



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

Monday, October 7, 2024 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Jamey Federico, Vice Chair
Jon Dumitru
Katrina Foley
Patrick Harper
Farrah N. Khan
John Stephens

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 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 within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to 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

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Harper

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 4)

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

Clerk of the Board

Recommendation(s)

Approve the minutes of the August 29, 2024, Regional Transportation Planning Committee meeting.

Attachments:

[Minutes](#)

2. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Alicia Parkway and El Toro Road

Niall Barrett/James G. Beil

Overview

On November 11, 2019, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for construction capital and construction support services for the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road, which is Segment 3 of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. Board of Directors' approval is requested to amend the cooperative agreement for additional funding for construction capital and construction support services.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-9-1600 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$18,980,000, for additional construction capital for the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road. This will increase the maximum

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cumulative obligation of the cooperative agreement to a total contract value of \$181,065,000.

- B. Authorize the use of up to \$18,980,000 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road.
- 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.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

3. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project

Josue Vaglienty/James G. Beil

Overview

On April 10, 2023, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for construction capital and construction management support for the Interstate 605/Katella Avenue Interchange Project. Board of Directors' approval is requested to amend the cooperative agreement for additional funding.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-3-2384 between the Orange County Transportation Authority and the California Department of Transportation, in an amount of \$3,340,000, for additional construction capital and construction management support, for the Interstate 605/Katella Avenue Interchange Project. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$30,460,000.
- B. Authorize the use of an additional \$3,340,000 in Measure M2 funds for additional construction capital and construction management support for the Interstate 605/Katella Avenue Interchange Project.
- 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

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Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

4. Comprehensive Transportation Funding Programs - Project X Tier 1 and Tier 2 2024 Calls for Projects Programming Recommendations

Charvalen Alacar/Kia Mortazavi

Overview

The Orange County Transportation Authority's Environmental Cleanup Program provides Measure M2 funding for water quality improvement projects to address transportation-generated pollution. The 2024 Tier 1 and Tier 2 Grant Program calls for projects were issued on February 12, 2024. Evaluations for grant applications are now complete, and a list of projects is presented for Board of Directors' review and approval.

Recommendation(s)

- A. Approve the award of \$3,712,423 in Tier 1 Environmental Cleanup Program funding for 11 projects.
- B. Approve the award of \$6,967,250 in Tier 2 Environmental Cleanup Program funding for four projects.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Attachment F](#)

Regular Calendar

5. Santa Ana River Crossings and 19th Street Reclassification Review and Status Update

Ivy Hang/Kia Mortazavi

Overview

At the August 29, 2024, meeting of the Regional Transportation Planning Committee, staff was directed to prepare a report on the status of the pending Master Plan of Arterial Highways amendments for the Garfield-Gisler Bridge and the proposed 19th Street reclassification. This item presents the background and status for these and related segments.

Recommendation(s)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Presentation](#)

Discussion Items

6. Public Comments

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Adjournment

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

10:30 a.m. on Monday, November 4, 2024

OCTA Headquarters
550 South Main Street
Orange, California

**Committee Members Present**

Jamey Federico, Vice Chair
Jon Dumitru
Katrina Foley
John Stephens

Staff Present

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

Committee Members Absent

Andrew Do, Chair
Patrick Harper
Farrah N. Khan

Call to Order

The August 29, 2024, Regional Transportation Planning Committee meeting was called to order by Committee Vice Chair Federico at 10:33 a.m.

Consent Calendar (Items 1 through 6)**1. Approval of Minutes**

A motion was made by Committee Vice Chair Federico, seconded by Director Dumitru, and declared passed by those present to approve the minutes of the August 5, 2024, Regional Transportation Planning Committee meeting.

2. Consultant Selection for Preparation of the State Route 73 (Bison Avenue to Interstate 405) Multimodal Corridor Feasibility Study

This item was pulled by staff and Gred Nord, Section Manager, Planning and Analysis, provided a report.

A motion was made by Director Foley, seconded by Director Dumitru, and declared passed by those present to:

- A. Approve the selection of T.Y. Lin International as the firm to prepare the State Route 73 (Bison Avenue to Interstate 405) Multimodal Corridor Feasibility Study.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2171 between the Orange County Transportation Authority and T.Y. Lin International to prepare the State Route 73 (Bison Avenue to Interstate 405) Multimodal Corridor Feasibility Study.

3. Amendments to the Master Plan of Arterial Highways

This item was pulled by Director Foley who asked staff to follow up on the continued inclusion of Gisler Street and the 19th Street bridge in the plan.

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

A. Approve the following Master Plan of Arterial Highways amendments:

County of Orange

1. Reclassify Villa Park Road/Santiago Canyon Road from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial between Hewes Street and Cannon Street.
2. Reclassify Santiago Canyon Road from a primary (four-lane, divided) arterial to a divided collector (two-lane, divided) arterial between State Route 241 and Live Oak Canyon Road.
3. Reclassify El Toro Road from a major (six-lane, divided) arterial to a primary (four-lane, divided) arterial between Live Oak Canyon Road and Pheasant Creek.
4. Reclassify El Toro Road, from a major (six-lane, divided) arterial to an asymmetric primary (five-lane, divided) arterial between Pheasant Creek and Portola Parkway.
5. Delete Black Star Canyon Road between Silverado Canyon Road and the Orange County/Riverside County Line.
6. Reclassify Bucker Way from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial between Ranch Canyon Road and Coyotes Road.
7. Reclassify Ranch Canyon Road from a primary (four-lane, divided) arterial to a divided collector (two-lane, divided) arterial between Bucker Way and Cow Camp Road.

City of Fullerton

8. Reclassify Harbor Boulevard, from a major (six-lane, divided) arterial to a primary (four-lane, divided) arterial between Bastanchury Road and Berkeley Avenue.

City of Laguna Hills

9. Reclassify Paseo De Valencia from a major (six-lane, divided) arterial to a divided collector (two-lane, divided) arterial between Alicia Parkway and La Paz Road.
10. Reclassify Paseo De Valencia from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial between La Paz Road and Cabot Road.



11. Reclassify Cabot Road from a secondary (four-lane, undivided) arterial to a divided collector (two-lane, divided) arterial between Paseo de Valencia and El Paseo.

The Master Plan of Arterial Highways will be amended to reflect each approved request contingent upon receipt of documentation confirming that all affected general plans are consistent with the proposed amendment and are compliant with the California Environmental Quality Act. Amendment requests will expire if the Orange County Transportation Authority does not receive such documentation within three years of granting approval.

Should the proposed Master Plan of Arterial Highways amendment be modified for any reason after receiving approval, the modified Master Plan of Arterial Highways amendment must be returned to the Orange County Transportation Authority Board of Directors for reconsideration and action.

- B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act for the Master Plan of Arterial Highways amendments.
- C. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

4. Active Transportation Program Regional Project Selection Process - Orange County Project Prioritization Methodology

A motion was made by Committee Vice Chair Federico, seconded by Director Dumitru, and declared passed by those present to approve the Orange County project prioritization methodology for the 2025 Active Transportation Program regional project selection process and future Active Transportation Program cycles.

5. Cooperative Agreement with the City of Santa Ana for the McFadden Avenue Transit Signal Priority Pilot

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

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-3087 between the Orange County Transportation Authority and the City of Santa Ana, in an amount up to \$3,690,000, for the design, construction, and evaluation of the McFadden Avenue Transit Signal Priority Pilot.



- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the recommendations above.

6. Acceptance of Grant Awards from the United States Environmental Protection Agency and the California Department of Transportation

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

- A. Authorize the Chief Executive Officer, or designee, to accept the award of \$1,000,000 in Brownfields Multipurpose Grant funding for the OC Connect Garden Grove - Santa Ana rails-to-trails project. Funds will be used for environmental assessment, investigation, planning, and site cleanup activities.
- B. Adopt Orange County Transportation Authority Resolution No. 2024-076 and authorize the Chief Executive Officer, or designee, to accept the \$200,000 Sustainable Transportation Planning Grant Program award for the Zero-Emission Bus Transition Plan, and to confirm the required \$200,000 local match.
- C. Authorize the Chief Executive Officer, or designee, to execute grant-related agreements and documents with the United States Environmental Protection Agency and the California Department of Transportation.
- D. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

Regular Calendar

7. Annual Regional Traffic Signal Synchronization Program Update

Alicia Yang, Senior Project Manager, Planning, provided a presentation on this item.

Director Foley requested that the greenhouse gas emissions data be reflected on Slide 4 of the presentation when the item is presented to the Board of Directors.

No action was taken on this receive and file item.



8. Coastal Rail Resiliency Programs Update

Dan Phu, Program Manager, Project Development, and Jim Beil, Executive Director, Capital Programs, provided a presentation on this item.

Public comment was received from Amanda Quintanilla.

A discussion ensued among the Committee Members and staff wherein the Members encouraged staff to continue to work collaboratively with external agencies that can assist in expediting permits for the project areas. In addition, directed staff to seek written letters of support from appropriate members of the Orange County State and Federal delegation.

A motion was made by Director Foley, seconded by Committee Vice Chair Federico, and declared passed by those present to direct staff to continue to engage the regulatory agencies (as discussed herein) to identify opportunities to streamline processes and obtain regulatory permits to implement immediately needed solutions.

Discussion Items

9. Public Comments

Public comment was received from Amanda Quintanilla.

10. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported bus service will operate on a holiday schedule during Labor Day.

11. Committee Members' Reports

No reports were offered by the Committee Members.

12. Adjournment

The meeting was adjourned at 11:49 a.m.

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

10:30 a.m. on Monday, October 7, 2024

OCTA Headquarters

550 South Main Street, Orange, California



October 7, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Alicia Parkway and El Toro Road

Overview

On November 11, 2019, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for construction capital and construction support services for the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road, which is Segment 3 of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. Board of Directors' approval is requested to amend the cooperative agreement for additional funding for construction capital and construction support services.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-9-1600 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$18,980,000, for additional construction capital for the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$181,065,000.
- B. Authorize the use of up to \$18,980,000 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road.
- 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 Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between State Route 73 (SR-73) and El Toro Road (Project). The Project is part of Projects C and D in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2022.

The Project will add one general purpose lane in each direction on I-5 between SR-73 and El Toro Road, extend the second high-occupancy vehicle lane between Alicia Parkway and El Toro Road, re-establish auxiliary lanes, and construct new auxiliary lanes at various locations. In addition, the Project will reconstruct the Avery Parkway and La Paz Road interchanges and the Los Alisos Boulevard overcrossing, improve several existing on- and off-ramps, and convert existing and proposed high-occupancy vehicle lanes to continuous access.

Construction is underway for the Project in three segments with the following limits:

- Segment 1 extends from SR-73 to south of Oso Parkway
- Segment 2 extends from south of Oso Parkway to south of Alicia Parkway
- Segment 3 extends from south of Alicia Parkway to El Toro Road

On November 11, 2019, the Board authorized Cooperative Agreement No. C-9-1600 with Caltrans to provide construction capital and construction support services for Segment 3, between Alicia Parkway and El Toro Road.

