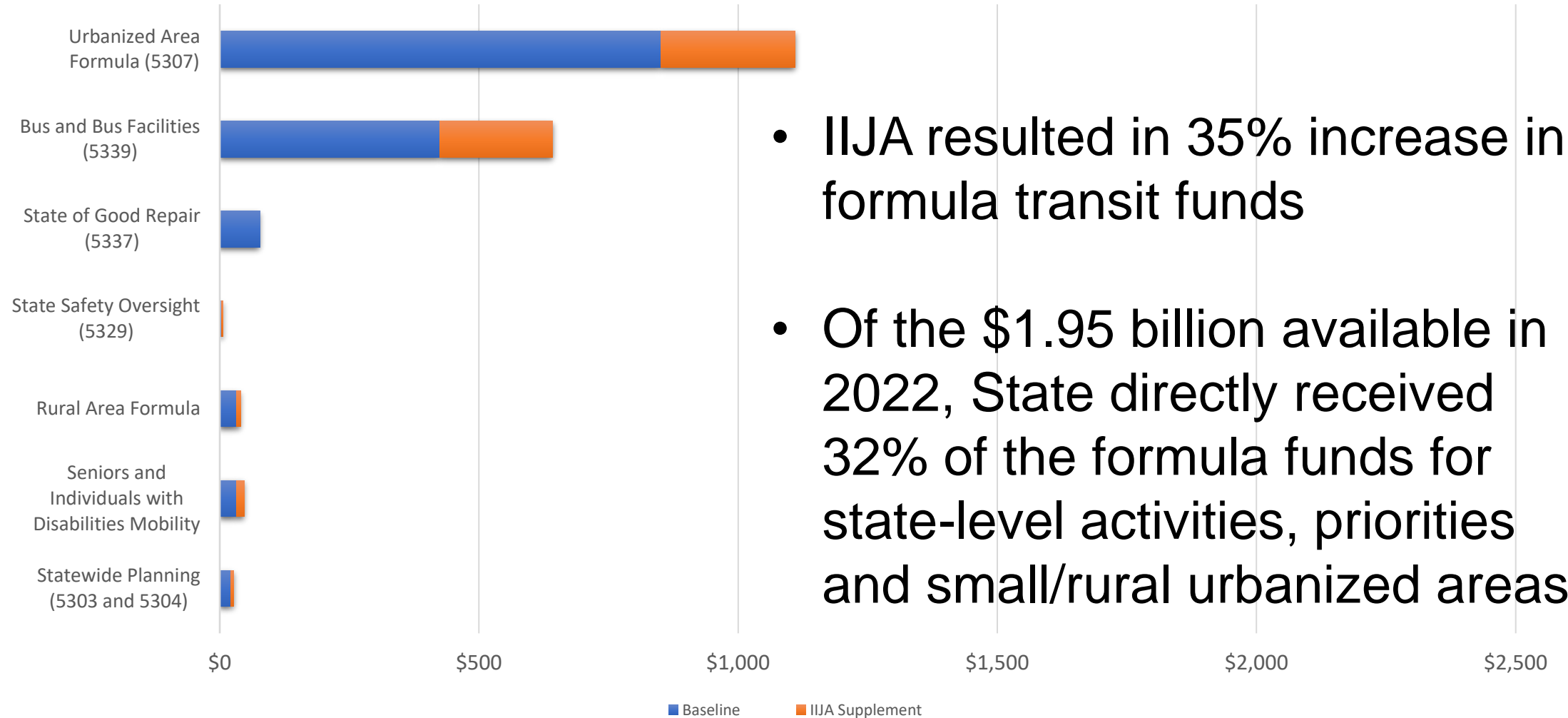
**Federal IIJA Increases Formula Highway and Transit Funding to California**  
(In Billions)



