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Chief Executive Officer

February 26, 2016

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 North Street
Mail Station 52, Room 2233
Sacramento, CA 95814

RE: **2016 Regional Transportation Improvement Program Submittal**

Dear Mr. Kempton:

It is with disappointment that the Orange County Transportation Authority (OCTA) is submitting a revised Regional Transportation Improvement Program (RTIP) for the 2016 State Transportation Improvement Program (STIP). This is the first time in recent history, even through the recent recession, that OCTA has had to eliminate projects from the STIP. It is a clear indication that transportation funding is broken when our economy is thriving but transportation funding continues to decline.

The revised OCTA 2016 RTIP recommends six projects for the reduced County share of \$128.341 million in STIP Regional Improvement Program (RIP) project funds for fiscal year (FY) 2016-17 through FY 2020-21. The original 2016 STIP submittal from December included eight projects, including one which focused on goods movement and another which addressed operational improvements on the Interstate 5 (I-5). Both of these projects have been eliminated from the current submittal. The original also included additional funding for the Interstate 405 (I-405) auxiliary lane and the State Route 57 (SR-57) and Lambert Road interchange than what is currently proposed. There are also delays which will impact delivery of important Orange County projects. The six remaining projects were approved for submittal by the OCTA Board of Directors on February 22, 2016.

Consistent with the revised 2016 STIP fund estimate adopted by the California Transportation Commission (CTC) on January 22, 2016, OCTA is proposing the following 2016 STIP program of projects:

- I-5 widening (State Route 73 to Oso Parkway) (\$78.030 million)
- I-5 high-occupancy vehicle lane (State Route 55 to SR-57) (\$28.949 million)
- SR-57 and Lambert Road interchange improvements (\$9.000 million)
- I-405 auxiliary lane from State Route 133 to Sand Canyon, and from Sand Canyon to University Drive (\$1.800 million)

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- Planning, programming, and monitoring funds (\$4.862 million)
- New project, San Juan Creek Bridge replacement (\$5.7 million)

This submittal reflects the CTC's request for OCTA to lower the previous 2016 STIP share target from \$164.819 million to \$128.341 million. Please find the details for OCTA's submittal in the attached template that includes the required submittal information, or online at www.octa.net/STIP-RTIP.

If you have any questions regarding OCTA's RTIP submittal, please contact Kia Mortazavi, Executive Director, Planning, at (714) 560-5741.

Sincerely,



Darrell Johnson
Chief Executive Officer

DJ:bk
Attachments

c: Bruce De Terra, Caltrans
Ryan Chamberlain, Caltrans
Maria Lopez, SCAG

OCTA 2016 Regional Transportation Improvement Program



Orange County
Transportation Authority



**2016 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (2016 RTIP)
REGIONAL AGENCY TEMPLATE**

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

Please find the Orange County Transportation Authority's (OCTA) revised 2016 Orange County RTIP for the 2016 State Transportation Improvement Program (STIP) based on the January 21, 2016 Fund Estimate (FE) that reduced statewide STIP funding by \$754 million. The OCTA 2016 RTIP recommends \$128.341 million in STIP-Regional Improvement Program (RIP) funds for six projects for fiscal years (FY) 2016/2017 through FY 2020/2021, and the revised submittal was approved by the OCTA Board of Directors on February 22, 2016.

2016 STIP Project Listing

Consistent with the 2016 STIP Guidelines, adopted by the California Transportation Commission (CTC) on August 27, 2015, and the revised FE adopted January 21, 2016, OCTA is proposing six projects for the 2016 RTIP consisting of one new project and five 2014 RTIP carry-over projects. A template that includes an overview and schedule, the 2016 STIP funding request, the relationship of the RTIP to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), performance and effectiveness of the RTIP, as well as detailed project information is provided within this submittal and online at www.octa.net/STIP-RTIP.

Adjustments to Existing Projects

As part of the revised OCTA 2016 RTIP submittal, OCTA is requesting adjustments to the following projects which are carried forward from the 2014 STIP:

- Interstate 5 (I-5) Widening State Route 73 to Oso Parkway (Segment 1)
 - Update the schedule based on updated information and to accommodate the delay in construction funds
 - Delay the STIP funds from FY 18/19 to FY19/20
 - Decrease the total project cost and update funding
- I-5 High Occupancy Vehicle (HOV) Lane State Route 55 to State Route 57(SR-57)
 - Updated the schedule
 - Delay the STIP funds from FY 16/17 to FY 17/18.
 - Decrease the total project cost and update funding
- I-5 HOV Lane Operational Improvements
 - Eliminate the 2014 STIP project previously programmed in FY 16/17 from the 2016 STIP
- SR-57 Lambert Road Interchange
 - Update the project limit postmiles
 - Update the schedule to accommodate the delay in funds
 - Increase the total project cost
 - Delay STIP funds from FY 18/19 to FY19/20 and FY21/22+
- Interstate 405 (I-405) Auxiliary Lane State Route 133 to Sand Canyon, and Sand Canyon to University Drive
 - Update the project limit postmiles
 - Change implementing agency from OCTA to the California Department of Transportation (Caltrans) for Plans Specifications & Estimates (PS&E) phase.
 - Update the schedule to advance project in order to align project more closely with adjacent State Highway Operations and Protection Program (SHOPP) project
 - Eliminate STIP funding for construction previously programmed in FY 17/18
 - Decrease STIP funds for design in FY 16/17

- Planning, Programming and Monitoring
 - Spread funding over the five-year STIP period

Additional details regarding these requested adjustments are provided in the individual project programming requests for each project.