Additional construction funding for capital costs is required at this time due to various impacts, including differing site conditions in the freeway median, pavement redesign of the I-5 median, protection of existing utilities, and required additional construction work, which have caused delays to the Project. There are also increased delay costs associated with the disposal of excavated soil and design modifications along Avenida de La Carlota to accommodate the existing site conditions, which were modified post-award of the construction contract and increases in the scope of electrical work. These impacts have delayed the contractor's construction completion date and construction progress, and the extent of these impacts are being monitored and managed with the intent of minimizing additional costs and delay to the construction completion date. The following describes the specific construction issues which have been encountered and require additional funding:

- During the design phase of the Project, the existing condition of the median barrier and pavement were used in the preparation of the design of the new median barrier and roadway pavement. However, once the contractor began demolition work of the existing barrier it was discovered that some of the assumptions made during design were incorrect. The design did not include a full structural road section of pavement needed as the location of the median barrier is being shifted westerly. In addition, where the median barrier was will now be a traffic lane requiring a roadway section that can carry traffic. This delayed the construction completion date by 87 working days.
- During construction of the Los Alisos bridge, the contractor encountered foundations for an existing adjacent retaining wall that were not as shown on the plans. Discovery of the foundations necessitated a change to the installation of piles needed for the new bridge that then delayed the contractor's controlling operation on the critical path. This delayed the construction completion date by 92 working days.
- Beginning January 1, 2023, the County of Orange Waste and Recycling (OCWR) began charging for soil deposited at OCWR landfills. Changes in the project scope have resulted in delays that changed the timing for exporting material from the Project and the additional costs should be borne by the Project.
- To date, there have been numerous changes to the scope of electrical work within the limits of Segment 3. The existing electrical systems, some of which have been in place since the early 1990's, are in worse condition than was previously known, requiring additional electrical cables, junction boxes, and other electrical equipment needing to be completely replaced. In addition, some of the electrical systems called out in the specifications are no longer available, resulting in increased costs associated with the newer models, which has increased the costs associated with new lighting, signals, and other traffic control systems.
- Four Southern California Edison Company transmission power poles required protection in place while excavating for a retaining wall on the southbound side of the freeway. To protect these poles, the contractor had to install significant shoring protection. Whereas the cost of shoring installation and removal was previously included in a separate cooperative agreement amendment, the delay to the Project was not. This delayed the construction completion date by 99 working days.

- Overall project delays have added to the cost of the Project due to escalated costs in materials and labor which the contractor is entitled to recover. These delays have also necessitated additional funds for items such as increased time-related overhead, ongoing maintenance of existing electrical systems, providing additional traffic control, graffiti and trash removal, and implementation of the Storm Water Pollution Prevention Plan.

Due to changes and the increased scope of work, delays have extended the duration of the construction contract by 278 working days. At this time, Segment 3 construction is scheduled to be completed in early 2025. These changes to the scope of work and the extended construction schedule have resulted in the need for additional construction capital costs of \$18,980,000.

The total construction capital funding previously approved by the Board for Segment 3 was \$131,630,000, comprised of \$15,194,000 in Local Partnership Program – Formula funds, \$2,728,000 in federal Highway Infrastructure Program funds, \$23,036,000 in Surface Transportation Block Grant program funds, and \$90,672,000 in local M2 funds. The total increase to the construction capital costs is \$18,980,000, which is proposed to be funded by additional M2 funding. The total construction capital funding required for Segment 3 is revised from \$131,630,000 to \$150,610,000, increasing the need for M2 funds by \$18,980,000, from \$90,672,000 to \$109,652,000. All other fund sources will remain the same.

This amendment will increase the total cooperative agreement value to \$181,065,000 (Attachment A). This is Project C in the Next 10 Delivery Plan, and the use of M2 funds for this Project is consistent with the Board-approved Capital Programming Policies. The Capital Funding Program Report provides summary funding information for all the freeway projects, including the programming actions that are recommended in this report (Attachment B).

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, Account No. 0017-9084-FC106-1O3, and is funded with local M2 funds.

Summary

Board approval is requested for the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-9-1600 between OCTA and Caltrans, in the amount of \$18,980,000, for additional construction capital for the Project. This will increase the maximum obligation of the cooperative agreement to a total contract value of \$181,065,000, comprised of a construction capital share of \$150,610,000 and a construction support share of \$30,455,000. Additionally, staff is requesting authorization for the use of up to \$18,980,000 in M2 funds for the Project.

Attachments

- A. California Department of Transportation, Cooperative Agreement No. C-9-1600 Fact Sheet
- B. Capital Funding Program Report

Prepared by:



Niall Barrett, P.E.
Program Manager
(714) 560-5879

Approved by:



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

**California Department of Transportation
Cooperative Agreement No. C-9-1600 Fact Sheet**

1. November 11, 2019, Cooperative Agreement No. C-9-1600, \$136,615,000, approved by the Board of Directors (Board).
 - Define the terms, conditions, and funding responsibilities between the Orange County Transportation Authority and the California Department of Transportation (Caltrans) and to provide construction capital and construction management services.
2. September 11, 2023, Amendment No. 1 to Cooperative Agreement No. C-9-1600, \$19,570,000, approved by the Board.
 - To add \$12,043,000 in Measure M2 funds for the construction phase.
 - To add \$7,527,000 in state Local Partnership Program – Formula funds for the construction phase.
3. August 12, 2024, Amendment No. 2 to Cooperative Agreement No. C-9-1600, \$5,900,000, approved by the Board.
 - To add \$3,700,000 in Measure M2 funds for consultant support services for the construction phase.
 - To add \$2,200,000 in Measure M2 funds for Caltrans support services for the construction phase.
4. October 14, 2024, Amendment No. 3 to Cooperative Agreement No. C-9-1600, \$18,890,000, pending Board approval.
 - To add \$18,980,000 in Measure M2 funds for the construction phase.

Total committed to Caltrans after approval of Amendment No. 3 to Cooperative Agreement No. C-9-1600: \$181,065,000.



Capital Funding Program Report

ATTACHMENT B

Pending Approval by OCTA Board of Directors - October 14, 2024

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 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) ¹	C	\$227,523	\$49,897		\$4,728		\$16,915			\$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$244,269	\$28,167		\$6,433	\$91,977		\$29,832		\$87,860	
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)	F	\$22,045	\$8,359		\$2,641					\$11,045	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845	
SR-57 Orangewood Avenue to Katella Avenue	G	\$73,621	\$11,500		\$3,240					\$58,881	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$164,492	\$1,770		\$3,000					\$30	\$159,692
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	\$108,124	\$1,770		\$5,000		\$42,566			\$30	\$58,758
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 ²	M	\$38,315	\$17,800							\$20,515	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478								\$750
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		\$23,170			\$23,170						
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		\$8,305			\$8,305						
State Highway Project Totals		\$4,531,009	\$523,715		\$127,132	\$351,728	\$210,855	\$119,603		\$2,053,214	\$1,144,762
Federal Funding Total		\$650,847									
State Funding Total		\$682,186									
Local Funding Total		\$3,197,976									
Total Funding (000's)		\$4,531,009									

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 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 14, 2024

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 lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir Canyon Road/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405 s/b aux lane - University Drive to Sand Canyon and Sand Canyon to SR-133		\$2,328				\$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$1,043,284	\$170,211		\$97,888	\$183,114		\$380,452	\$20,578	\$174,439	\$16,602
Federal Funding Total		\$268,099									
State Funding Total		\$563,566									
Local Funding Total		\$211,619									
Total Funding (000's)		\$1,043,284									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 14, 2024

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Alicia Parkway and El Toro Road

1. Authorize the use of up to \$18,980,000 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road.

=====

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project

2. Authorize the use of an additional \$3,340,000 in Measure M2 funds for additional construction capital and construction management support for the Interstate 605/Katella Avenue Interchange Project.

Acronyms:

Aux - Auxilliary
Board - Board of Directors
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
S/B - Southbound
S/O - South of
SB 1 - SB 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



October 7, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project

Overview

On April 10, 2023, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for construction capital and construction management support for the Interstate 605/Katella Avenue Interchange Project. Board of Directors' approval is requested to amend the cooperative agreement for additional funding.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-3-2384 between the Orange County Transportation Authority and the California Department of Transportation, in an amount of \$3,340,000, for additional construction capital and construction management support, for the Interstate 605/Katella Avenue Interchange Project. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$30,460,000.
- B. Authorize the use of an additional \$3,340,000 in Measure M2 funds for additional construction capital and construction management support for the Interstate 605/Katella Avenue Interchange Project.
- 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 Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 605/Katella Avenue Interchange Project (Project). The Project is Project M in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan adopted by the OCTA Board of Directors (Board) in November 2023. The Project will modify interchange ramps and provide operational improvements along Katella Avenue between Coyote Creek Channel and Civic Center Drive.

On April 10, 2023, the Board authorized Cooperative Agreement No. C-3-2384 with Caltrans to define the specific roles and funding responsibilities for each agency to provide the construction capital and construction management support services for the Project. The total construction funding identified for the Project was \$27,120,000, comprised of \$17,800,000 in Surface Transportation Block Grant (STBG) funds and \$9,320,000 in M2 funds.

Bid documents for the Project are being finalized for the construction contract which is expected to be advertised by late 2024. Due to recent pricing pressures in the construction industry, the final engineer's estimate reflects higher costs for several elements of the Project. Additionally, the amounts for construction support services to be performed by Caltrans and OCTA's consultant were also adjusted, respectively.

This amendment will increase the total cooperative agreement value to \$30,460,000 (Attachment A), comprised of \$17,800,000 in federal STBG funds and \$12,660,000 in M2 funds. The use of additional M2 funds is consistent with the Board-approved Capital Programming Policies to support Next 10 Delivery Plan projects. The Capital Funding Program Report 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 B.

As the implementing agency for construction of the Project, Caltrans will be responsible for advertisement, award, approval, and administration of the construction contract. Caltrans and OCTA have also agreed to share in the construction management support services for the Project. Additionally, through separate contracts, OCTA will serve as lead agency on the public outreach and freeway service patrol efforts.

**Amendment to Cooperative Agreement with the California
Department of Transportation for the Interstate 605/
Katella Avenue Interchange Project**

Page 3

Fiscal Impact

The Project will be included in OCTA's Fiscal Year (FY) 2023-24 Budget and subsequent FY budgets, Capital Programs Division, account nos. 0017-9084-FM003-1O5 and 0017-9085-FM003-1O5 and will be funded with a combination of federal and local funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute an amendment to Cooperative Agreement No. C-3-2384 with the California Department of Transportation in the amount of \$3,340,000, for additional construction capital and construction management support for the Interstate 605/Katella Avenue Interchange Project. This will increase the maximum obligation of the cooperative agreement to a total contract value of \$30,460,000.