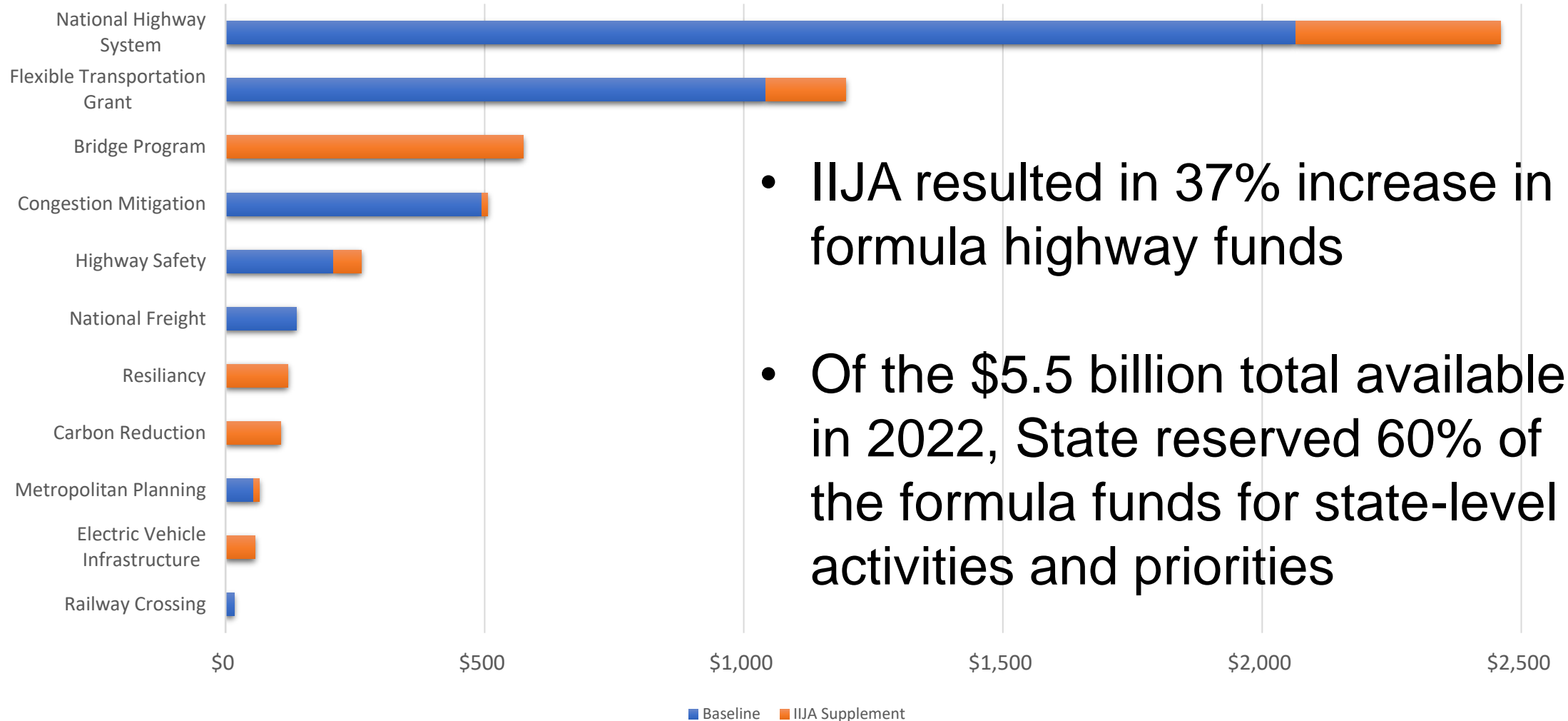
<sup>a</sup> Amount provided under the last year of the FAST Act.

IIJA = Infrastructure Investment and Jobs Act; FFY = federal fiscal year; and FAST = Fixing America's Surface Transportation.

LAO



# Formula Federal Highway to CA





- Starting July 1, 2023 – SCAG selects projects for CMAQ, CRP and STBG
- Previously, OCTA selected projects for CMAQ and STBG
- OCTA programmed STBG and CMAQ funds through FFY 26

IIJA OCTA Formula Program	OCTA FAST Act 5-Year Share	OCTA IIJA 5-Year Share	Increase %
(in Millions)			
<b>Federal Transit Administration (FTA)</b>			
FTA Formula Programs	\$436	\$593	36%
<b>Federal Highway Administration (FHWA Flexible Funds)</b>			
CRP Program	n/a	\$30	N/A
CMAQ Program	\$236	\$247	5%
STGB Program	\$205	\$235	15%
Totals:	\$877	\$1,105	26%

CMAQ -Congestion Mitigation and Air Quality Improvement Program  
 CRP - Carbon Reduction Program  
 FFY – Federal Fiscal Year

OCTA – Orange County Transportation Authority  
 SCAG - Southern California Association of Governments  
 STBG - Surface Transportation Block Grant Program

- Transit - \$180 million
  - \$116 million Zero-Emission Bus Transition
  - \$40 million OC Streetcar
  - \$15 million Transit Service Expansion
  - \$9 million Bus / Vanpool Operations
- Highway - \$144 million
  - \$60 million I-5 Improvements (I-405 to SR-55)
  - \$35 million SR-74 Gap Closure Project
  - \$18 million I-605 and Katella Interchange
  - \$17 million I-5 HOV (Avenida Pico Interchange to County Line)
  - \$9 million SR-57 Improvements
  - \$5 million I-5 and El Toro Interchange
- Active Transportation/Streets - \$70 million
  - \$55 million Complete Streets Call for Projects
  - \$15 million Countywide Signal Synchronization

## Programs

- Multimodal solutions
- Large scale projects
- Bridges
- EV charging infrastructure
- Truck emission solutions
- Resilience
- Wildlife crossings
- Reconnecting communities
- Safe streets for all
- Earmarks

## OCTA Outcomes to Date

- \$2.5 million for ten zero-emission paratransit buses
- \$1.6 million for the Harbor Boulevard Bus Pilot
- \$30 million in earmarks for various Orange County agencies

- Competitive Programs Criteria\*
  - Performance-Based
  - Climate/Sustainability (Clean Transportation)
  - Modernization
  - Equity
  - Public Health
  - Safety
  - State of Good Repair
  - Work Force Development
- Build America Buy America

ENVIRONMENTAL JUSTICE

**JUSTICE40**

A WHOLE-OF-GOVERNMENT INITIATIVE

\*Federal policies are closely aligned with California state policies.