New Projects:

OCTA is also requesting the addition of one new project in FY 17/18. The additional STIP funding is made available from STIP savings and unprogrammed 2014 STIP funds.

- San Juan Creek Bridge Replacement – Commuter and Intercity Rail Project (\$5.7 million)

This new project is consistent with the States goal to promote transit as a means to move people between and within regions.

Overall OCTA 2016 Submittal

OCTA is submitting a revised RTIP proposal that delays, eliminates, and decreases funding for Orange County projects. Based on the revised 2016 STIP FE adopted by the CTC on January 21, 2016, the Orange County 2016 STIP share decreased by \$36.478 million from \$164.819 million to the revised FE amount of \$128.341 million.

OCTA has not included performance measures for the one new project because it does not meet the requirements for inclusion of performance measure information. OCTA previously developed and submitted performance measures for each of the 2014 STIP projects, so that information is not included in this submittal.

Section 2. General Information

- **Regional Agency Name**

Orange County Transportation Authority

- **Agency website links for RTIP and RTP.**

Regional Agency Website link: www.octa.net

RTIP document link: www.octa.net/STIP-RTIP

RTP link: www.octa.net/lrtp/

- **Executive Director or Chief Executive Officer Contact Information**

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Section 3. Background of the RTIP

A. What is the RTIP?

The RTIP is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the CTC in the STIP. The RTIP is developed biennially by the regions and is due to the CTC by December 15th of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan, which guides a region's transportation investments over a 20 to 25 year period. The RTP is developed considering all reasonably anticipated funding, including federal, state and local sources. Updated every four to five years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region. In the SCAG region, the RTP includes sustainable communities' strategies which have been developed to meet the state's goal to reduce greenhouse gas emissions.

B. Regional Agency's Historical and Current Approach to Developing the RTIP

OCTA is responsible for the development and programming of the STIP, which is submitted to the CTC for approval and adoption. OCTA dedicates STIP funds for use on projects of countywide significance, consistent with the OCTA Board of Directors (Board) adoption of the Capital Programming Policies (CPP), which includes the following priorities for STIP funding:

- First Priority: Measure M2 (M2) freeway, commuter rail and fixed-guideway projects and planning/programming activities, which seek an equitable balance between freeways and transit capital, and are consistent with state goals
- Next Priority: Use of STIP funds for new capacity projects consistent with M2, and then soundwalls.

Staff also considered prior 2014 STIP projects, prior Board-approved funding commitments, project readiness, statewide goals for transportation, emission reduction per SB 375 (Chapter 728, Statutes 20080, and AB 32 (Chapter 488, Statutes 2006), freight mobility, consistency with STIP guidelines and performance measures. Staff further collaborated with Caltrans and local agencies to develop the OCTA 2016 RTIP submittal.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

OCTA will evaluate and report on the completed projects listed in the table below with the 2016 STIP submittal.

Project Name and Location	Description	Summary of Improvements/Benefits
Anaheim Regional Transportation Intermodal Center (ARTIC)	<p>ARTIC is located in the City of Anaheim near the previous AMTRAK / Metrolink station. Construction was completed and the facility was opened to the public in December of 2014. Phase 1 includes the transit center i.e. AMTRAK/Metrolink station, associated infrastructure, commercial mixed use and transit supporting facilities for Metrolink, AMTRAK, OCTA fixed route bus, OCTA Bus Rapid Transit, Anaheim Resort transit shuttle/circulators, "fly-away" type airport shuttles, private tourism buses, taxi, and others.</p>	<p>The ARTIC project provides additional capacity for AMTRAK and Metrolink passengers. It is a regional transportation hub for future high-speed rail service and connections to local transit service to downtown and resort areas. The intermodal facility improves mobility and benefits air quality within the region by increasing the capacity of the transit infrastructure while promoting the efficient use of the existing transportation infrastructure and access to public transportation.</p>
I-5/SR-74 Interchange Improvements	<p>The I-5/SR-74 interchange was reconfigured to better accommodate existing and future traffic volumes and alleviate the congestion within the interchange area in the City of San Juan Capistrano. Improvements along the I-5 are within 1,000 feet of SR-74, both to the north and south. Improvements along SR-74 are from El Camino Real to approximately 500 feet east of Los Cerritos Avenue.</p> <p>In the previous configuration, the I-5/SR-74 interchange experienced considerable congestion during the morning and afternoon peak periods resulting in unacceptable level of service (LOS). Vehicle queue lengths exceeded the available distance for several turning movements.</p> <p>The project reconfigured the interchange to better accommodate existing and future traffic volumes and alleviate the congestion within the interchange area. This project was opened to the public in October 2015.</p>	<p>The project reconfigured the I-5/SR-74 interchange to better accommodate existing and future traffic volumes and helped alleviate the congestion within the interchange area. The project created a total of 700 jobs, producing \$30 million in wages; improved safety at the interchange and significantly reduced congestion-related accidents; reduced queued traffic leading to improved travel time through southern Orange County; improved access to jobs, housing, markets, and commerce; provided quantifiable emission reductions for Reactive Organic Gases, Carbon Monoxide, Nitrogen Oxide and Particulate Matter; improved level of service; and improved southbound I-5 traffic flow by reducing vehicle queues that spill back on the freeway</p>