Attachments

- A. California Department of Transportation, Cooperative Agreement No. C-3-2384 Fact Sheet
- B. Capital Funding Program Report

Prepared by:



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Sr. Project Manager
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Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
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**California Department of Transportation
Cooperative Agreement No. C-3-2384 Fact Sheet**

1. April 10, 2023, Cooperative Agreement No. C-3-2384, \$27,120,000, approved by the Board of Directors (Board).
 - Define the terms, conditions, and funding responsibilities between the Orange County Transportation Authority and the California Department of Transportation (Caltrans) and to provide construction capital and construction management services.
2. October 14, 2024, Amendment No. 1 to Cooperative Agreement No. C-3-2384, \$3,340,000, pending Board approval.
 - To add \$3,340,000 in Measure M2 funds for additional construction capital and construction managements support in the construction phase.

Total committed to Caltrans after approval of Amendment No. 1 to Cooperative Agreement No. C-3-2384: \$30,460,000.



Capital Funding Program Report

ATTACHMENT B

Pending Approval by OCTA Board of Directors - October 14, 2024

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 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) ¹	C	\$227,523	\$49,897		\$4,728		\$16,915			\$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$244,269	\$28,167		\$6,433	\$91,977		\$29,832		\$87,860	
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)	F	\$22,045	\$8,359		\$2,641					\$11,045	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845	
SR-57 Orangewood Avenue to Katella Avenue	G	\$73,621	\$11,500		\$3,240					\$58,881	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$164,492	\$1,770		\$3,000					\$30	\$159,692
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	\$108,124	\$1,770		\$5,000		\$42,566			\$30	\$58,758
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 ²	M	\$38,315	\$17,800							\$20,515	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478								\$750
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		\$23,170			\$23,170						
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		\$8,305			\$8,305						
State Highway Project Totals		\$4,531,009	\$523,715		\$127,132	\$351,728	\$210,855	\$119,603		\$2,053,214	\$1,144,762
Federal Funding Total		\$650,847									
State Funding Total		\$682,186									
Local Funding Total		\$3,197,976									
Total Funding (000's)		\$4,531,009									

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 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 14, 2024

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 lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir Canyon Road/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405 s/b aux lane - University Drive to Sand Canyon and Sand Canyon to SR-133		\$2,328				\$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$1,043,284	\$170,211		\$97,888	\$183,114		\$380,452	\$20,578	\$174,439	\$16,602
Federal Funding Total		\$268,099									
State Funding Total		\$563,566									
Local Funding Total		\$211,619									
Total Funding (000's)		\$1,043,284									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 14, 2024

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between Alicia Parkway and El Toro Road

1. Authorize the use of up to \$18,980,000 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between Alicia Parkway and El Toro Road.

=====

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project

2. Authorize the use of an additional \$3,340,000 in Measure M2 funds for additional construction capital and construction management support for the Interstate 605/Katella Avenue Interchange Project.

Acronyms:

Aux - Auxilliary
Board - Board of Directors
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
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N/B - Northbound
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SB 1 - SB 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



October 7, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Comprehensive Transportation Funding Programs – Project X Tier 1 and Tier 2 2024 Calls for Projects Programming Recommendations

Overview

The Orange County Transportation Authority's Environmental Cleanup Program provides Measure M2 funding for water quality improvement projects to address transportation-generated pollution. The 2024 Tier 1 and Tier 2 Grant Program calls for projects were issued on February 12, 2024. Evaluations for grant applications are now complete, and a list of projects is presented for Board of Directors' review and approval.

Recommendations

- A. Approve the award of \$3,712,423 in Tier 1 Environmental Cleanup Program funding for 11 projects.
- B. Approve the award of \$6,967,250 in Tier 2 Environmental Cleanup Program funding for four projects.

Background

In May 2010, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a two-tiered approach to fund the Measure M2 (M2) Project X Environmental Cleanup Program (ECP). The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such as litter and debris, which collect on roadways and in catch basins prior to being deposited in waterways and the ocean. The Tier 2 Grant Program provides funding for larger projects treating catchment areas of 50 acres or greater and allows for multi-jurisdictional, capital-intensive structural treatment best management practice (BMP) types of projects.

Tier 1 funds are available for Orange County local jurisdictions to purchase and install equipment and other projects that implement BMPs and that supplement, not supplant, current water quality programs. Examples include screens, filters, and inserts for catch basins, as well as other devices designed to remove the above-mentioned pollutants. Tier 2 funds are designed to implement more comprehensive capital investments, which mitigate visible litter and debris, but also heavy metals, organic chemicals, sediment, nutrients, and other transportation-related pollutants. Examples of these large-scale BMPs include constructed wetlands, detention/infiltration basins, and vegetated swales. Proposed projects must demonstrate a direct nexus to the reduction of transportation-related pollution, as developed and defined by OCTA's Environmental Cleanup Allocation Committee (ECAC).

To date, the Board has approved funding for 222 Tier 1 projects, totaling over \$36 million. Two previous Tier 2 calls took place in 2012 and 2013, which resulted in funding 22 projects in the amount of \$28 million. On February 12, 2024, the Board approved issuance of the 2024 ECP Tier 1 and Tier 2 calls, with a funding target of \$3.5 million to support a 14th call for the Tier 1 program, and approximately \$15 million to support a third call for the Tier 2 program.

Discussion

Tier 1

The ECP Tier 1 call application deadline was April 25, 2024. As of that date, 13 applications were submitted from 13 local jurisdictions. However, the applications submitted from the cities of Buena Park and Orange cannot move forward due to the cities being found ineligible to receive M2 net revenues by the Board on May 28, 2024. The remaining 11 applications were reviewed and evaluated by an application review committee consisting of OCTA staff and two members of the ECAC. Project applications were evaluated based on Board-approved evaluation criteria, which included the following:

- Effectiveness at removing trash and debris;
- Cost/benefit analyses;
- Pollution-reducing benefits;
- Project readiness;
- Adequacy of proposed operations and maintenance plans; and
- Submission of clear and detailed work plans with specific implementation timing documented.

On September 12, 2024, the ECAC met and endorsed the application review committee's recommendation that the 11 projects totaling \$3,712,423 identified in Attachment A be advanced to the Board for consideration of funding. While the recommended award amount is higher than the Board-authorized target of \$3.5 million, the recommended funding amount is within the Project X funding capacity in the Measure M2 Next 10 Plan and cash flow.

The recommended Tier 1 projects met overall program objectives and scored well in terms of satisfying the evaluation criteria listed above. The proposed improvements primarily consist of various catch basin debris screen devices including connector pipe screens (CPS), automatic retractable screens (ARS), full trash capture (FTC) units, grated inlet trash screens (GITS), as well as debris booms and a hydrodynamic separator (HDS).

More detailed project-specific information and visual samples of recommended project unit types are provided in Attachments B and C, respectively. A brief overview of these project types is also provided below.

- Catch basin debris screen devices: These devices prevent debris from entering the storm drain system through catch basins and primarily consist of CPS, ARS, FTC, and GITS type devices.
- A debris boom is a floating barrier placed across a channel to capture floating trash and debris, which is collected and disposed of regularly and following storm events.
- An HDS utilizes a combination of swirl concentration and indirect screening to separate and capture trash and debris. The filtered water then passes into the separation area where suspended solids can settle, and runoff passes through. Trash and debris are captured and contained within the screen enclosure and vacuumed during maintenance.

As part of the Tier 1 program, local agencies agree to contribute a minimum cash match of 20 percent of total project costs. All recommended projects either meet or exceed this requirement.

Tier 2

The ECP Tier 2 call application deadline was May 16, 2024. Four applications were submitted from four local jurisdictions. Project applications were evaluated based on the Board-approved Tier 2 scoring criteria, which includes both technical and non-technical elements.

Technical scoring was conducted with the OC Stormwater Tools Planning Module which utilized project parameters input by the applicant. Scores were derived based on the proposed projects' nexus to transportation-related pollutants, water quality treatment needs, and the ability of the proposed project to address specific water quality issues. The application review committee reviewed each application and provided non-technical scores considering project readiness, regional benefits, and co-benefits beyond water quality improvement (i.e., recreation, habitat, drainage, etc.).

On September 12, 2024, the ECAC met and concurred with the application review committee's conclusions and recommended that four Tier 2 projects, in the amount of \$6,967,250, be recommended to the Board for funding consideration as shown in Attachment C. All projects demonstrated that they meet the intent of M2 to address transportation-related pollution by providing effective water quality treatment.

More detailed project information and visual samples of the recommended project types are provided in Attachments E and F, respectively. A brief overview of the Tier 2 projects recommended for funding is also provided below:

- Santa Ana Zoo Stormwater Capture and Diversion Project (City of Santa Ana) – construct two underground stormwater filtration systems, install a hydrodynamic separation device and vegetated swales.
- Poche Beach Water Reclamation Project (City of San Clemente) – construct a low flow diversion system to address bacteria water quality.
- State College Boulevard Stormwater Capture and Conveyance Project (City of Anaheim) – repurpose 10,000 linear feet of abandoned sewer pipe to install underground dry wells for stormwater runoff treatment, capture, and infiltration.
- Newport Dunes Water Quality Improvement Project (City of Newport Beach) – construct infiltration galleries to capture dry weather flow.

As part of the Tier 2 grant program, local agencies agree to contribute a minimum cash match of 50 percent of total project costs, with opportunities to reduce the match based on project readiness. All recommended projects meet or exceed the match requirement, and Anaheim was able to reduce its match to 40 percent by applying the match reduction benefit.

Next Steps

Upon Board approval, each funded agency will be required to execute a letter amendment (to their existing M2 Master Funding Agreement) prior to project implementation. Once this process is complete, OCTA will initiate project monitoring and reporting through the Comprehensive Transportation Funding Programs semi-annual review and M2 quarterly reporting processes.

Summary

The OCTA ECP provides grant funding to local jurisdictions for projects that support water quality improvements related to transportation infrastructure. The 2024 Tier 1 and Tier 2 call has concluded. Staff is recommending Board approval to program \$3,712,423 in ECP funds to 11 local jurisdiction Tier 1 projects, and \$6,967,250 in ECP funds to four local jurisdiction Tier 2 projects.