# IIJA Competitive Programs

Multimodal Programs	Funding (in billions)	Timing/ Due
Infrastructure for Rebuilding America (INFRA)	\$8.00	Spring 2023
Mega Grant Program	\$5.00	Spring 2023
Federal Bridge Investment Program	\$12.50	Summer 2023
Rebuilding American Infrastructure with Sustainability and Equity	\$7.50	Winter 2023-24
Congestion Relief Program	\$0.25	TBD
Earmarks*	\$9.00	Early Spring
Technology Programs	Funding (in millions)	Timing/ Due
Advanced Transportation Technology and Innovation Programs	\$300	TBD
Advanced Driver Assistance and Automated Transit Bus Operations Demo	\$6.5	TBD
Strengthening Mobility and Revolutionizing Transportation (SMART) Demo**	\$500	Fall 2024

\*Orange County Agencies awarded \$30 million in earmarks, so far

\*\*OCTA was awarded \$1.6 million for the Harbor Boulevard Connected Bus Pilot.

\*\*\*OCTA is eligible to apply for the competitive programs listed on slides 12 - 14

TBD – To Be Determined



Climate Programs	Funding (in billions)	Timing/ Due
Charging and Fueling Infrastructure	\$2.50	May 30, 3023
Wildlife Crossing Elimination	\$0.35	August 1, 2023
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grants	\$1.40	August 18, 2023
National Culvert Removal, Replacement and Restoration Grant Program	\$4.00	Next Winter
Healthy Streets Program (Urban Reforesting)	\$0.50	TBD

Active Transportation/Complete Streets Programs		
Safe Streets for All (SS4A)	\$5.00	July 10, 2023
Neighborhood Access and Equity Grant Program	\$3.00	Spring 2023
Thriving Communities	\$0.03	Summer 2023
Reconnecting Communities	\$1.00	Fall 2023

Transit/Other Programs	Funding (in billions)	Timing/Due (next)
Capital Investments Grants	\$23.00	Ongoing/TBD
All Station Accessibility Program (ASAP)	\$1.75	Summer 2023
Transit-Oriented Development Pilot Program	TBD	Summer 2023
Railroad Crossing Elimination	\$3.00	Summer 2023
Consolidated Rail Infrastructure and Safety Improvements Program	\$5.00	Fall 2023
Bus and Bus Facilities	\$2.00	Spring 2024
Low or No Emission*	\$5.60	Spring 2024
Federal-State Partnership for Intercity Passenger Rail (includes Corridor Identification and Development Program)	\$43.50	Spring 2024
Public Transportation Technical Assistance and Workforce Development	\$ 0.06	TBD
Rail Vehicle Replacement	\$1.50	TBD

\*OCTA was awarded \$2.5 million for ten zero-emission paratransit buses

# OCTA Potential Projects

ATP/Streets and Roads	Climate/Resiliency	Highway	Transit
OC Loop	Southcoast Rail Infrastructure Protection	I-5 from Avenida Pico to SD County Line	Zero-Emission Bus
Complete Ramps: Mobility Safety Study	Coastal Rail Corridor Relocation	I-5 from SR-57 to SR-91	Facility Improvements (security gates)
Orange County Regional Bikeways	Ortega Highway – Wildlife Crossing (county/city)	SR-57 from Orangewood Avenue to Katella Avenue	Bus Stop Improvements
Santa Ana-Garden Grove Rails to Trails		SR-91 from SR-55 to La Palma Avenue (2 segments)	Harbor Boulevard Connected Bus Pilot
First Street and McFadden Street Signal Priority		SR-241/91 Connector	Future Bravo! Projects
		I-605/Katella Avenue Interchange	Metrolink Locomotive Replacement
		Commuter Carpool/Vanpool and Incentives	Orange County Maintenance Facility
			Irvine Station Improvements
SD – San Diego SR-91 – State Route 91 SR-241/91 – State Route 241/91			Serra Siding

# Upcoming Opportunities

Program	Funding (In Billions)	Due
Building Pathways to Infrastructure Jobs Grant Program	\$0.080	July 7, 2023
Safe Streets for All (SS4A)	\$1.177	July 10, 2023
State California Transportation Commission – Local Transportation Climate Adaptation Program (LCTAP)	\$0.296	July 19, 2023
Wildlife Crossing Elimination	\$0.112	August 1, 2023
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Grants – Federal Competitive	\$0.848	August 18, 2023