Section 5. RTIP Outreach and Participation

A. Revised RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans identifies State Highway Needs	September 15, 2015
Regional Agency adopts 2016 RTIP	September 14, 2015
Caltrans submits draft Interregional Transportation Improvement Program (ITIP)	October 15, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
Regions submit RTIP to CTC	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
CTC adopts revised Fund Estimate and Schedule	January 20-21, 2016
Regions submit revised RTIP to CTC	February 26, 2016
CTC STIP Hearing Date – South Hearing	March 17, 2016
CTC STIP Hearing Date – North Hearing	March 24, 2016
CTC publishes staff recommendations	April 22, 2016
CTC Adopts 2016 STIP	May 18-19, 2016

B. Public Participation/Project Selection Process

- 8-3-15 – OCTA staff presented 2016 STIP Overview to Regional Planning and Highways Committee
- 8-10-15 – OCTA staff presented 2016 STIP Overview to OCTA Board of Directors
- 9-11-15 – OCTA staff presented 2016 STIP proposal to Regional Planning and Highways Committee
- 9-14-15 – OCTA Board approved the 2016 STIP submittal
- 2-22-16 – OCTA Board approved the revised 2016 STIP submittal

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 12

- 6-29-15 - OCTA staff presented 2016 STIP draft recommendations to Caltrans District 12.
- 6-30-15 to 11-19-15 – OCTA staff and Caltrans staff have discussed modifications and changes to the draft 2016 STIP proposal.
- 2-3-16 – OCTA staff and Caltrans staff discussed revised FE impacts on the 2016 STIP and draft recommendations to the OCTA Board.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

A. Summary of Requested Programming

Project Name and Location	Requested RIP Amount
I-5 widening SR-73 to Oso Parkway (segment 1)	\$78,030,000
I-5 HOV Lane SR-55 to SR-57	\$28,949,000
SR-57 Lambert Road Interchange	\$9,000,000
I-405 Auxiliary Lane SR-133 to Sand Canyon and Sand Canyon to University Drive	\$1,800,000
Planning, Programming, and Monitoring	\$4,862,000
San Juan Creek Bridge Replacement	\$5,700,000
Total STIP	\$128,341,000

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

Proposed Revised 2016 RTIP (\$000)	Total RTIP	Other Funding				Total Project Cost
		ITIP	RSTP/STBG/ CMAQ	Measure M2 ⁴	Other	
I-5 widening SR-73 to Oso Parkway (segment 1) ¹	78,030		28,167	30,224		136,421
I-5 HOV Lane SR-55 to SR-57 ²	28,949		2,800	5,309		37,058
SR-57 Lambert Road Interchange	9,000			927	53,860	63,787
I-405 Auxiliary Lane SR-133 to Sand Canyon and Sand Canyon to University Drive ³	1,800				528	2,328
PPM	4,862					4,862
San Juan Creek Bridge Replacement	5,700				28,500	34,200
Totals	128,341		30,967	36,460	82,888	278,656

Notes:

1. **\$19,000 is Surface Transportation Block Grant Program (STBG) and \$9,167 is prior year Regional Surface Transportation Program (RSTP) funds**
2. **\$2,800 is Congestion Mitigation and Air Quality (CMAQ) funds**
3. **\$528 in Other funding is previously allocated STIP funds**
4. **Measure M2 is the Orange County transportation half cent sales tax that is administered by OCTA**

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the ITIP is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

Caltrans has indicated that ITIP funding is not available for programming to new projects at this time. The 2014 ITIP includes the Laguna Niguel/San Juan Capistrano Passing Siding along the San Diego - Los Angeles – San Luis Obispo Rail Corridor (LOSSAN) in Orange County. This is an OCTA-led project and OCTA looks forward to working with the California Transportation Commission, the California Department of Transportation and the Southern California Regional Rail Authority to deliver this project.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

STIP Project	Projects within the Corridor	Status	Notes
I-5 Widening SR-73 to Oso Parkway (Segment 1) CON begin- Dec 2018 CON end- Aug 2022	I-5 Widening Oso Parkway to Alicia Parkway (Segment 2)	In Progress - PS&E	I-5 Widening from the SR-73 to El Toro is divided into three Segments. Segment 1 is the STIP project. All three segments will be designed and constructed concurrently.
	I-5 Widening Alicia Parkway to El Toro Road (Segment 3)	In Progress - PS&E	I-5 Widening from the SR-73 to El Toro is divided into three Segments. Segment 1 is the STIP project. All three segments will be designed and constructed concurrently.
	I-5 I-405 to SR-55	In Progress – Project Approval / Environmental Document (PAED) phase	Project is only funded through Environmental at this time and it is several miles away.
	I-5 SR-55 to SR-57	STIP project	No Impact. Project is several miles away.
	I-5 Widening SR-73 to Oso	STIP project	No Impact. Project is several miles away.