Attachments

- A. 2024 Project X Tier 1 Call for Projects – Programming Recommendations
- B. 2024 Project X Tier 1 Call for Projects – Project Summaries
- C. Visual Samples of Recommended Best Management Practice Project Types – Tier 1
- D. 2024 Project X Tier 2 Call for Projects – Programming Recommendations
- E. 2024 Project X Tier 2 Call for Projects – Project Summaries
- F. Visual Samples of Recommended Best Management Practice Project Types – Tier 2

Prepared by:



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Approved by:



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Executive Director, Planning
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2024 Project X Tier 1 Call for Projects – Programming Recommendations

Projects Recommended for Funding						
No	Agency	Project Title	Project Description *	Local Match	M2 Funding	Cumulative
1	Anaheim	Stormwater Catch Basin Screen Installation Project Phase 5 – FY 2024-2025	Install 485 CPS and 13 ARS units	20%	\$ 600,000	\$ 600,000
2	County of Orange	Orange County Debris Boom Project 2024	Install four debris booms	20%	\$ 288,000	\$ 888,000
3	Fountain Valley	Fountain Valley High Priority CPS Screen Installation	Install 320 CPS units	20%	\$ 392,931	\$ 1,280,931
4	Fullerton	Installation of Full Capture Trash Devices in Catch Basins – 2024	Install 79 CPS and 16 GITS units	20%	\$ 188,352	\$ 1,469,283
5	Huntington Beach	Trash Provision Compliance Full Capture System (FCS) Installation Project	Install 60 FTC units	20%	\$ 192,200	\$ 1,661,483
6	Irvine	Catch Basin Connector Pipe Screen Installation Project – Phase 4	Install 344 CPS units	20%	\$ 357,760	\$ 2,019,243
7	Mission Viejo	Trash and Runoff Abatement Project (TRAP): CPS-Mod™ & ARS-CL™ Installations in the Southwest Area	Install 31 CPS and 101 ARS units	20%	\$ 160,000	\$ 2,179,243
8	San Clemente	El Camino Real Vicinity Runoff Corridor Project	Install 47 CPS, 16 GITS, and 208 ARS units	20%	\$ 328,000	\$ 2,507,243
9	Santa Ana	10th and Flower Stormwater Capture Project	Install one HDS, two catch basin filter inserts, three bioretention basins, and two underground infiltration systems	56%	\$ 600,000	\$ 3,107,243
10	Seal Beach	Galleon Way at Electric Avenue Stormwater Treatment	Install one HDS and one ARS unit	20%	\$ 584,940	\$ 3,692,183
11	Stanton	Western Storm Channel Grate Replacement Project	Install one custom inlet grate	20%	\$ 20,240	\$ 3,712,423

* Final quantities of devices and units installed may vary slightly after construction is completed.

Projects Not Recommended for Funding †						
No	Agency	Project Title	Project Description	Local Match	M2 Funding Request	Cumulative
12	Buena Park	Catch Basin Trash Device Project – Phase 6	Install 63 CPS, 39 GITS, and 52 ARS units	20%	\$ 356,000	\$ 4,048,183
13	Orange, City of	White Oak Ridge & Palmyra Avenue Water Quality Storm Drain Improvement Project	Install one HDS and five CPS units	20%	\$ 597,240	\$ 4,645,423

† The cities of Buena Park and Orange submitted Project X Tier 1 applications that were not considered for funding. Local jurisdictions were deemed ineligible to receive M2 funds by the OCTA Board of Directors on May 28, 2024.

Acronyms

ARS - Automatic Retractable Screen

BMP - Best Management Practice

CPS - Connector Pipe Screen

FTC - Full Trash Capture Unit

FY - Fiscal Year

GITS - Grated Inlet Trash Screen

HDS - Hydrodynamic Separator

M2 - Measure M2

OCTA - Orange County Transportation Authority

2024 Project X Tier 1 Call for Projects – Project Summaries

No	Agency	Project Title	Project Highlights *
1	Anaheim	Stormwater Catch Basin Screen Installation Project Phase 5 – FY 2024 - 2025	The City of Anaheim proposes installing 485 CPS and 13 ARS devices to improve the removal of pollutants entering the water system, including area creeks, groundwater, and eventually the ocean. The project area is located in the Carbon Creek, Westminster, and Santa Ana River Watersheds.
2	County of Orange	Orange County Debris Boom Project 2024	The County of Orange proposes to install floating Debris Trash Booms at three locations in Orange County's San Gabriel River-Coyote Creek Watershed and one within the Newport Bay Watershed. This project will address trash, debris and, related pollutants stemming from litter blown from freeways, arterial highways, and roads.
3	Fountain Valley	Fountain Valley High Priority CPS Screen Installation	The City of Fountain Valley proposes to install 320 CPS units located in high-density residential and commercial areas of the city. These areas are the City's most dense PLU areas with high concentrations of industrial, commercial, bus stops, and driving routes.
4	Fullerton	Installation of Full Capture Trash Devices in Catch Basins – 2024	The City of Fullerton proposes to install 79 CPS and 16 GITS devices in priority area and non-priority catch basins. The City selected specific locations that are located in priority high traffic areas and non-priority areas, and do not have full capture or pollutant removal devices. The target locations also included centers with high pedestrian and vehicular traffic.
5	Huntington Beach	Trash Provision Compliance Full Capture System (FCS) Installation Project	The City of Huntington Beach proposes to implement the FCS Installation Project to comply with the State's trash provisions by installing 60 FTC devices throughout the City. The City is retrofitting pump stations with full capture systems since the centralized system is easier to maintain compared to multiple catch basin inserts.
6	Irvine	Catch Basin Connector Pipe Screen Installation Project – Phase 4	The City of Irvine proposes to install 344 CPS units within existing catch basins at various locations in Planning Areas 4. The proposed CPS locations were selected considering several factors such as development areas, increased vehicle/pedestrian traffic, the absence of stormwater treatment by a natural treatment system, drainage from PLU areas, and drainage to downstream receiving waters listed in the Clean Water Act.
7	Mission Viejo	Trash and Runoff Abatement Project (TRAP): CPS-Mod™ & ARS-CL™ Installations in the Southwest Area	The City of Mission Viejo proposes to install 31 CPS and 101 ARS in catch basins located citywide. These project locations target PLU areas and will reduce stormwater pollution by preventing trash and pollutants from busy arterial roadways.
8	San Clemente	El Camino Real Vicinity Runoff Corridor Project	The City of San Clemente proposes to install 47 CPS, 16 GITS, and 208 ARS units along a 4-mile section of El Camino Real in lower San Clemente. The project runs parallel to the Pacific Ocean and all 74 CBs are between 0.36 and 0.75 miles from the ocean.
9	Santa Ana	10th and Flower Stormwater Capture Project	The City of Santa Ana proposes to install one HDS, two Catch Basin Filter Inserts, three Bioretention Basins, and two Underground Infiltration Systems. The multi-benefit project features the installation of stormwater BMPs, designed to capture and infiltrate stormwater runoff from an 82-acre drainage area, including the proposed park and surrounding roadways, commercial, and residential land use areas.
10	Seal Beach	Galleon Way at Electric Avenue Stormwater Treatment	The City of Seal Beach proposes to upgrade stormwater management and enhance the drainage system capacity across a 16.24-acre area within a mixed urban neighborhood. The project will install one HDS and one ARS to efficiently redirect flow into the HDS with a bypass extension reconnecting to the Electric Avenue drainage system.
11	Stanton	Western Storm Channel Grate Replacement Project	The City of Stanton proposes the removal of existing inlet grates and the installation of one custom inlet grate. This improvement aims to achieve enhanced stormwater capture, debris reduction, and water quality improvements.

* Final quantities of devices and units installed may vary slightly after construction is completed.

Acronyms

ARS - Automatic Retractable Screen

BMP - Best Management Practice

CPS - Connector Pipe Screen

FTC - Full Trash Capture Unit

FY - Fiscal Year

GITS - Grated Inlet Trash Screen

HDS - Hydrodynamic Separator

PLU - Priority Land Use

**Visual Samples of Recommended Best Management Practice
Project Types – Tier 1**

Automatic Retractable Screen



Connector Pipe Screen



Full Trash Capture Unit



Grated Inlet Trash Screen



Visual Samples of Recommended Best Management Practices, Tier 1 Project Types

Hydrodynamic Separator



Debris Boom



**Underground Infiltration /
Infiltration Gallery**



Bioretention Basins



Visual Samples of Recommended Best Management Practice Project Types

Catch Basin Filter Insert



Note: Photographs are for visualization purposes. Actual devices installed may be different depending on final procurement, site characteristics, final specifications, etc.

2024 Project X Tier 2 Call for Projects – Programming Recommendations

Projects Recommended for Funding						
No	Agency	Project Title	Project Description	Local Match *	M2 Funding	Cumulative
1	Anaheim	State College Boulevard Stormwater Capture and Conveyance Project	Repurpose large diameter abandoned sewer pipe and install underground dry wells for stormwater runoff treatment, capture, and infiltration.	40%	\$ 1,500,000	\$ 1,500,000
2	Newport Beach	Newport Dunes Water Quality Improvement Project	Install one 2,000 square foot infiltration gallery and five 200 square foot infiltration galleries.	50%	\$ 467,250	\$ 1,967,250
3	San Clemente	Poche Beach Water Reclamation Project	Install a low-flow diversion system to address bacteria water quality issues.	75%	\$ 2,500,000	\$ 4,467,250
4	Santa Ana	Santa Ana Zoo Stormwater Capture and Diversion (SAZSCAD) Project	Install two underground infiltration units, one hydrodynamic separator, two vegetated swales, and pervious pavement	63%	\$ 2,500,000	\$ 6,967,250

* Minimum local match is 50% with opportunities to reduce the match based on project readiness.

2024 Project X Tier 2 Call for Projects – Project Summaries

Project Summaries			
No	Agency	Project Title	Project Highlights
1	Anaheim	State College Boulevard Stormwater Capture and Conveyance Project	<ul style="list-style-type: none"> • Redirect stormwater runoff from overburdened Orange County Flood Control District facility. • Repurpose approximately 10,000 linear feet of large diameter abandoned sewer pipe by installing underground dry wells for stormwater runoff treatment, capture, and infiltration. • Designed to capture, retain, and infiltrate approximately 63.2 acre-feet of water per year.
2	Newport Beach	Newport Dunes Water Quality Improvement Project	<ul style="list-style-type: none"> • Construct a 2,000 square-foot infiltration gallery within the beach, east of the lagoon. • Construct five 200 square-foot infiltration galleries adjacent to existing catch basins. • Designed to capture all dry weather flow of up to 5,000 gallons per day. • Dry weather flows infiltrate underlying beach sand prior to flowing into the lagoon.
3	San Clemente	Poche Beach Water Reclamation Project	<ul style="list-style-type: none"> • Install a low-flow diversion system to address bacteria water quality issues at Poche Beach. • Located at outfall point of the 4,436-acre Poche Beach subwatershed. • Operational year-round; will divert all dry weather runoff from Prima Deshecha and Cascadita storm drains. • Treatment via membrane-filtration reverse osmosis. • Will reclaim 500 acre-feet per year for local water supply.
4	Santa Ana	Santa Ana Zoo Stormwater Capture and Diversion (SAZSCAD) Project	<ul style="list-style-type: none"> • Construct a large underground stormwater infiltration system in the primary parking lot of the Santa Ana Zoo. • Construct a smaller underground stormwater infiltration system in the overflow parking lot. • Install a hydrodynamic separation device for pretreatment. • Other features: diversion structure, flow meter system, two vegetated swales, and pervious pavement. • Designed to capture and infiltrate approximately 54 acre-feet per year of stormwater runoff from the 180-acre tributary drainage area.

