



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2016 State Transportation Improvement Program  
Reduction**

**Staff Report**



**February 22, 2016**

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

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

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the memo.

**Subject:** 2016 State Transportation Improvement Program Reduction

**Overview**

In December 2015, the Orange County Transportation Authority submitted the 2016 State Transportation Improvement Program to the state that matched adopted funding estimates. On January 21, 2016, the California Transportation Commission approved a revised fund estimate that will reduce the State Transportation Improvement Program funding available for Orange County Transportation Authority projects from \$164.819 million to \$128.341 million. This action significantly impacts Orange County's transportation program, and requires major reductions to the Orange County Transportation Authority's 2016 State Transportation Improvement Program of Projects, which is presented for review and approval.

**Recommendations**

- A. Approve the revised 2016 State Transportation Improvement Program, which eliminates two projects and reduces overall funding, from \$164.819 million to \$128.341 million to comply with state direction.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

**Background**

The State Transportation Improvement Program (STIP) is the major source of funding for transportation improvements throughout the State of California. Every two years, state and federal transportation revenues are forecasted and programmed for the subsequent five-year period. The Orange County Transportation Authority (OCTA) is responsible for the development and programming of the STIP, which is submitted to the California Transportation

Commission (CTC) for approval and adoption. OCTA dedicates STIP funds for use on projects of countywide significance, consistent with the Board of Directors' (Board) adoption of the Capital Programming Policies.

Four years ago, the 2012 STIP provided \$247.1 million in STIP funding, of which \$65.7 million was a new STIP funding capacity and supported 13 projects. Two years ago, the 2014 STIP provided \$243.4 million in STIP funding, of which \$65.61 million was a new STIP funding capacity and supported ten projects.

The primary source of funding for the STIP is the price-based fuel excise tax, and the CTC relies on revenue forecasts and adjustments provided by the State Department of Finance and State Board of Equalization. Due to the decline in the price-based fuel excise tax, the original 2016 STIP fund estimate (FE) provided no new programming capacity.

The total available funding for Orange County projects in the 2016 STIP was \$164.819 million, based on the August 2016 FE provided by the CTC. These funds comprised 55 percent of the total STIP program of \$299.578 million. Other sources included federal, Measure M2 (M2), and other funds. The 2016 STIP program of projects was approved by the OCTA Board on September 14, 2015, for eight highway and rail projects. After Board approval, and consistent with STIP guidelines, the program of projects had minor updates based on new information and was submitted to the CTC for consideration on December 15, 2015. However, based on anticipated declines in the price-based fuel excise sales tax (due to the lower per gallon cost for gas), the CTC approved a revised FE at their January 2016 meeting that requires modifications to the 2016 STIP proposal.

### ***Discussion***

The revised FE, approved by the CTC on January 21, 2016, reduces statewide STIP funding by \$754 million or 35 percent. The FE also estimates funds available for the State Highway Operation and Protection Program (SHOPP), which the California Department of Transportation (Caltrans) uses to fund the repair and preservation of the state highway system. The revised FE does not negatively impact the SHOPP, and funding levels for the 2016 SHOPP remain the same as the original 2016 FE. It is noteworthy that the 2016 SHOPP reflects an increase in funding from the 2014 SHOPP funding levels.

The revised STIP FE results in a reduction to the OCTA share of \$36.478 million, from \$164.819 million to \$128.341 million in STIP funds. With the revised FE, the STIP share would drop from 55 percent to 46 percent, and as a result, a number of projects need to be shelved. The delays caused by the funding cuts are further exacerbated by the impacts of inflation and delays in delivery of

congestion relief projects. Also, the state's action places greater pressure on local sources of funds and may require revisiting project priorities in the future.

In addition to the reduction, the revised FE indicates that the funding in the first three years of the STIP will not be sufficient to fund the existing projects programmed in those years, and projects will need to be delayed or eliminated. The revised FE requires OCTA to reconsider the program of projects that was approved by the Board in September 2015. Considering OCTA programming policies, which requires the use of state and federal funds to preserve M2 funds when possible, and also the Governor's executive order to focus funds on projects that reduce greenhouse gas emissions, such as transit projects, OCTA staff proposes the following revisions to the 2016 STIP submittal, in order of greatest financial impact:

2016 STIP (in millions)	Submitted	Revised	Change	Impact
Interstate 405 Auxiliary Lane from State Route 133 to Sand Canyon and Sand Canyon to University Drive	\$15.851	\$1.800	(\$14.051)	Keep design funding and eliminate construction funding
State Route 57 (SR-57)/ Lambert Road Interchange Improvements	\$22.100	\$9.000	(\$13.100)	Defer construction and focus available funds on right-of-way (ROW) phase
Interstate 5 (I-5) High-Occupancy Vehicle Lane (HOV) Operational Improvements	\$4.708	\$0.0	(\$4.708)	Eliminate funding and work with Caltrans to seek other state funds
SR-57 Truck Climbing Lane	\$3.700	\$0.0	(\$3.700)	Eliminate funding and seek federal grants under new transportation act
I-5 Widening (State Route 73 [SR-73] to Oso Parkway)	\$78.949	\$78.030	(\$0.919)	Reduce funding due to cost estimates not being finalized and delay by one year due to state cash flow
Programming, Planning, and Monitoring	\$4.862	\$4.862	\$0.0	Spread funding over five years due to the state's cash flow
I-5 HOV (State Route 55 to SR-57)	\$28.949	\$28.949	\$0.0	None
San Juan Creek Bridge Replacement	\$5.700	\$5.700	\$0.0	None
Total	\$164.819	\$128.341	(\$36.478)	