I-5 HOV Lane SR-55 to SR-57 CON begin- Feb 2018 CON end- Feb 2020	Parkway (segment 1)		
	I-5 Widening Oso Parkway to Alicia Parkway (Segment 2)	In Progress - PS&E	No Impact. Project is several miles away.
	I-5 Widening Alicia Parkway to El Toro Road (Segment 3)	In Progress - PS&E	No Impact. Project is several miles away.
	I-5 I-405 to SR-55	In Progress - PA/ED phase	Adjacent Project. Project is only funded at this time through environmental phase. Environmental phase is scheduled for completion in January 2018.
	SR-55 I-405 to I- 5	In Progress - PA/ED phase	No Impact. Project is scheduled to start construction in 2020.
	SR-57 Orangewood to Katella	In Progress - PA/ED phase	Adjacent Project. Project is only funded at this time through environmental phase. Environmental phase is scheduled for completion in December 2017.
	SR-55 I-5 to SR- 91	In Progress - PA/ED phase	Adjacent Project. Project is only funded at this time through environmental phase. Environmental phase is scheduled for competition in November 2018.
	I-5 Broadway to the Santa Ana River; SR-22 from Santa Ana River to Main Street; SR-57 from I-5 to Chapman Avenue.	SHOPP project - Enhance highway worker safety with access gates and other measures	Project is estimated to begin construction November 2016.
	SR-57 I-5 to north of Orangethorpe Avenue.	SHOPP project - Upgrade transportation management system	Project is estimated to begin construction July 2019.

	I-5 South of 4th Street to Broadway.	SHOPP project - Roadside safety improvements	Project is estimated to begin construction March 2019.
	I-5 Northbound connector to westbound SR-22.	SHOPP project - Groove pavement, upgrade drainage system, and install new delineation to improve wet pavement conditions. Also, upgrade guardrail	Project is estimated to begin construction August 2016.
SR-57 Lambert Road Interchange CON begin - Dec 2018 CON end - Dec 2020	On SR-57 from Lambert Road to Brea Canyon in Orange County	Widening north bound SR-57 to add a truck climbing lane	Adjacent Project. No Impact. No construction overlap.
	I-405 I-5 to SR-55	In Progress- PS&E or PA/ED phase	Adjacent Project. Project is only scheduled through environmental phase. Environmental phase is scheduled for completion in December 2017.
I-405 Auxiliary Lane SR-133 to Sand Canyon and Sand Canyon to University Drive	I-5 El Horno Street to south of Junipero Serra Road; Route 133 to south of Sand Canyon Avenue.	SHOPP project	Adjacent Project. No Impact. No construction overlap. Project is estimated to start construction December 2019.

CON begin - Oct 2017 CON end - Oct 2018	Upgrade I-5 from I-405 to I-55	PSR project	Target completion for PSR is June 2016.
	SB SR-133 between I-405 and I-5, in the City of Irvine	PSR project	Target completion for PSR is June 2016.
	On I-405 from Jeffrey to SR-133	Completed PID's	No impact. Project completed.
	SR-57 Lambert Road Interchange	STIP project	Adjacent Project. No Impact. No construction overlap. Project is scheduled to end December 2020.
San Juan Creek Bridge Replacement CON begin - Aug 2018 CON end - Nov 2018	I-5 South County Improvement Avenida Vista Hermosa to Pacific Coast Highway (Segment 2)	In Progress- Construction	No Impact. The San Juan Creek Bridge Replacement is a rail project
	I-5 South County Improvement Pacific Coast Highway to San Juan Creek Road (Segment 3)	In Progress- Construction	No Impact. The San Juan Creek Bridge Replacement is a rail project

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the Guidelines)

A regional level performance evaluation was conducted by the Southern California Association of Governments (SCAG). This evaluation is summarized in Table B1. SCAG also conducted a regional level cost-effectiveness evaluation which is presented in Table B2.

Benefits for existing projects in the STIP were re-examined using updated project information and new data. Based on the updated information, the benefit/cost ratio continues to provide positive benefits for each carry-over project from the existing adopted 2014 STIP. These projects are estimated to produce total life-cycle benefits of \$1.52 billion and life-cycle costs of \$304.6 million (Benefit/Cost Ratio of 5.0). A breakdown of benefits and cost by project is listed below:

	I-5 Widening SR-73 to Oso Parkway (Seg 1)	I-5 HOV SR-55 to SR-57	SR-57 Lambert Interchange	SB I-405 Aux Lane: SR-133 - Univ Dr
Life-Cycle Costs	\$154.60	\$57.80	\$73.50	\$18.70
Life-Cycle Benefits	\$473.20	\$689.50	\$298.40	\$59.50
Net Present Value	\$318.70	\$631.80	\$224.90	\$40.70
Benefit/Cost Ratio	3.1	11.9	4.1	3.2

These projects are consistent with the Goals of the RTP and SCS because they all reduce travel time and CO2 Greenhouse Gas (GHG) emissions (see Section 11 for additional information). The new proposed San Juan Creek Bridge Replacement project is also estimated to reduce travel time and CO2 Greenhouse Gas (GHG) emissions (see Section 14 for more information on this project).