**Visual Samples of Recommended Best Management Practice
Project Types – Tier 2**

Dry Well



Permeable/Pervious Pavement



**Underground Infiltration /
Infiltration Gallery**



Vegetated Swale




Note: Photographs are for visualization purposes. Actual devices installed may be different depending on final procurement, site characteristics, final specifications, etc.



October 7, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Santa Ana River Crossings and 19th Street Reclassification Review and Status Update

Overview

At the August 29, 2024, meeting of the Regional Transportation Planning Committee, staff was directed to prepare a report on the status of the pending Master Plan of Arterial Highways amendments for the Garfield-Gisler Bridge and the proposed 19th Street reclassification. This item presents the background and status for these and related segments.

Recommendation

Receive and file as an information item.

Background

The Master Plan of Arterial Highways (MPAH) was first adopted by the County of Orange (County) in 1956, and the Orange County Transportation Authority (OCTA) assumed administration responsibilities in 1995. These responsibilities include the review and approval of MPAH amendments proposed by local agencies to maintain the integrity and continuity of the MPAH system. This sometimes requires OCTA to lead cooperative traffic studies and facilitate discussions between local agencies to develop consensus on the proposal before approving amendments. This is consistent with Policy 1.3 in the Guidance for Administration of the Orange County Master Plan of Arterial Highways (MPAH Guidance), as approved by the OCTA Board of Directors (Board) on August 14, 2017. Policy 1.3 requires a coordinated planning process with affected agencies, which helps to avoid or mitigate potential and/or unintended impacts to communities and facilities in neighboring jurisdictions.

The Santa Ana River Crossings have a long history dating back to the origins of the MPAH in 1956. At that time, the Garfield-Gisler bridge was identified on the MPAH as one of four crossings over the Santa Ana River that were planned to facilitate east-west traffic flow between Interstate 405 and Pacific Coast Highway.

Two of the four bridge crossings (Hamilton-Victoria and Adams Street) have been constructed. The other two (19th Street-Banning and Garfield-Gisler) bridges remained unbuilt and faced community opposition due to concerns with the potential for increased traffic in local neighborhoods. However, some parties have historically favored the proposed bridges to distribute traffic more evenly. For example, the City of Newport Beach (Newport Beach) has expressed concerns with additional traffic routing to Pacific Coast Highway if the bridges, or adequate substitutes, are not provided. The locations of the unbuilt Santa Ana River Crossings and the requested 19th Street reclassification are depicted in Attachment A. A summary of these long-standing issues and an overview of the more recent request to reclassify 19th Street in the City of Costa Mesa (Costa Mesa) are provided below.

Discussion

Santa Ana River Crossings

In 1991, Costa Mesa requested that the County (the MPAH administrator at that time) remove the Garfield-Gisler bridge and 19th Street-Banning bridge from the MPAH. In 1993, the County and the cities of Costa Mesa, Huntington Beach, Fountain Valley, and Newport Beach (affected agencies) conducted the first traffic study of the proposed bridge deletions, called the Phase I Santa Ana River Crossing (SARX) Study. The study concluded that deletion of the bridges would require substantial improvements to the surrounding arterial highway system to mitigate the traffic that would be diverted. Consequently, the request to delete the bridges from the MPAH was not approved.

At the urging of neighborhood groups and Costa Mesa, the County led another effort to build consensus on alternatives to the planned bridges. An extensive public outreach effort and a Technical Advisory Group (TAG) consisting of the local agencies and citizens identified seven alternatives for further study. The County was on the verge of conducting a comprehensive environmental impact report (EIR) when the Orange County bankruptcy of 1994 occurred. As a result, the MPAH was transferred to OCTA in 1995.

By 1998, OCTA initiated development of the Santa Ana River Crossings Study and a program level EIR (PEIR) in cooperation with the affected agencies. This effort engaged staff from the affected agencies through a TAG, as well as elected officials from the affected agencies through a Policy Advisory Committee (PAC). The initial range of alternatives was narrowed to one alternative that called for modifications to both the 19th Street-Banning Avenue and Garfield/Gisler Bridges. The Draft PEIR was prepared in 2001, and a final version was presented to the Board in 2002. However, it was not certified by the Board and remained as a Draft PEIR due to unresolved differences of opinion amongst the jurisdictions.

In 2003, an item was brought to the Board to approve the Combined Transportation Funding Program projects, which included a project submitted by the City of Fountain Valley to develop preliminary designs and a project-level EIR for the Garfield-Gisler Bridge. A decision on funding this project was deferred multiple times to allow more time for the affected agencies to build consensus. In 2004, staff from OCTA and the cities of Fountain Valley and Costa Mesa agreed to recommending approval of the funding for the project with the condition that the study would be led by OCTA, in cooperation with the cities, and include analysis of an alternative to building the bridge. In August 2004, the Board approved the funding consistent with the agreed upon conditions.

In 2005, OCTA initiated the cooperative study, originally known as the Garfield-Gisler Preliminary Engineering and Supplemental Environmental Impact Report (PE/SEIR). The intent was to provide information that would enable the cities of Costa Mesa, Fountain Valley, and Huntington Beach to reach consensus as to whether the bridge should be deleted from the MPAH. As the study progressed, it was determined that the 2001 Draft PEIR could not be used as the basis for an SEIR. Therefore, the SEIR portion was dropped, and the study was renamed the Garfield-Gisler Area Study. OCTA staff held a series of meetings with the TAG and PAC to discuss options for reaching consensus. Through these meetings, it was agreed that:

1. OCTA would complete the Garfield-Gisler Area Study, in cooperation with the cities of Costa Mesa, Fountain Valley, Huntington Beach, Newport Beach, and the County of Orange.
2. The Garfield-Gisler Area Study would provide conceptual technical data and preliminary cost estimates for the following three alternatives:
 - A. Build the Garfield-Gisler Bridge and implement associated roadway improvements
 - B. Do not build the Garfield-Gisler Bridge, but implement roadway improvements generally consistent with those identified for the Garfield-Gisler area in the 2001 Draft PEIR
 - C. Do not build the Garfield-Gisler Bridge, but implement alternative mitigation strategies such as Smart Street improvements on major arterials in the study area to achieve traffic flow enhancements generally equivalent to those that would be realized by constructing the bridge
3. Upon completion of the Garfield-Gisler Area Study, OCTA and the cities of Costa Mesa, Fountain Valley, and Huntington Beach would explore options to formalize the study's findings.

In 2006, the results of the study were shared with the PAC. The PAC unanimously voted to advance the Smart Street and Bridge Widening Alternative A improvements (consistent with alternative 2.C in the list above), and to amend the MPAH to reclassify the Garfield-Gisler Bridge as "Right-of-Way Reserve". This classification preserves the right-of-way on the MPAH but requires agencies to refrain from including the facility for general plan purposes or traffic analysis. This direction led to the 2006 memorandum of understanding (MOU) that is in place today (Attachment B), which includes the Smart Street and Bridge Widening Alternative A improvements. With the MOU in place, the party agencies have been working to implement the identified improvements consistent with the MOU terms.

In 2019, staff from the MOU party agencies met several times to discuss the status of the agreement. All agencies agreed that the MOU should be amended to allow the 405 Improvement Project to be completed and for traffic patterns to settle before making a final determination of the bridge's disposition on the MPAH (Attachment C). Earlier this year, the party agencies reported that 23 of the 25 improvement projects have been completed, partially completed, or have not been needed to maintain an acceptable level of service. One of the remaining projects is a modification of signal timing at the intersection of Ward Street and Talbert Avenue. The need for this will be evaluated now that the 405 Improvement Project is complete. The other remaining project calls for a bus turnout on the northbound side of Brookhurst Street at Adams Avenue, but right-of-way limitations have prevented implementation.

As for the 19th Street-Banning Avenue Bridge, discussions were reinitiated in 2011, at the request of the local jurisdictions. The cities of Costa Mesa and Huntington Beach remained strongly opposed to constructing the 19th Street-Banning Avenue Bridge, with Newport Beach in support of the proposed bridge. As a result of these discussions and further study, an item was presented and approved by the Board in March 2012, to remove the 19th Street-Banning Avenue Bridge from the MPAH, as the Board has discretion to diverge from processes in the MPAH Guidance, per Policy 2.13. However, this action was rescinded by the Board in May 2012, following appeals from Newport Beach and advocates in support of the 19th Street-Banning Avenue Bridge. Consequently, staff were directed to work with the affected agencies to produce an agreement that ultimately eliminates the 19th Street-Banning Avenue Bridge from the MPAH. This process was successful in building consensus among the affected agencies. The results of the analysis were presented to the Board in November 2012, and the Board made a final decision to remove the 19th Street-Banning Avenue Bridge from the MPAH and to conduct a follow-up study to analyze potential impacts and potential improvements along Pacific Coast Highway in Newport Beach, which has since been completed.

Next Steps for Garfield-Gisler Bridge

Now that the 405 Improvement Project has been completed and opened to traffic, staff intends to lead a traffic study in coordination with the cities of Costa Mesa, Fountain Valley, and Huntington Beach. The study will assess and determine whether to recommend the removal of the Garfield-Gisler Bridge from the MPAH. The MOU outlines that one of OCTA's responsibilities is to conduct a cooperative study and determine the findings by 2026. Additionally, the study is included in the approved OCTA Fiscal Year (FY) 2024-25 Budget.

19th Street Reclassification Request

In February 2019, Costa Mesa submitted an MPAH amendment request to reclassify West 19th Street between the city's western limit (east of the location of the former 19th Street – Banning Avenue Bridge) to Placentia Avenue, from a primary (four-lane, divided) arterial to a divided collector (two-lane, divided). At that time, this segment of 19th Street was built as a divided collector. OCTA staff requested additional traffic analysis because the forecasted average daily traffic for West 19th Street segment exceeded the level of service (LOS) threshold of LOS C for a divided collector. The forecasted average daily traffic increase on 19th Street was attributed in part to the proposed development at Banning Ranch and 19th Street's planned connection to Bluff Road, an unbuilt major (six-lane, divided) arterial that connects to Banning Ranch.

In November 2019, OCTA facilitated a meeting with Costa Mesa and the County of Orange to discuss the amendment request. Newport Beach was invited to this meeting but did not attend. Subsequently, Newport Beach staff requested that any changes to MPAH facilities be postponed while they update the Housing and Circulation Elements of their General Plan. Though the Banning Ranch project was previously denied by the California Coastal Commission, Newport Beach staff believed that there was still an opportunity for development and that it may be necessary to help meet their state-mandated Regional Housing Needs Assessment (RHNA) allocation. Newport Beach stated they will conduct further analysis of the need for a full buildout on Bluff Road from Coast Highway to 19th Street during their General Plan Update.