This proposal eliminates two projects from the STIP, and these projects are noted in the table above. Currently, there are no alternative funding sources proposed to support these projects.

Staff is also proposing to reduce funding for the SR-57/Lambert Interchange Project to assist with ROW costs (\$9 million) during the five-year STIP period, and fund construction (\$13.1 million) in fiscal year (FY) 2021-22, which is beyond the 2016 STIP period.

The STIP funding for the I-5 widening (SR-73 to Oso Parkway) is decreasing by \$0.919 million, and construction is delayed from FY 2018-19 to FY 2019-20. OCTA may request an advancement of STIP funds once the project design is completed in FY 2017-18 (design is forecasted for completion in early 2018).

Attachment A provides an updated table, which includes the revised 2016 proposal. Additional details regarding each of these projects and the impacts of the proposed changes are provided in Attachment B. Attachment C provides the original 2016 STIP proposal, which can no longer be supported due to the reduction of the price-based fuel excise tax.

In addition to OCTA's share of the STIP, the Laguna Niguel to San Juan Capistrano Passing Siding Project is programmed in FY 2018-19 for \$3 million through the Caltrans share of the STIP. Due to the revised FE, these funds could be at risk for delay or deletion. Should the CTC or Caltrans not prioritize funding for this project, OCTA will return to the Board with an update.

#### Next Steps

With Board approval, staff will finalize and submit the revised 2016 STIP to the CTC by February 26, 2016. The CTC will hold public hearings on the proposed 2016 STIP on March 17, 2016, in Southern California, and on March 24, 2016, in Northern California. The CTC is expected to adopt the program on May 18-19, 2016. A 2016 STIP development schedule is provided in Attachment D. The updated capital funding plan, which reflects all of OCTA's capital projects and these funding changes, is provided as Attachment E.

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**Summary**

OCTA is responsible for the development and programming of the STIP for Orange County and is updating the previous submittal due to the reduction in estimated funding available, approved by the CTC. OCTA is proposing to submit six projects for \$128.341 million in STIP for FY 2016-17 through FY 2020-21. The use of STIP funds for these projects supplements the local M2 Program and will provide a range of benefits to all of Orange County through multiple modes of transportation.

**Attachments**

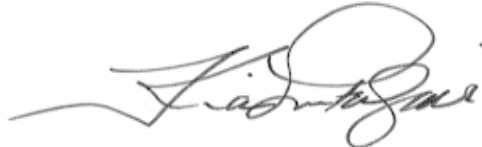
- A. Funding Plan for 2016 STIP Recommended Projects – Revised FE
- B. 2016 State Transportation Improvement Program Project Impacts
- C. Funding Plan for 2016 STIP Recommended Projects – Submitted
- D. 2016 STIP Development Schedule
- E. Capital Funding Program

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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **2016 State Transportation Improvement Program Update**

### **Attachment A**

## Funding Plan for 2016 STIP Recommended Projects - Revised FE

Revised FE 2016 STIP (In Thousands)	STIP Funding						Other Funding			Total Project Cost
	2016-17	2017-18	2018-19	2019-20	2020-21	Total STIP	RSTP/ CMAQ	M2	Other	
I-5 widening SR-73 to Oso Parkway (Segment 1)				78,030		78,030	28,167	30,224		136,421
I-5 HOV Lane SR-55 to SR-57		28,949				28,949	2,800	5,309		37,058
I-5 HOV Lane Operational Improvements						-				-
SR-57 Lambert Road Interchange				9,000		9,000		927	53,860	63,787
I-405 Auxiliary Lane SR-133 to Sand Canyon Avenue and Sand Canyon Avenue to University Drive	1,800					1,800			528	2,328
PPM	972	972	972	972	974	4,862				4,862
SR-57 Truck Climbing Lane					-	-		-		-
San Juan Creek Bridge Replacement		5,700				5,700			28,500	34,200
<b>Totals</b>	<b>2,772</b>	<b>35,621</b>	<b>972</b>	<b>88,002</b>	<b>974</b>	<b>128,341</b>	<b>30,967</b>	<b>36,460</b>	<b>82,888</b>	<b>278,656</b>

STIP - State Transportation Improvement Program  
 FE - Fund Estimate  
 RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality  
 M2 - Measure M2  
 I-5 - Interstate 5  
 SR-73 - State Route 73

HOV - High-Occupancy Vehicle  
 SR-57 - State Route 57  
 SR-55 - State Route 55  
 I-405 - Interstate 405  
 SR-133 - State Route 133  
 PPM - Planning, Programming, and Monitoring





**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **2016 State Transportation Improvement Program Update**

### **Attachment B**

## **2016 State Transportation Improvement Program Project Impacts**

### Interstate 5 (I-5) Widening from State Route 73 (SR-73) to Oso Parkway

The I-5 Widening Project will add one general purpose lane in each direction from SR-73 to Oso Parkway, provide operational improvements, and reconstruct the interchange at Avery Parkway. This is Project C in the M2020 Plan.