The table below summarizes the consistency between projects in the RTIP and the Draft 2016 RTP/SCS Goals and Performance Outcomes (also consistent with the 2012 RTP/SCS). The project benefits listed in the table below come from the benefit-cost analysis conducted for each project. Because the purpose of the table is to demonstrate consistency with the RTP/SCS Goals and Performance Outcomes, not all project benefits are listed in the table. BCA ratios for all projects are over 1.0. All projects are located in high traffic regional facilities that serve the general public including low income and minority communities, consistent with the Draft 2016 RTP/SCS Environmental Justice performance Measures. In addition, all projects are included in the Draft 2016 RTP/SCS project lists, which further demonstrates consistency of the RTIP with the RTP.

Summary of 2016 RTIP Consistency with the Draft SCAG RTP/SCS Goals & Performance Outcomes											
Goals	Performance Outcomes										
	I-5 Widening: SR-73 – Oso Parkway	I-5 HOV Lanes: SR-55 - SR-57	I-405 Aux Lanes: SR-133 to University	Location Efficiency	Mobility & Accessibility	Safety & Health	Environmental Quality	Economic Opportunity	Investment Effectiveness	Trans. System Sustainability	Environmental Justice
Align the plan investments and policies with improving regional economic development and competitiveness	\$29M in annual Travel Time Savings	\$30M in annual Travel Time Savings	\$2.3M in annual Travel Time Savings					✓	✓		✓
Maximize mobility and accessibility for all people and goods in the region	4.3M annual Person Hours of Time Saved	3.5M annual Person Hours of Time Saved	.31M annual Person Hours of Time Saved		✓						✓
Ensure travel safety and reliability for all people and goods in the region	Reduces accidents	\$1.6M annual Accident Cost Savings	\$0.1M annual Accident Cost Savings			✓					✓
Preserve and ensure a sustainable regional transportation system	Improves an existing facility	Improves an existing facility	Improves an existing facility							✓	✓
Maximize the productivity of our transportation system	Reduces congestion	Reduces congestion	Reduces congestion		✓			✓			✓
Protect the environment and health of our residents by improving air quality and encouraging active transportation	13,200 Tons of annual GHG emissions saved	21,000 Tons of annual GHG emissions saved	2,000 Tons of annual GHG emissions saved			✓	✓				✓
Actively encourage and create incentives for energy efficiency, where possible		\$2.6M annual Vehicle Operating Cost Savings	\$0.4M annual Vehicle Operating Cost Savings								✓
Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Improves travel time for transit	Improves travel time for transit	Improves travel time for transit	✓	✓						✓
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*											

* SCAG does not yet have an agreed-upon security performance measure. Therefore, it is not included in the evaluation.

Summary of 2016 RTIP Consistency with the Draft SCAG RTP/SCS Goals & Performance Outcomes										
Goals	Performance Outcomes									
	SR-57 Lambert Interchange	San Juan Creek Rail Bridge Replacement	Location Efficiency	Mobility & Accessibility	Safety & Health	Environmental Quality	Economic Opportunity	Investment Effectiveness	Trans. System Sustainability	Environmental Justice
Align the plan investments and policies with improving regional economic development and competitiveness	\$12M in annual Travel Time Savings	\$11M in annual Travel Time Savings					✓	✓		✓
Maximize mobility and accessibility for all people and goods in the region	1.3M annual Person Hours of Time Saved	1.5M annual Person Hours of Time Saved		✓						✓
Ensure travel safety and reliability for all people and goods in the region	\$1.8M annual Accident Cost Savings	\$1.2M annual Accident Cost Savings			✓					✓
Preserve and ensure a sustainable regional transportation system	Improves an existing facility	Replaces an existing facility							✓	✓
Maximize the productivity of our transportation system	Reduces congestion	Provides Safe throughput		✓			✓			✓
Protect the environment and health of our residents by improving air quality and encouraging active transportation	5,200 Tons of annual GHG emissions saved	20,000 Tons of annual GHG emissions saved			✓	✓				✓
Actively encourage and create incentives for energy efficiency, where possible	\$1.1M annual Vehicle Operating Cost Savings	\$11.6M annual Vehicle Operating Cost Savings								✓
Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Improves travel time for transit	Ensures continued safe use of rail bridge	✓	✓						✓
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*										

* SCAG does not yet have an agreed-upon security performance measure. Therefore, it is not included in the evaluation.

Section 11. Regional and Statewide Benefits of RTIP

OCTA's 2016 STIP is estimated to produce a combined total life-cycle benefits of \$1.8 billion at a total life-cycle cost of \$349.2 million (benefit/cost ratio of 5.2).

Project benefits for all Orange County 2016 STIP projects combined (New + Carry-Over) over 20-years include:

Travel Time Savings: \$1.68 billion

Vehicle Operating Cost Savings: \$222.4 million

Accident Cost Savings: \$94.2 million

CO2 Emission Cost Savings: \$20.1 million

CO2 Emissions Saved (tons): 1,216,141

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

2016 STIP-RTIP SCAG Regional Level Performance Evaluation

Pursuant to the State Transportation Improvement Program (STIP) guidelines recently adopted by the California Transportation Commission (Commission), the Southern California Association of Governments (SCAG) is pleased to submit the requested regional performance evaluation for SCAG region's 2016 STIP submittal.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region, it includes the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura and is home to more than 18 million Californians. SCAG's RTP/SCS meets all targets set by the Air Resources Board related to Senate Bill 375 (SB 375) and greenhouse gas (GHG) reduction targets. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2016 STIP-RTIP:

- The STIP-RTIP model does not include system wide preservation investments, such as rolling stock. As such, it does not reflect asset conditions on the State Highway System (SHS), local roads, or transit assets. However, life-cycle costs are considered in the analysis for the capital projects proposed by these STIP-RTIP Submittals.
- This STIP-RTIP does not include land use strategies but does include transit and active transportation investments. At a regional scale, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, several involving pricing on High Occupancy Toll (HOT) lanes. These projects work best in tandem with SCAG's RTP/SCS Travel Demand Management (TDM) strategies. As such, TDM strategies are included in the analysis.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).
- The following information is based on the December 15, 2015 RTIP submittal.