In December 2019, OCTA staff reached out to Costa Mesa staff, via email, to discuss options for moving forward with the 19th Street amendment request; however, Costa Mesa staff did not respond. Later, in 2020, Costa Mesa implemented temporary bicycle lane treatments as a demonstration project. Then, in 2022, the bicycle lanes on 19th Street were made permanent. Today, 19th Street is configured as a collector (two-lane, undivided) arterial with class II bicycle lanes (portions of which are buffered).

Concurrently, in mid-2021, OCTA reengaged with the two cities and the County of Orange in a series of meetings on Costa Mesa's reclassification request. Newport Beach expressed concerns about the reclassification, citing the potential need for the planned future connection of 19th Street to the planned and unbuilt Bluff Road. This issue was complicated by the pending sale of Banning Ranch, which made it a permanent preserve and, once again, by planned land-use changes in both cities due to state-mandated RHNA requirements. In early 2022, OCTA suggested reconvening the agencies to further discuss a traffic study on the broader MPAH network in the Banning Ranch vicinity that would evaluate several potential amendments including, but not limited to, 19th Street and Bluff Road. It was agreed that the agencies would reconvene and begin this study after land-use plans were updated for both cities and the future of Banning Ranch was determined. In late 2022, the sale of Banning Ranch was finalized, and the property was renamed the Frank and Joan Randall Preserve, but the land-use plans have not been updated yet by Newport Beach to reflect the sale and intended open space preserve status.

At the February 12, 2024, OCTA Board meeting, direction was given to reengage the cities of Costa Mesa and Newport Beach. Staff has been coordinating with the cities over the past several months. On May 30, 2024, OCTA facilitated a meeting with both cities to determine the best approach to achieve consensus on the 19th Street amendment request and any other necessary MPAH amendments in the vicinity. Both cities again agreed that OCTA should lead a traffic study and requested OCTA to hold initiating the study until after they have each completed state-mandated updates to their respective General Plan (GP) Housing Elements. This is to comply with RHNA requirements that must be met by February 2025. These GP updates would allow the future OCTA-led study to incorporate each city's latest housing plans.

Next Steps for the 19th Street Reclassification

Staff intends to lead a traffic study (to be concluded by the end of 2025) in coordination with the cities of Costa Mesa and Newport Beach to identify and advance MPAH network amendments in the vicinity of the Frank and Joan Randall Preserve. This would include Costa Mesa's 19th Street reclassification request. This study is part of the approved OCTA budget for FY 2025, and it would be initiated after the cities provide their updated Housing Element data to use in the study. The anticipated traffic study will be used to build consensus on amendments to the MPAH for consideration by the Board. If the recommended amendments are approved by the Board, the MPAH will be updated accordingly once both cities have revised their Circulation Elements to reflect the Board-approved MPAH amendments.

Summary

OCTA has been engaged in collaborative efforts with local jurisdictions over many years regarding the proposed MPAH amendments for the Santa Ana River Crossings and the 19th Street reclassification. To date, OCTA has successfully worked with local partners to remove the 19th Street-Banning Avenue Bridge from the MPAH, execute an MOU to cooperatively work towards the removal of the Garfield-Gisler Bridge, and conduct a cooperative traffic study to advance the 19th Street reclassification request and identify other MPAH amendments that may be necessary in the vicinity of the former Banning Ranch development. It is important to note that there have been significant disagreements regarding the proposed amendments, and these processes have been successful in moving the local jurisdictions toward consensus, as required by the Board-approved MPAH policies. Although these processes have taken significant time, the next steps are anticipated to conclude these issues.

Attachments

- A. Master Plan of Arterial Highways in Costa Mesa and Newport Beach Area
- B. Memorandum of Understanding C-6-0834 Among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield-Gisler Bridge Crossing over the Santa Ana River
- C. Amendment No. 1 to Memorandum of Understanding C-6-0834 Among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield-Gisler Bridge Crossing over the Santa Ana River

Prepared by:



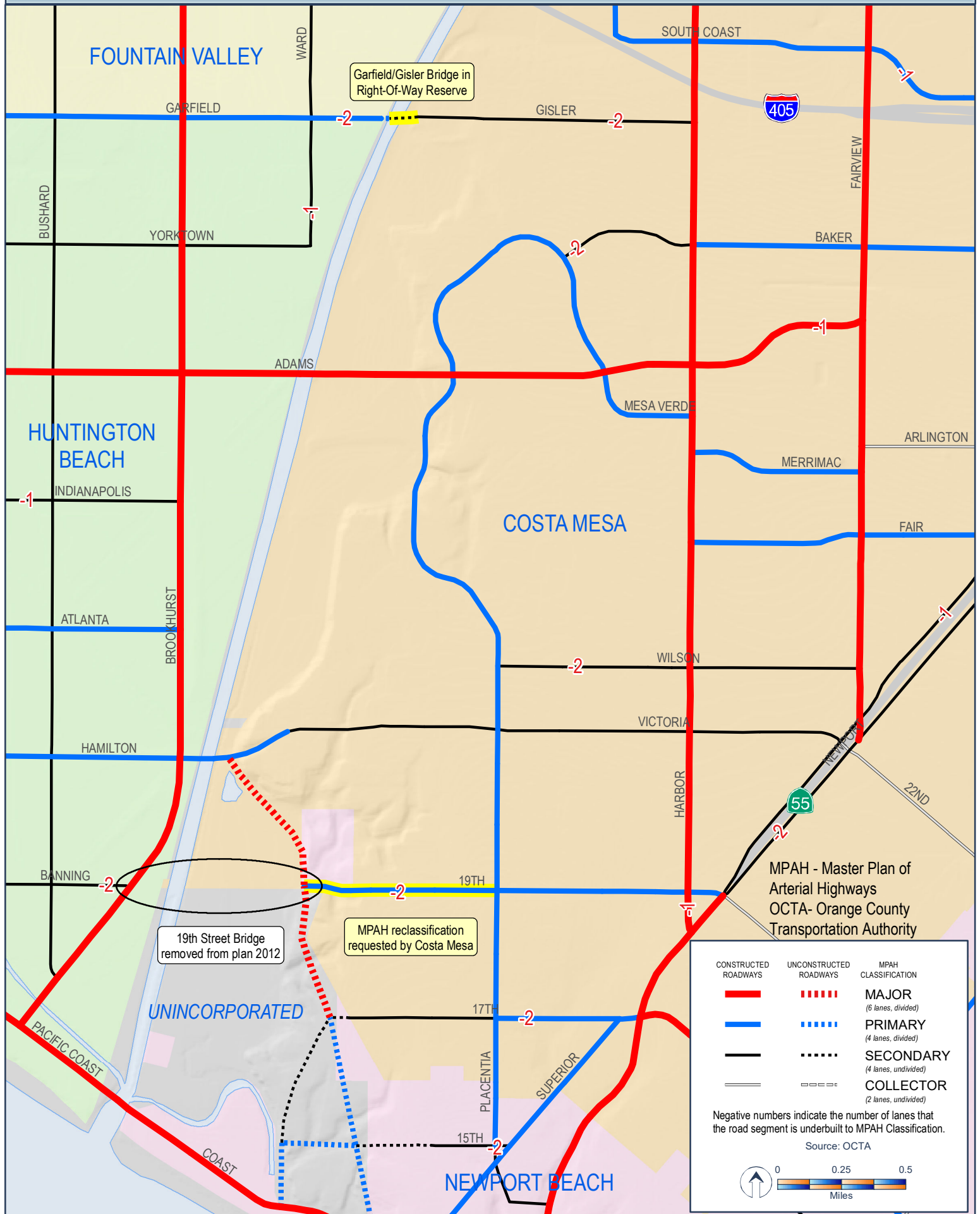
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MPAH in Costa Mesa and Newport Beach Area ATTACHMENT A



MEMORANDUM OF UNDERSTANDING C-6-0834

AMONG

CITIES OF COSTA MESA, FOUNTAIN VALLEY AND HUNTINGTON BEACH

AND

THE ORANGE COUNTY TRANSPORTATION AUTHORITY

REGARDING

AGENCY RESPONSIBILITIES FOR IMPLEMENTING THE CONSENSUS RECOMMENDATION

FOR THE

GARFIELD-GISLER BRIDGE CROSSING OVER THE SANTA ANA RIVER

This Memorandum of Understanding (MOU) is entered into among the Orange County Transportation Authority, hereinafter referred to as the OCTA, and the Cities of Fountain Valley, Costa Mesa and Huntington Beach, hereinafter referred to as Cities.

Consistent with the Garfield-Gisler ad-hoc Policy Advisory Committee's consensus recommendation on June 15, 2006, each of the parties to this MOU agrees to support the designation of the Garfield-Gisler Bridge as a "Right-of-Way Reserve"¹ corridor on the Orange County Master Plan of Arterial Highways (MPAH) and, within their respective General Plans/Long Range Plans, implement the Smart Street and Bridge Widening Strategy A (Strategy A) improvements within their jurisdictions and ensure that buildout of the Garfield-Gisler Bridge is not assumed for land use planning or traffic analysis purposes. This MOU describes the specific duties and responsibilities of each party with respect to supporting these actions.

This document establishes obligations on all parties and constitutes an exchange of promises.

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¹ The Right-of-Way Reserve classification allows local jurisdictions considering deletion of a planned MPAH facility to request OCTA to re-designate the adopted facility as a "Right of Way Reserve" corridor for a specific length of time in order to assess the actual need for it. If OCTA agrees to re-designate the subject facility as a "Right-of-Way Reserve" corridor on the MPAH, then all appropriate City General Plan Circulation Elements shall be revised to reflect such re-designation. During the "reserve" period, the right-of-way shall be preserved however, the planned street shall not be considered as mitigation for development planning purposes. At the end of the designated period, a final decision shall be made regarding reinstatement or deletion of the street on the MPAH.

Recital

The parties acknowledge that this MOU requires that certain actions be taken with regard to amending the general plans and capital improvement programs of the parties hereto and that the parties hereto cannot predetermine those actions that are the subject of public hearings. Nevertheless, the parties agree that the benefits of this MOU are dependent on such actions and therefore commit to conducting said hearings within 6 months of the effective date of this agreement. If such action is not taken within said time line, the benefits of this agreement shall not be available to the parties unless all parties consent to an extension or other arrangement.

Section 1. MPAH and General Plan/Long Range Plan Designations**1.1 OCTA Responsibilities****1.1.1 Amend Master Plan of Arterial Highways**

After the cities have amended their General Plans, OCTA shall amend the MPAH to re-designate the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, as a "Right-of-Way Reserve" corridor. Consistent with the MPAH's original concept for the Garfield-Gisler Bridge, the right-of-way reservation shall be for a secondary arterial highway in Costa Mesa and a primary arterial in Fountain Valley and Huntington Beach.

1.1.2 Amend Orange County Long Range Transportation Plan

After the MPAH has been amended and during the next update to the Orange County Long Range Transportation Plan (LRTP), OCTA shall ensure that the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, are reflected as a "Right-of-Way Reserve" corridor in the LRTP.