The revised 2016 State Transportation Improvement Program (STIP) is proposing to decrease STIP funds from \$78.949 million to \$78.030 million (\$0.919 million STIP decrease), and to delay \$78.030 million in STIP funds from fiscal year (FY) 2018-19 to FY 2019-20. Construction support costs are reduced as they may change over time and will not be finalized until the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) enter into a cooperative agreement. The project may maintain its original schedule should the OCTA go forward with the advancement of STIP funds.

### I-5 High-Occupancy Vehicle (HOV) Lane from State Route 55 (SR-55) to State Route 57 (SR-57)

The I-5 widening between the SR-55 and SR-57 project will add a second HOV lane in each direction on I-5, between the SR-55 and SR-57 interchanges, to increase freeway capacity, and reduce congestion in the cities of Anaheim, Santa Ana, and Tustin. This is Project A in the M2020 Plan. Design is 30 percent complete, and the project is due to be advertised for construction in September 2017.

This project is not being revised and is the same as the previously approved 2016 STIP project.

### I-5 HOV Lane Operational Improvements

Implementation of this project will provide continuous access HOV striping from the SR-57 interchange to the Beach Boulevard interchange. This is a carryover STIP project, and as indicated in the 2012 STIP, is one of the few funding sources that OCTA has available for this type of operational improvement to the freeway system.

The revised 2016 STIP proposes to delete the project from the 2016 STIP (\$4.708 million in STIP reduction). No alternative funding is being proposed for the project. The operational improvements could be implemented with any future projects within the same corridor, including planning pavement rehabilitation projects.

## **2016 State Transportation Improvement Program Project Impacts**

### SR-57 Lambert Road Interchange Improvements

Project work consists of reconfiguration of northbound ramps, including construction of a loop on-ramp at the south-east quadrant, realigning southbound (SB) ramps, adding a fourth approach lane along the SB off-ramp, and widening the south side of Lambert Road to provide dual exclusive eastbound right turn lanes into the SB on-ramp.

The revised 2016 STIP is proposing to split \$22.1 million in STIP funds into \$9 million for right-of-way (ROW), and \$13.1 million for construction phase, delay \$9 million from FY 2018-19 to FY 2019-20, and delay \$13.1 million in future STIP cycles. This will reduce the funding request from the 2016 STIP by \$13.1 million. The project would be considered for programming of construction funds in the 2018 STIP.

### SR-57 Truck Climbing Lane

STIP funding was previously proposed for the project approval and environmental document phase of this project that will construct a truck climbing lane on the SR-57, from the Lambert Road undercrossing to just north of the Orange County/Los Angeles County line. A climbing lane would improve truck traffic travel speeds and would increase the throughput of the northbound SR-57. This is Project G in the M2020 Plan.

This project is proposed to be removed from the 2016 STIP (\$3.7 million in STIP reduction). No alternative funding is proposed for the project, but the project could be funded in the new Nationally Significant Freight and Highways Program or the National Highway Freight Program that is proposed in the Fixing America's Surface Transportation Act. This is a M2 project.

### Interstate 405 (I-405) Auxiliary Lane from State Route 133 (SR-133) to Sand Canyon Avenue, and Sand Canyon Avenue to University Drive Auxiliary Lane

This project will construct an auxiliary lane on the SB I-405 between SR-133 and Sand Canyon Avenue, and then Sand Canyon Avenue to University Drive in the City of Irvine. This will help improve ramp storage capacity and weaving operations of the vehicles entering and existing the freeway.

This revised 2016 STIP is proposing to decrease the FY 2016-17 plans, specifications, and estimates (PS&E) and ROW support phases of the project from \$2.353 million to \$1.800 million due to revised cost estimates. Additionally, OCTA is proposing to remove the construction phase which consists of \$13.498 million in FY 2017-18 STIP funds. The funding of the PS&E phase in the STIP will better position

## **2016 State Transportation Improvement Program Project Impacts**

Caltrans to pursue State Highway Operation and Protection Program funds for construction.

### San Juan Creek Bridge Replacement

This project replaces a 99-year old bridge with a new bridge that will meet current design standards and rail load capacities. The new bridge will significantly reduce the amount of maintenance required and will increase the safety and reliability of rail traffic in the corridor.