The STIP guidelines list a number of measures to report, depending on available data and tools. A brief summary of the analysis results for the applicable measures is provided below.

Investment Effectiveness

The 2016 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several categories, including:

- Savings resulting from reduced travel delay;
- Air quality improvements;
- Safety improvements; and
- Reductions in vehicle operating costs

For these categories, SCAG's travel demand model results are used to estimate the benefits of the 2016 STIP *Build* planning scenario compared with the *No Build* planning scenario. Model data for the 2016 STIP were summarized in one mile per hour (1-mph) speed bins to facilitate analysis. Consistent with the overall STIP performance evaluation, benefits associated with SCAG's 2016 RTP/SCS TDM strategies are reflected in the analysis. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Costs included in the analysis reflect estimates of lifecycle costs including capital and ongoing operations and maintenance costs. The 2016 STIP provides a regional network-level benefit/cost ratio of 7.5. Benefits and costs are estimated over the planning period from 2016 through 2035.

INVESTMENT ANALYSIS			
SUMMARY RESULTS			
3			
Life-Cycle Costs (mil. \$)		\$6,556.4	
Life-Cycle Benefits (mil. \$)		\$48,946.7	
Net Present Value (mil. \$)		\$42,390.3	
Benefit / Cost Ratio:		7.5	
Rate of Return on Investment:		N/A	
Payback Period:		N/A	
ITEMIZED BENEFITS (mil. \$)	Average Annual	Total Over 20 Years	
Travel Time Savings	\$1,682.5	\$33,649.6	
Veh. Op. Cost Savings	\$567.9	\$11,358.1	
Accident Cost Savings	\$130.8	\$2,616.6	
Emission Cost Savings	\$66.1	\$1,322.4	
TOTAL BENEFITS	\$2,447.3	\$48,946.7	
Person-Hours of Time Saved	197,285,144	3,945,702,883	
CO₂ Emissions Saved (tons)	1,332,049	26,640,989	
CO₂ Emissions Saved (mil. \$)	\$25.5	\$509.4	

Please note that a regional travel demand model may not be as sensitive to individual project-level impacts. As such, this analysis is not necessarily comparable to the project-level assessments as the regional evaluation accounts for the complementary or duplicative benefits of combinations of projects with the scenarios modeled externally using SCAG's regional travel demand model.

VTM per Capita

Impacts are projected to reduce VMT per capita by 0.75 miles per day

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 2.1 percent.

Commute mode share (travel to work or school)

Not applicable

Asset Conditions (State Highway and Local Streets)

Based on the 2013 Pavement Condition Survey, almost 20 percent of the State Highway System (SHS) lane miles are in some form of distress (i.e., major distress, minor distress, or poor ride). The average Pavement Condition Index (PCI) for the region's local roads is 69. The STIP does not impact asset conditions in this cycle.

Percent of transit assets that have surpassed the FTA useful life period

Not applicable

Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)

The full implementation of the region's STIP projects will improve travel time reliability since HOT lane implementations have been shown to improve overall travel time reliability. However, it is not possible to estimate these impacts with current tools.

Fatalities

SCAG's analysis projects that fatalities per million persons per day will decline from 0.26 to 0.25 and injuries will be reduced from 13.06 to 12.96 per million persons per day.

Fatalities and injuries per million VMT will remain relatively unchanged at 0.01 and 0.53 respectively.

Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service

Not applicable.

Mean commute travel time (to work or school)

Impacts are projected to reduce mean work commute travel time by 0.53 minutes for automobiles and 0.7 minutes for transit. Impacts are also projected to reduce mean school commute travel times by 0.11 minutes for automobiles and by 0.05 minutes for transit.

Change in acres of agricultural land

Not applicable

GHG Impacts

Impacts are projected to reduce daily GHG/capita by approximately 0.47 pounds.