1.2 Cities' Responsibilities**1.2.1 Amend General Plans**

The Cities shall pursue amendment of their General Plan Circulation Elements to reflect that the Garfield- Gisler Bridge and the eastbound and westbound approaches thereto have been designated as a "Right-of-Way Reserve" corridor in the MPAH. Consistent with the MPAH's original concept for the Garfield-Gisler Bridge, the City of Costa Mesa's General Plan shall reserve right-of-way for a secondary

arterial highway within the Garfield-Gisler corridor and the Fountain Valley and Huntington Beach General Plans shall reserve right-of-way for a primary arterial highway within the Garfield-Gisler corridor. Cities shall endeavor to complete the General Plan amendment process within 6 months of final adoption of this MOU.

Section 2. Reasonable Progress Toward Implementing Strategy A Improvements

2.1 OCTA Responsibilities

2.1.1 OCTA Responsibilities for Strategy A Improvements

To ensure reasonable progress toward implementation of Strategy A improvements, OCTA shall:

- a. Make funding for implementation of the Strategy A improvements, as defined in the *Circulation Feasibility Study and Cost Estimate for the Garfield-Gisler Crossing Over the Santa Ana River* (LSA, June 2006), available to the Cities through the Combined Transportation Funding Programs (CTFP). A list of the improvements included in Strategy A is provided as Attachment A hereto.
- b. Utilize the renewed Measure M Signal Synchronization Program and other CTFP programs as funding sources for implementation of the roadway improvements included in Strategy A.

2.2 Cities' Responsibilities

2.2.1 Cities' Responsibilities for Strategy A Improvements

To ensure reasonable progress toward implementation of Strategy A improvements, the Cities shall:

- a. Include Strategy A improvements, as defined in the *Circulation Feasibility Study and Cost Estimate for the Garfield-Gisler Crossing Over the Santa Ana River* (LSA, June 2006), in their Capital Improvement Programs. All projects that emanate from Strategy A shall be considered multi-jurisdictional projects and shall, therefore, be eligible for additional points in OCTA's project prioritization process under the CTFP. A list of the improvements included in Strategy A is provided as Attachment A hereto.

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1 b. Make applications to OCTA for CTFP funding to implement Strategy A improvements. Such
2 applications shall be supported by local match commitments consistent with the
3 requirements of the CTFP programs from which funds are being requested.

4 1. Cities agree to make Strategy A projects a priority for available GMA or other
5 interregional funding programs.

6 c. Implement Strategy A improvements as expeditiously as possible.

7 1. Cities agree to initiate Smart Street improvements on Harbor, Brookhurst, Adams and
8 Fairview by the end of calendar year 2010. For purposes of this MOU, Smart Street
9 improvements are defined as synchronization of traffic signals, removal of on-street
10 parking and re-striping within existing right-of-way.

11 2. Cities agree to make reasonable progress on the Capital Projects by 2015, subject to
12 funding availability. "Reasonable progress" shall be defined as inclusion of noted
13 projects in Capital Improvement Programs (CIPs), preparation of preliminary plans,
14 environmental studies, etc. For the purposes of this MOU, Capital Projects are defined
15 as construction of bus turnouts, consolidation of driveways, construction of turn-pockets,
16 street widening or bridge widening.

17 3. Cities agree that all Strategy A improvements shall be completed by 2020. If the Cities of
18 Costa Mesa and Huntington Beach do not complete their portions of Strategy A
19 improvements by end of calendar year 2020, then the Garfield-Gisler Bridge will
20 automatically be re-instated on the MPAH as a planned facility. If the City of Fountain Valley
21 has not completed the Strategy A improvements in their city, the Garfield-Gisler Bridge will
22 remain designated "Right of Way Reserve" corridor until all improvements are completed.

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Section 3. Land Use and Transportation Planning and Traffic Analysis

3.1 OCTA Responsibilities

3.1.1 OCTA Responsibilities with Respect to Transportation Planning and Traffic Analysis

- a. OCTA shall ensure that buildout of the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, is not assumed in any of its transportation planning or traffic modeling activities.
- b. OCTA shall ensure that implementation of the Strategy A program of projects is assumed in its transportation planning, modeling, and analysis activities.

3.2 Cities' Responsibilities

3.2.1 Land Use Planning

The Cities shall ensure that buildout of the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, is not assumed in any of its land use planning activities.

3.2.2 Transportation Planning and Traffic Analysis

The Cities shall ensure that buildout of the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, is not assumed in any of its transportation planning, traffic modeling, or traffic analysis activities.

Section 4. Compliance Monitoring and Reporting

4.1 OCTA Responsibilities

4.1.1 OCTA Responsibilities for Monitoring & Reporting City Compliance

- a. OCTA shall monitor the Cities' compliance with the provisions of this MOU every two years through the MPAH Certification Review Process to ensure that the Cities are complying fully with the provisions of this agreement and making reasonable progress toward implementation of the Strategy A improvements. Progress reports shall be presented to the OCTA Board of Directors and the Cities every two years, at the conclusion of the review process.

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- b. Upon completion of all the Strategy A improvements, and consistent with OCTA guidance for MPAH Right-of-Way Reserve corridors, OCTA in coordination with the cities shall re-evaluate traffic levels of service in the project study area to determine whether to delete, continue the reserve, or re-instate the Garfield-Gisler Bridge onto the MPAH as a planned facility.

4.2 Cities' Responsibilities

4.2.1 Cities Responsibilities for Reporting Compliance

The Cities shall provide progress reports to OCTA every two years through the MPAH Certification Review Process as a means of communicating that the provisions included herein are being implemented fully and expeditiously and that reasonable progress is being made toward implementation of the Strategy A improvements.

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Section 5. Amendment**5.1 Amendment**

This MOU may be amended by the written consent of all four parties which are signatories hereto.



THE ORANGE COUNTY TRANSPORTATION AUTHORITY

12-02-06
(Date)




MAYOR, CITY OF COSTA MESA

12-4-06
(Date)



MAYOR, CITY OF FOUNTAIN VALLEY

12.5.2006
(Date)



MAYOR, CITY OF HUNTINGTON BEACH

11-30-06
(Date)

Introduction

Through its General Plan Circulation Element, each of the cities within the Garfield/Gisler Bridge Crossing Study Area has established traffic level of service (LOS) D or better as representative of acceptable operating conditions on roadways within its jurisdiction. The Garfield/Gisler Study Area currently experiences significant traffic delay at several locations. In addition, the OCTAM model predicts that several intersections in the project study area will operate below LOS D in the Year 2030 if no improvements are made. To help the cities achieve and/or maintain LOS D operations, where feasible, throughout the project study area, Smart Street and Bridge Widening Strategy A includes a list of improvements to offset the traffic impacts associated with projected growth in traffic volumes. That program of projects is presented below.

One of the key concepts included in the "Consensus MOU²" is that each of the cities within the Garfield/Gisler Bridge Crossing Study Area will make "reasonable progress" toward implementing the improvements included in Smart Street and Bridge Widening Strategy A. The intent of this concept is that the cities will, individually and collectively, make reasonable efforts to implement the proposed improvement(s) before traffic levels of service fall below the cities' LOS D standard at any of the locations included in the Smart Street and Bridge Widening Strategy A program of projects.

It should be noted that although the Smart Street and Bridge Widening Strategy A program of projects is specific, it is not meant to be prescriptive. If a city is able to identify an alternative traffic flow improvement which meets the overall objective of achieving and/or maintaining LOS D at any location within the study area, then that improvement shall be considered an acceptable alternative and shall be implemented as a substitute solution to the original recommendation.

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² i.e., the "Memorandum of Understanding among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority Regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield/Gisler Bridge Crossing Over the Santa Ana River", October 27, 2006.

City of Costa Mesa

- CM-1 Implement and maintain synchronized traffic signals along Harbor Boulevard between I-405 and Adams Ave.
- CM-2 Implement and maintain synchronized traffic signals along Fairview Road between I-405 and Adams Avenue.
- CM-3 Implement and maintain synchronized traffic signals along Adams Avenue between the Santa Ana River and Fairview Road; coordinate cross-jurisdictional traffic synchronization with the City of Huntington Beach.
- CM-4 Install a bus turnout at the existing bus stop at northbound Harbor Boulevard at Adams Avenue.
- CM-5 Install a bus turnout at the existing bus stop at northbound Harbor Boulevard at MacArthur Boulevard.
- CM-6 Consolidate driveways on the northbound side of Harbor Boulevard at Adams Avenue.
- CM-7 Modify the existing traffic signal at W. Mesa Verde Drive/Adams Avenue to provide a northbound right-turn overlap with the westbound left-turn phase.
- CM-8 Maintain the existing northbound and southbound split phase at Hyland Avenue/ MacArthur Boulevard. Re-stripe the northbound approach to provide dual left-turn lanes, one shared left-through lane, and one right-turn lane.
- CM-9 Add a fourth through lane in the northbound approach Harbor Boulevard/Gisler Avenue.³
- CM-10 Add a third northbound left-turn lane at Harbor Boulevard/Adams Avenue, creating triple 200-foot northbound turn lanes with a 120-foot bay taper. Add a southbound right-turn lane for 150 feet with a 90-foot bay taper. Convert the fourth southbound through lane into a shared through-right lane. Add a third eastbound left-turn lane, creating triple 350-foot eastbound left-turn lanes with a 120-foot bay taper.

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CM-11 Modify the existing traffic signal at Fairview Road/Baker Avenue to provide a northbound right-turn overlap with the westbound left-turn phase.

City of Fountain Valley

FV-1 Implement and maintain synchronized traffic signals along Brookhurst Street between Ellis Avenue and Garfield Avenue; coordinate cross-jurisdictional traffic synchronization with the City of Huntington Beach.

FV-2 Under the lead of the County of Orange or the Orange County Transportation Authority and in coordination with the cities of Costa Mesa and Santa Ana, widen the Talbert Avenue/MacArthur Boulevard Bridge over the Santa Ana River from four to six lanes.

FV-3 Remove on-street parking on northbound Brookhurst Street between Ellis Avenue and Garfield Avenue.

FV-4 Modify the existing traffic signal at Ward Street/Talbert Avenue to provide a northbound right-turn overlap with the westbound left-turn phase.

FV-5 Under the lead of Caltrans or the Orange County Transportation Authority, reconstruct the westbound right-turn lane at I-405 Southbound Ramp/Ellis Avenue as a channelized free right-turn lane onto the I-405 southbound on-ramp. Eliminate the eastbound left-turn movements by constructing a dedicated eastbound through lane that becomes a slip on-ramp to southbound I-405.⁴

FV-6 Reconstruct the northbound right-turn lane on Newhope Street as a channelized free right-turn lane from to eastbound Talbert Avenue (or a City-defined alternative which would achieve LOS D or better in the year 2030).

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³ Improvements to this intersection are already planned and funded.

⁴ These improvements will be most effective with associated ramp and mainline improvements as part of a separate effort to improve traffic flow along I-405.