This project is not being revised and is the same as the previously approved 2016 STIP project.

### Laguna Niguel-San Juan Capistrano Passing Siding

This project includes the addition of approximately 1.8 miles of new passing siding railroad track adjacent to the existing main track in the City of San Juan Capistrano just south of the Laguna Niguel/Mission Viejo Metrolink Station and approximately 500 feet north of the Trabuco Creek crossing.

This project is not being revised and is the same as the previously approved 2016 STIP project.

### Programming, Planning, and Monitoring (PPM)

Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions are necessary for the future construction of improvements. PPM funds will be used to develop project study reports and provide environmental clearance for projects, thus creating a shelf of projects for the future.

The STIP funds (\$4.862 million) for PPM are proposed to be divided over the five-year STIP period, with \$0.972 million per year in FY 2016-17 through FY 2019-20, and \$0.974 million in FY 2020-21.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **2016 State Transportation Improvement Program Update**

### **Attachment C**

## Funding Plan for 2016 STIP Recommended Projects - Submitted

SUBMITTED 2016 STIP (In Thousands)	STIP Funding						Other Funding			Total Project Cost
	2016-17	2017-18	2018-19	2019-20	2020-21	Total STIP	RSTP/ CMAQ	M2	Other	
I-5 widening SR-73 to Oso Parkway (Segment 1)			78,949			78,949	28,167	30,224		137,340
I-5 HOV Lane SR-55 to SR-57		28,949				28,949	2,800	5,309		37,058
I-5 HOV Lane Operational Improvements	4,708					4,708			1,431	6,139
SR-57 Lambert Road Interchange			22,100			22,100		927	36,273	59,300
I-405 Auxiliary Lane SR-133 to Sand Canyon Avenue and Sand Canyon Avenue to University Drive	2,353	13,498				15,851			528	16,379
PPM	1,899	1,482	1,481			4,862				4,862
SR-57 Truck Climbing Lane					3,700	3,700		600		4,300
San Juan Creek Bridge Replacement		5,700				5,700			28,500	34,200
<b>Totals</b>	<b>8,960</b>	<b>49,629</b>	<b>102,530</b>	<b>-</b>	<b>3,700</b>	<b>164,819</b>	<b>30,967</b>	<b>37,060</b>	<b>66,732</b>	<b>299,578</b>

STIP - State Transportation Improvement Program  
RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality  
M2 - Measure M2  
I-5 - Interstate 5  
SR-73 - State Route 73  
HOV - High-Occupancy Vehicle

SR-55 - State Route 55  
SR-57 - State Route 57  
I-405 - Interstate 405  
SR-133 - State Route 133  
PPM - Planning, Programming, and Monitoring



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **2016 State Transportation Improvement Program Update**

### **Attachment D**

## 2016 STIP Development Schedule

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- December 15, 2015 – Previous Submittal of 2016 STIP/RTIP to CTC
- January 20-21, 2016 – CTC Presents and Approved Revised FE and Schedule
- February 26, 2016 – Revised STIP/RTIP Submittal Due to CTC
- March 17, 2016 – CTC STIP Hearing South
- March 24, 2016 – CTC STIP Hearing North
- April 22, 2016 – CTC Publishes Staff Recommendations
- May 18-19, 2016 – CTC Adopts STIP

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STIP – State Transportation Improvement Program  
RTIP – Regional Transportation Improvement Program  
CTC – California Transportation Commission  
FE – Fund Estimate