The table on the next page summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Future Level of Performance (Baseline)	Projected Performance Improvement (2035)
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	22.89	Reduction in VMT per capita = 0.75 miles per day
	Reduce Percent of congested VMT (at or below 35 mph)	17.20%	Reduction of 2.1%
	Change in commute mode share (travel to work or school)		
	Vehicle Trips Drive Alone	9.00%	0%
	Vehicle Trips 2 Person Carpool	8.41%	0%
	Vehicle Trips 3+ Person Carpool	9.95%	0%
	Auto Passenger Trips	39.96%	0%
	Transit Trips	4.01%	0%
	Non-Motorized Person Trips	28.69%	0%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable	Not applicable
	Improve Pavement Condition Index (local streets and roads)	Not applicable	Not applicable
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable	Not applicable
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable	Not applicable
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Future conditions cannot be modeled	Improvement cannot be modeled
Safety	Reduce fatalities and serious injuries per capita (daily)	Fatalities per million persons = 0.26 Injuries per million persons = 13.06	Reduction in Fatalities per million persons = 0.01 Reduction in Injuries per million persons = 0.1
	Reduce fatalities and serious injuries per VMT	Daily Fatalities per million VMT = 0.01 Daily Injuries per million VMT = 0.53	No Reduction in Fatalities per million VMT No Reduction in Injuries per million VMT
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 37.3% Jobs % = 45.25%	Not applicable
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 25.08 mins Auto School = 12.19 mins Transit Home Based Work = 77.34 mins Transit School = 57.24 mins	Auto Home Based Work Reduction = 0.53 mins Auto School Reduction = 0.11 mins Transit Home Based Work Reduction = 0.70 mins Transit School = 0.05 mins
Environmental Sustainability	Change in acres of agricultural land	Not applicable	Not applicable
	CO ₂ emissions reduction per capita (daily)	11.45 lbs	Daily Reduction per capita = 0.47 lbs

Section 13. Project Specific Evaluation (Required per Section 19)

Each RTIP is required to include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, including as many specific benefits as are relevant from the items listed on page 9 of the STIP Guidelines.

A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP funds for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The proposed new project does not require project specific evaluations because it does not meet the two requirements above. Appropriate project specific evaluation information for 2014 STIP projects were already provided with the OCTA's 2014 RTIP submittal.

Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

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

I-5 widening 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 project is Project C in the M2020 Plan.

Under current traffic conditions, substantial congestion is experienced, and this project will help alleviate congestion and provide air quality benefits.

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

The I-5 widening between 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 project is Project A in the M2020 Plan.

The primary purpose of the project is to reduce the existing and projected traffic congestion in the I-5 HOV lanes, reduce the travel delay for users of these HOV lanes, and enhance the efficient movement of people and goods on this segment of I-5. The primary need for the project is related to the existing and forecasted future congestion in the I-5 HOV lanes, the delays caused by two HOV lanes merging into one HOV lane, and the delays in the movement of people and goods on this segment of I-5

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; realign southbound (SB) ramps and add a fourth approach lane along the SB off-ramp; widen south side of Lambert Road to provide dual exclusive eastbound right turn lanes into the SB on-ramp. This project supports Project G in the M2020 Plan.

The SR-57 Lambert Road interchange is presently characterized by poor operational performance during peak traffic periods, and operational performance will further deteriorate with anticipated increase in future traffic volumes. The purpose of this project is to provide additional capacity and improve overall operational performance of the interchange. The proposed alternates should help mitigate the current congestion and better accommodate anticipated future traffic increases, thereby minimizing delays and potential safety hazards.

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 project provides the base condition for Project L in the M2020 Plan.

Planning, Programming, and Monitoring (PPM)

Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions are necessary for the future construction of improvements. 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.

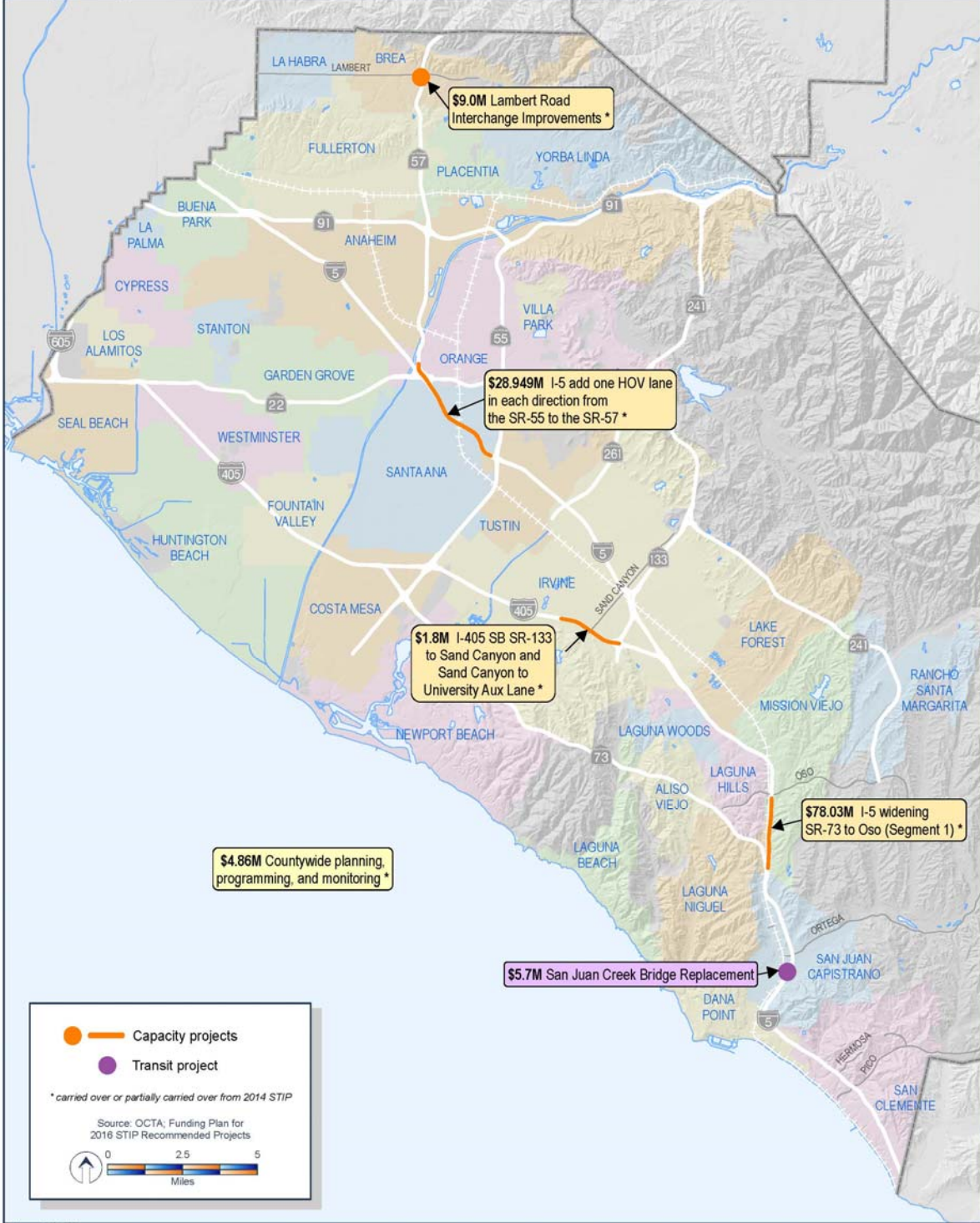
The PPM funds will support consultants and staff in developing multimodal strategies to address the short- and long-term transportation needs for Orange County and regional connections, and to guide the expenditure of federal, state, and local transportation funds.