City of Huntington Beach

- HB-1 Implement and maintain synchronized traffic signals along Brookhurst Street between Garfield Avenue and Adams Avenue; coordinate cross-jurisdictional traffic synchronization with the City of Fountain Valley.
- HB-2 Implement and maintain synchronized traffic signals along Adams Avenue between Brookhurst Street and the Santa Ana River; coordinate cross-jurisdictional traffic synchronization with the City of Costa Mesa.
- HB-3 Remove on-street parking on northbound Brookhurst Street between Garfield Avenue and Adams Avenue.
- HB-4 Install a bus turnout at the existing bus stop at northbound Brookhurst Street at Adams Avenue.
- HB-5 Install a bus turnout at the existing bus stop at southbound Brookhurst Street at Adams Avenue.
- HB-6 Consolidate driveways on the northbound and southbound sides of Brookhurst Street at Adams Avenue.
- HB-7 Add a fourth through lane in the north, south, east, and westbound approaches at Brookhurst Street/Adams Avenue. Add dedicated right-turn lanes in the north and southbound approaches.
- HB-8 Add a second southbound left-turn lane at Bushard Street/Adams Avenue, creating dual 200-foot southbound left-turn lanes with a 120-bay taper.

reporting city compliance;

NOW, THEREFORE, it is mutually understood and agreed by OCTA and Cities that MOU C-6-0834 is hereby amended in the following particulars only:

1. Amend Subsection 2.2.1, Cities' Responsibilities for Strategy A Improvements, page 4 of 11, Item c, Subitem 3, to delete in its entirety and replace with the following:

"3. Cities agree that all Strategy A Improvements shall be completed by 2025 consistent with the approach and goals identified in Attachment A of the MOU. If the cities of Costa Mesa and Huntington Beach do not complete their portions of Strategy A improvements by end of calendar year 2025, then the Garfield-Gisler Bridge will automatically be re-instated on the MPAH as a planned facility. If the City of Fountain Valley has not completed the Strategy A improvements in their city, the Garfield-Gisler Bridge will remain designated "Right of Way Reserve" corridor until all improvements are completed."

2. Amend Subsection, 4.1.1, OCTA Responsibilities for Monitoring & Reporting City Compliance, Item b, line 1, page 6 of 11, to delete "Upon completion of all the Strategy A improvements" and in lieu thereof replace with "By the end of calendar year 2026".

The balance of MOU C-6-0834 remains unchanged.

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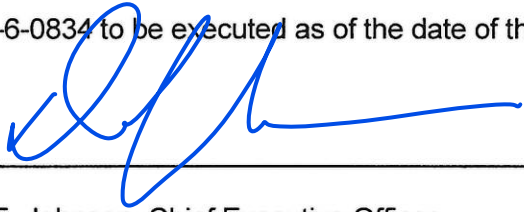
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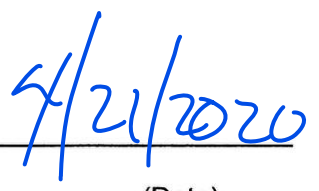
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IN WITNESS WHEREOF, the parties hereto have caused this Amendment No. 1 to
MOU C-6-0834 to be executed as of the date of the last signature below.

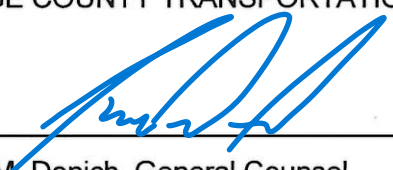


Darrell E. Johnson, Chief Executive Officer



(Date)

ORANGE COUNTY TRANSPORTATION AUTHORITY



James M. Donich, General Counsel

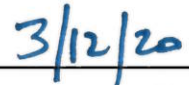


(Date)

ORANGE COUNTY TRANSPORTATION AUTHORITY



Katrina Foley, Mayor

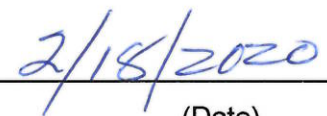


(Date)

CITY OF COSTA MESA



Cheryl Brothers, Mayor

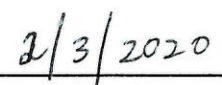


(Date)

CITY OF FOUNTAIN VALLEY



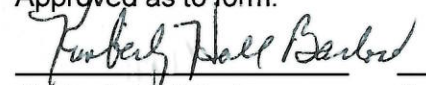
Lyn Semeta, Mayor



(Date)

CITY OF HUNTINGTON BEACH

Approved as to form:



Kimberly Hall Barlow
Attorney for Costa Mesa



Colin Burns
Attorney for Fountain Valley



Michael Gates
Attorney for Huntington Beach

1 **APPROVAL RECOMMENDED:**

2 By: 
3 Kia Mortazavi
4 Executive Director, Planning

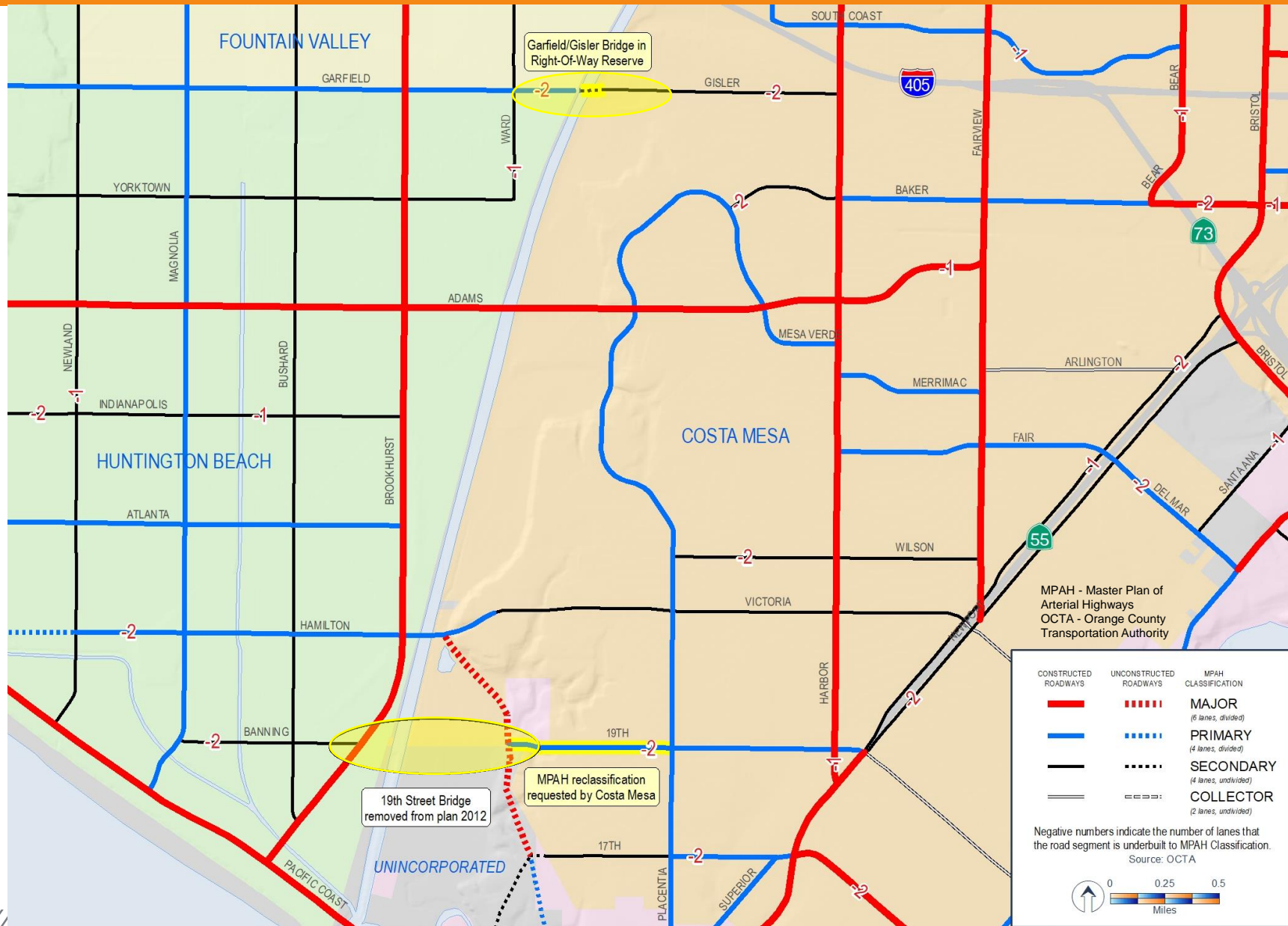
5 Dated: 4/20/20

Santa Ana River Crossings and 19th Street Reclassification Review and Status Update

Master Plan of Arterial Highways (MPAH)

- MPAH is a countywide transportation plan to support coordinated development of a regional roadway network
- Orange County Transportation Authority (OCTA) began administration in 1995
- **Responsibilities:**
 - **Process** amendments proposed by local agencies
 - Review to ensure amendments maintain the integrity and continuity of the MPAH system
 - **Facilitate** consensus building among affected agencies
 - Board of Directors' (Board)-approved policy requires a coordinated planning process with affected agencies

Santa Ana River Crossings & 19th Street Request



Santa Ana River Crossings

- Working to achieve consensus with local agencies since 1990s
- Multiple studies undertaken into early 2000s
 - Consensus not achieved
- 19th Street-Banning Bridge
 - Board-approved removal from MPAH with local consensus (November 2012)
- Garfield-Gisler Area Study (2006)
 - Cities of Costa Mesa, Fountain Valley, Huntington Beach, and OCTA agreed to resolve through a memorandum of understanding (MOU) signed in 2006

Garfield-Gisler Bridge MOU

Provides a consensus-based process to enable bridge removal

- Identifies alternative roadway improvements meant to maintain acceptable operations without the bridge
- Excludes bridge from city and regional planning, but space is reserved until alternative roadway improvements are proven effective

MOU Status

- Alternative roadway improvements have been implemented as appropriate
- Traffic study planned to validate alternative roadway improvements
 - Will include the completed Interstate 405 Improvement Project
 - Allows for a consensus-based resolution with partner agencies
- Board decision by 2026

19th Street Reclassification

- Costa Mesa requested to reclassify 19th Street (2019)
 - Amend MPAH to align with the current two-lane roadway condition
- OCTA working to gain consensus with affected local agencies
 - Meeting with city management on May 30, 2024
 - Agreement to defer additional traffic studies until local agencies update General Plan housing assumptions
- OCTA will conduct a traffic study
 - Analyze potential amendments following General Plan updates
 - Allows for participation of all affected agencies

Next Steps

- Procure consultant support for traffic studies
 - Garfield-Gisler Bridge Traffic Study
 - 19th Street Vicinity Traffic Study
- Monitor General Plan updates
- Initiate studies to build consensus in winter/spring 2025
 - Process amendments in accordance with the MOU and MPAH guidelines
- Conclude studies and define recommendations by late 2025
- Present to Board for approval by early 2026