**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2016 State Transportation Improvement Program  
Reduction**

**Attachment E**

Capital Funding Program

Pending Board of Directors (Board) Approval - February 22, 2016

HIGHWAYS CAPITAL FUNDING PROGRAM		M Code	(in thousands) Total Programmed Funding	STATE			FEDERAL			M1	M2	Local Other
				STIP/Other State	State Bonds	RSTP/CMAQ	Federal Other					
<b>Ongoing Projects</b>												
I-5 HOV lane widening, SR-55 to SR-57	A	\$	37,058	28,949	-	2,900	-	5,309	-	-	-	-
I-5 widening, I-405 to SR-55	B	\$	8,000	-	-	8,000	-	-	-	-	-	-
I-5 HOV lanes, Avenida Pico to Avenida Vista Hermosa	C	\$	89,388	43,735	-	30,688	-	13,365	-	-	-	-
I-5 HOV lane, Avenida Vista Hermosa to Pacific Coast Highway	C	\$	66,711	46,779	-	13,472	-	8,460	-	-	-	-
I-5 HOV lanes, SR-1 to San Juan Creek Road	C	\$	63,108	-	20,789	15,272	-	27,047	-	-	-	-
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$	136,421	78,030	-	28,167	-	30,224	-	-	-	-
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$	166,800	-	-	43,667	-	123,133	-	-	-	-
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$	114,259	-	-	8,166	-	106,093	-	-	-	-
I-5/SR-74 interchange improvements	D	\$	77,977	45,594	24,109	-	-	2,500	-	-	-	5,774
I-5/El Toro Road Interchange	D	\$	3,000	-	-	3,000	-	-	-	-	-	-
I-5/SR-74 landscaping, interchange improvements	D	\$	1,420	1,420	-	-	-	-	-	-	-	-
I-5 HOV lane operational improvements, SR-57 to SR-91 <sup>2</sup>	-	\$	-	-	-	-	-	-	-	-	-	-
SR-55 widening environmental, I-5 to I-405	F	\$	17,837	-	-	12,000	-	5,837	-	-	-	-
SR-55 environmental, I-5 to SR-91	F	\$	5,000	-	-	5,000	-	-	-	-	-	-
SR-55 extension project study report, Industrial Way to 19th Street	F	\$	1,190	-	-	1,000	-	-	-	-	-	130
SR-57 environmental, Orangewood Avenue to Katella Avenue	G	\$	4,000	-	-	4,000	-	-	-	-	-	-
SR-57 Truck Climbing Lane <sup>2</sup>	G	\$	600	-	-	-	-	600	-	-	-	-
SR-74 widening, Calle Entradero-City/County line	-	\$	42,694	5,513	-	-	-	-	-	-	-	37,181
SR-74 widening, City/County line to Antonio Parkway	-	\$	40,905	10,000	-	5,285	-	-	-	-	-	25,620
SR-91 westbound connect existing auxiliary lanes, I-5 to SR-57	-	\$	62,977	-	27,227	-	-	-	-	-	-	-
SR-91/SR-55 to Tusin Avenue interchange improvements	I	\$	41,930	13,930	14,000	-	-	14,000	-	-	-	-
SR-91 eastbound widening, SR-57 to SR-55	I	\$	9,000	-	-	7,000	-	2,000	-	-	-	-
SR-91 landscaping, SR-55 to Weir Canyon Road	I	\$	2,498	2,498	-	-	-	-	-	-	-	-
I-405 widening environmental, SR-55 to I-605	K	\$	1,700,000	82,000	-	35,000	10,648	1,254,352	-	-	-	318,000
I-405 widening, I-605 to SR-55	L	\$	8,000	-	-	8,000	-	-	-	-	-	-
I-405 auxiliary lane, SR-133 to Sand Canyon Avenue and Sand Canyon Avenue to University Drive <sup>1</sup>	L	\$	2,328	2,328	-	-	-	-	-	-	-	-
Planning, programming, and monitoring (2016-17 through 2020-21 STIP cycle)	-	\$	4,862	4,862	-	-	-	-	-	-	-	-
<b>Completed Projects/Costonly Phase</b>												
I-5 southbound off-ramp storage lane, Oso Parkway (04S-26)	-	\$	22,872	22,773	-	-	-	-	-	-	-	99
I-5 Camino Capistrano interchange improvements	-	\$	19,151	19,151	-	-	-	-	-	-	-	-
I-5 southbound off-ramp and auxiliary lane, Lumboree Road	-	\$	8,485	8,485	-	-	-	-	-	-	-	-
I-5 soundwall at El Camino Real	-	\$	4,995	4,995	-	-	-	-	-	-	-	-
I-5 soundwall at Avenida Vaquero	-	\$	2,754	2,754	-	-	-	-	-	-	-	-
I-5 at Gene Ault Way bridge overcrossing	M1	\$	68,199	-	-	35,644	-	-	8,601	-	-	14,071
SR-55 southbound auxiliary lanes, Dyer Road to MacArthur Boulevard environmental	-	\$	2,397	2,397	-	-	-	-	-	-	-	-
SR-55 continuous access HOV lane restriping environmental	-	\$	1,500	-	-	-	-	-	-	-	-	1,500
SR-57 northbound widening, Yorba Linda Boulevard to Lambert Road	G	\$	52,709	-	41,250	-	-	11,459	-	-	-	-
SR-57 northbound widening, SR-91 to Yorba Linda Boulevard	G	\$	50,659	-	40,925	-	-	9,734	-	-	-	-
SR-57 northbound widening, Katella Avenue to Lincoln Avenue	G	\$	34,428	-	24,127	-	-	10,301	-	-	-	-
SR-57 northbound widening landscaping, SR-91 to Lambert Road	G	\$	2,688	-	-	-	-	2,688	-	-	-	-
SR-90 Imperial Highway grade separation/landscaping	-	\$	1,668	1,668	-	-	-	-	-	-	-	-
SR-91 widening, SR-55 to SR-241 (Weir Canyon/Gypsum Canyon)	-	\$	77,510	59,573	17,937	-	-	-	-	-	-	-
SR-91 eastbound widening, SR-241 to SR-74	M1	\$	57,611	-	-	-	-	-	-	-	-	-
West Orange County connectors, I-405 and I-605	M1	\$	173,091	-	135,430	-	-	14,787	-	16,200	-	9,723
West Orange County connectors, I-405 and SR-22	M1	\$	115,878	-	-	64,375	-	48,625	-	1,878	-	6,674

HIGHWAYS CAPITAL FUNDING TOTAL		\$	3,406,499	\$	487,435	\$	345,794	\$	345,323	\$	119,644	\$	26,679	\$	1,662,852	\$	418,772
State Funding Total		\$	833,229														
Federal Funding Total		\$	464,967														
Local Funding Total		\$	2,106,303														

Notes for projects included in Board Item:  
 1. Reflects 2016 STIP submittal  
 2. STIP funding for project deleted from 2016 STIP

M Code - Project codes in M2 Program  
 STIP - State Transportation Improvement Program  
 RSTP - Regional Surface Transportation Program  
 CMAQ - Congestion Mitigation and Air Quality  
 M1 - Measure M  
 M2 - Measure M2

I-5 - Interstate 5  
 HOV - High-occupancy vehicle  
 SR-55 - State Route 55  
 SR-57 - State Route 57  
 I-405 - Interstate 405  
 SR-1 - State Route 1  
 SR-241 - State Route 241  
 SR-71 - State Route 71  
 SR-73 - State Route 73  
 SR-74 - State Route 74  
 SR-91 - State Route 91  
 I-605 - Interstate 605  
 SR-133 - State Route 133  
 SR-90 - State Route 90  
 SR-241 - State Route 241  
 SR-71 - State Route 71  
 SR-22 - State Route 22

**Capital Funding Program**

Pending Board of Directors (Board) Approval - February 22, 2016

STREETS & ROADS CAPITAL FUNDING PROGRAM	M Code	(in thousands) Total Programmed Funding	STATE		FEDERAL			M1	M2	Local Other
			STIP/Other State	State Bonds	RSTP/CMAQ	Federal Other				
M2 Project O Regional Capacity Program Call For Projects (Call) 2011-15 <sup>1,2</sup>	O	\$ 190,560	-	22,979	-	-	-	167,581	-	
M2 Fair Share State-Local Partnership Program (SLPP) Grant	Q	\$ 7,032	-	3,516	-	-	-	3,516	-	
M2 Project Q Fair Share Program <sup>3</sup>	Q	\$ 618,657	-	-	-	-	-	618,657	-	
M1 Comprehensive Transportation Funding Program (CTFP)	M1	\$ 34,000	-	-	-	-	34,000	-	-	
Local Agency American Reinvestment and Recovery Act of 2009 (ARRA) Rehabilitation Projects <sup>4</sup>	-	\$ 32,369	-	-	-	32,369	-	-	-	
M2 Project P Regional Signal Synchronization Program Call (2014 and 2015)	P	\$ 55,534	-	-	-	-	-	55,534	-	
SLPP Formula Grant Call <sup>2</sup>	Q	\$ 46,419	-	21,217	-	-	1,280	23,922	-	
Traffic Light Signal Synchronization Program, Orange County	-	\$ 8,000	-	4,000	-	-	4,000	-	-	
M2 Project X Environmental Cleanup Call	X	\$ 41,750	-	-	-	-	-	41,750	-	
Bicycle Corridor Improvement Program Call 2012-14 <sup>5</sup>	-	\$ 11,135	13,343	-	-	8,427	-	-	2,708	
Active Transportation Program Regional Call	-	\$ 14,809	-	-	-	615	-	-	851	
Arterial Pavement Management call 2014-15	-	\$ 50,116	-	-	-	19,938	-	-	30,178	
Transportation Enhancements	-	\$ 22,172	-	-	-	-	15,628	-	6,544	
ARRA Transportation Enhancements <sup>4</sup>	-	\$ 6,833	-	-	-	-	4,049	-	2,284	
Orangethorpe Avenue Grade Separation	O	\$ 110,494	-	41,632	-	27,828	500	21,084	1,351	
Tustin Avenue/Rose Avenue Grade Separation	O	\$ 94,271	-	30,862	-	45,150	-	18,972	1,288	
Placentia Avenue Grade Separation	O	\$ 69,425	-	27,346	-	-	-	32,537	9,543	
Raymond Avenue Grade Separation	O	\$ 112,190	-	90,557	-	-	-	18,313	3,320	
State College Boulevard Grade Separation	O	\$ 86,004	-	37,875	-	21,289	-	4,504	9,046	
Kraemer Boulevard Grade Separation	O	\$ 66,627	-	21,009	-	24,112	-	18,218	3,288	
Lakeview Avenue Grade Separation	O	\$ 95,649	-	27,629	-	29,805	-	26,887	1,619	
Lambert Road Interchange <sup>7</sup>	O	\$ 63,787	22,100	-	-	-	-	927	39,836	
Bristol Street Widening	-	\$ 44,750	-	-	-	-	-	-	44,750	
Antonio Parkway Widening	-	\$ 32,553	-	-	-	15,499	-	-	17,054	
Grand Avenue Widening, 1st Street to 4th Street	-	\$ 12,324	-	-	-	6,595	-	-	5,729	
La Paz Road Widening, Interstate 5 and La Paz Road <sup>6</sup>	M1	\$ 8,942	-	-	-	4,700	1,792	-	2,450	
Del Obispo Widening <sup>6</sup>	M1	\$ 6,419	-	-	-	3,740	-	-	2,679	
Allianta Avenue, Huntington Beach <sup>6</sup>	-	\$ 4,160	-	-	-	2,209	-	-	1,951	
Firestone Boulevard Widening	-	\$ 2,468	-	-	-	2,059	-	-	409	
Imperial Highway Smart Streets	M1	\$ 1,900	-	200	-	-	200	-	1,500	
<b>STREETS &amp; ROADS CAPITAL FUNDING TOTAL</b>		<b>\$ 1,951,360</b>	<b>\$ 35,443</b>	<b>\$ 328,821</b>	<b>\$ 211,966</b>	<b>\$ 94,569</b>	<b>\$ 41,772</b>	<b>\$ 1,050,402</b>	<b>\$ 188,378</b>	
State Funding Total		\$ 364,264								
Federal Funding Total		\$ 306,535								
Local Funding Total		\$ 1,280,561								

M Code - Project codes in M2 Program  
 STIP - State Transportation Improvement Program  
 RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality  
 M1/M2 - Measure M1/Measure M2

- Project Notes:**
- M2 Project O 2011, 2012, 2013, 2014, and 2015 call. Includes \$47.2 million in M1 savings.
  - Includes Tustin Ranch Road extension at \$4.93 million in SLPP; \$41.51 million through M2 Regional Capacity Program call, and \$42 million through SLPP Formula Grant call.
  - M2 Fair Share Forecast from fiscal year (FY) 2010-11 through FY 2021-22, as of June 2015. Excludes M2 Fair Share from SLPP Formula Grant call and M2 Fair Share SLPP Grant Program.
  - ARRA projects in Closeout or Ongoing.
  - Includes two 2014 Bicycle Corridor Improvement Program calls at \$1.29 million. Not funded through the Active Transportation Program.
  - Competitively awarded M1 CTFP projects.
  - Notes For Projects Included in the Board Item.
  - \$13.1 million in STIP funds are programmed outside of the five-year STIP period.

Capital Funding Program

Pending Board of Directors (Board) Approval - February 22, 2016

RAIL CAPITAL FUNDING PROGRAM		M Code	(in thousands) Total Programmed Funding	FEDERAL				LOCAL			
				STIP/Other State	State Bonds	RSTP/CMAQ	Federal Other	M1	M2	CURE	Local/Other
<b>Outgoing Projects</b>											
Control Point at 4th Street		R	\$ 4,000	-	-	-	4,000	-	-	-	-
Laguna Niguel to San Juan Capistrano Passing Sliding Project		R	\$ 25,274	3,000	2,483	19,791	-	-	-	-	-
M2 Project S Fixed-Guideway Anaheim Rapid Connection		S	\$ 19,452	-	-	10,682	8,000	1,335	-	-	1,435
OC Streetcar Preliminary Studies and Environmental		M1/S	\$ 12,129	-	-	4,433	6,000	554	-	-	1,142
OC Streetcar (Proposed New Stairs)		M1/S	\$ 289,000	40,000	-	48,453	144,500	56,047	-	-	-
M2 Project S Transit Extensions to Metrolink (Rubber Tire)		S	\$ 733	-	-	-	-	-	-	-	-
Anaheim Regional Intermodal Transportation Center (ARTIC) Construction		M1/T	\$ 184,164	29,219	-	35,000	40,764	43,900	35,281	-	-
Placentia Canyon Station Improvements		R	\$ 20,050	-	-	18,049	2,001	-	-	-	-
Fullerton Commuter Rail Station		R	\$ 23,420	2,500	400	50	-	8,000	-	-	12,470
Fullerton Transportation Station Expansion Planning, Environmental, Planning Study Report (PSS)		M1	\$ 875	-	-	775	-	-	-	-	-
Fullerton Transportation Center Parking Expansion Project <sup>1</sup>		M1/R	\$ 33,687	11,250	11,035	-	-	9,718	-	-	1,684
Orange Transportation Center Parking Structure		M1/R	\$ 27,257	13,762	-	2,938	-	1,850	-	-	6,707
Laguna Niguel/Mission Viejo Station Parking Improvements and Expansion (Camino Capistrano)		M1/R	\$ 15,134	-	-	6,500	-	8,634	-	-	-
Metrolink Station and Track Improvements, and Rehabilitation		R	\$ 2,230	-	-	-	-	-	-	-	-
Positive Train Control (Metrolink)		R	\$ 39,816	-	34,190	-	5,726	-	-	-	446
San Clemente Wayside Horn		R	\$ 4,802	-	2,250	-	-	-	-	1,976	-
State College Grade Separation (LOSSAN)		R	\$ 79,284	-	46,000	-	-	-	33,284	-	576
Sand Canyon Avenue Grade Separation Project		R	\$ 64,013	-	30,155	10,536	-	3,116	-	-	14,854
Rail Station Platform Safety Improvements (Fullerton, Irvine, and Tustin)		R	\$ 788	-	-	-	-	-	-	-	-
17th Street Grade Separation Environmental		R	\$ 3,500	-	-	-	-	-	3,500	-	-
Santa Ana Grade Separation Planning and Environmental PSR		M1	\$ 1,500	-	-	1,328	-	-	-	-	-
Video Surveillance Systems at Commuter Rail Stations		R	\$ 4,300	-	-	-	3,440	-	-	860	-
Future Video Surveillance Systems		R	\$ 1,531	-	-	-	1,288	-	-	243	-
Metrolink Rehabilitation/Renovation - fiscal years 2011-12 to 2019-20 <sup>2</sup>		R	\$ 82,217	-	-	-	82,217	-	-	-	-
San Juan Creek Bridge Replacement <sup>3</sup>		R	\$ 34,200	5,700	-	-	28,500	-	-	-	-
Ticket Vending Machines		R	\$ 6,857	-	-	-	6,857	-	-	-	-
Slope Stabilization Laguna Niguel-Lake Forest		R	\$ 2,000	-	-	-	2,000	-	-	-	-
<b>Completed Projects/Closed Phase</b>											
Metrolink Rolling Stock		M1/R	\$ 158,009	-	36,300	42,230	35,390	-	-	44,089	-
Metrolink Service Track Expansion <sup>4</sup>		M1/R	\$ 119,957	-	51,399	-	-	-	68,558	-	-
Control Point Stadium Crossover		R	\$ 6,490	-	3,245	-	3,245	-	-	-	-
Go Local		S	\$ 7,730	-	-	-	-	-	7,730	-	-
ARTIC Environmental, Right-of-Way (ROW), Program Management <sup>5</sup> Support, Site Plan		M1	\$ 42,888	-	-	-	-	-	42,888	-	-
Tustin Rail Station Expansion		M1	\$ 15,989	1,100	7,181	-	-	3,440	-	-	-
Laguna Niguel/Mission Viejo Station Parking Expansion (South Lot)		M1	\$ 4,135	-	695	-	-	-	-	-	-
Santa Ana Transportation Station Planning and Environmental PSR		M1	\$ 1,060	-	-	888	-	-	-	-	-
Fiber Optics Installation (Metrolink)		M1	\$ 24,600	-	12,300	-	10,903	1,397	-	-	-
Metrolink Grade Crossing Safety Improvements (OCX) <sup>4</sup>		M1/R	\$ 85,009	-	18,595	-	-	6,305	36,299	13,609	10,201
Metrolink Grade Crossing Safety Improvements ROW		R	\$ 3,029	-	-	-	-	-	3,025	-	-
North Beach Crossing Safety Enhancements <sup>6</sup>		R	\$ 348	-	166	-	-	-	182	-	-
LOSSAN Corridor Grade Separations PSR in Anaheim, Orange, and Santa Ana		R	\$ 3,050	-	-	-	-	-	3,050	-	-
Rail Crossing Signal Lights and Pedestrian Gates		R	\$ 252	-	252	-	-	-	-	-	-
Safety Repairs for San Clemente Pier Station		R	\$ 122	-	122	-	-	-	-	-	-
Transit Rail Security (Monitors, Fencing, Video Surveillance)		R	\$ 310	-	310	-	-	-	-	-	-
<b>RAIL CAPITAL FUNDING TOTAL</b>			<b>\$ 1,454,667</b>	<b>\$ 106,531</b>	<b>\$ 257,866</b>	<b>\$ 186,538</b>	<b>\$ 387,720</b>	<b>\$ 261,177</b>	<b>\$ 188,628</b>	<b>\$ 14,712</b>	<b>\$ 51,495</b>
State Funding Total			\$ 364,397								
Federal Funding Total			\$ 574,286								
Local Funding Total			\$ 516,012								

**Project Notes:**

- Includes Fullerton Elevators Project at \$4 million; \$1.718 million Proposition 116; \$1.782 million M1, and \$.500 million PTMISEA.
- Includes ROW costs.
- Includes previously expended ARTIC ROW.
- Includes Dana Point and San Clemente Crossing Safety Enhancements Project at \$4.2 million; \$2.1 million Highway Rail Crossing Safety Account, and \$2.1 million M2.
- Part of the Orange County Transportation Authority OCX.
- \$.15 million for the San Juan Creek Bridge Replacement Project is included in the Metrolink Rehabilitation/Renovation Line.

M Code - M1 = Measure M1, otherwise Project Codes in Measure M2 Program  
 STIP - State Transportation Improvement Program  
 RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality  
 M1/M2 - Measure M1/Measure M2  
 CURE - Commuter and Rail Endowment Fund  
 LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor  
 OCX - Rail-Highway Grade Crossing/Safety Enhancement Project  
 PTMISEA - Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account