San Juan Creek Bridge Replacement

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

OCTA 2016 State Transportation Improvement Program

Proposed Projects



February 15, 2016

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E. Appendices

Section 15. Projects Programming Request Forms

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised August 2013)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)			Date: 2/26/16	
District 12		EA 0K021		Project ID		PPNO 2655
MPO ID		TCRP No.				
County ORA	Route/Corridor I-5	PM Bk 12.4	PM Ahd 14.5	Project Sponsor/Lead Agency Orange County Transportation Authority (OCTA)		
MPO SCAG		Element Capital Outlay				
Project Manager/Contact Hamid Torkamanha		Phone 714-560-5436		E-mail Address Htorkamanha@octa.net		
Project Title						
Interstate 5 Widening, Segment 1 (SR 73 to Oso Parkway)						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
In Laguna Niguel, Mission Viejo and Laguna Hills from Route 73 to Oso Parkway. Add general purpose lane in each direction and reconstruct interchanges at Avery Parkway.						
<input type="checkbox"/> Includes ADA Improvements		<input type="checkbox"/> Includes Bike/Ped Improvements				
Component		Implementing Agency				
PA&ED		OCTA				
PS&E		OCTA				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly: 68, 73		Senate: 36, 37				
Congressional: 45, 48, 49						
Purpose and Need						<input type="checkbox"/> See page 2
Improve mainline congestion on I-5 from SR-73 to Oso Parkway and improve interchange operations. Existing daily traffic volumes range from more than 279,000 to 365,000 vehicles per day, with peak hour volumes ranging from 6,270 to 13,490 in the NB direction and from 5,940 to 11,840 in the SB direction. Under current traffic conditions, substantial congestion is experienced in the NB direction during the AM peak hour and in the SB direction during the PM peak hour. By year 2045, daily traffic volumes within the project area range from more than 353,000 to 457,000 with peak hour volumes ranging from 7,150 to 16,070 in the NB direction and from 7,000 to 13,810 in the SB direction.						
Project Benefits						<input type="checkbox"/> See page 2
Project will increase capacity which will help reduce congestion in the Cities of Laguna Niguel, Mission Viejo, and Laguna Hills						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals		<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					10/01/11	10/01/11
Circulate Draft Environmental Document		Document Type	EIR		09/06/13	09/06/13
Draft Project Report					08/29/13	09/06/13
End Environmental Phase (PA&ED Milestone)					06/01/14	07/01/14
Begin Design (PS&E) Phase					07/01/14	03/03/15
End Design Phase (Ready to List for Advertisement Milestone)					02/01/18	04/01/18
Begin Right of Way Phase					09/01/14	01/01/16
End Right of Way Phase (Right of Way Certification Milestone)					12/01/17	02/01/18
Begin Construction Phase (Contract Award Milestone)					10/01/18	12/01/19
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/22	08/01/23
Begin Closeout Phase					07/01/22	09/01/23
End Closeout Phase (Closeout Report)					07/01/24	09/01/25

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 2/26/16

District	County	Route	EA	Project ID	PPNO	TCRP No.
12	ORA	I-5	0K021	0	2655	0

Project Title: Interstate 5 Widening, Segment 1 (SR 73 to Oso Parkway)

Existing Total Project Cost										Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)	2,367	0	0	0	0	0	0	2,367	OCTA	
PS&E	7,500	0	0	0	0	0	0	7,500	OCTA	
R/W SUP (CT)	5,196	0	0	0	0	0	0	5,196	Caltrans	
CON SUP (CT)	0	0	0	11,723	0	0	0	11,723	Caltrans	
R/W	0	32,476	0	0	0	0	0	32,476	Caltrans	
CON	0	0	0	78,153	0	0	0	78,153	Caltrans	
TOTAL	15,063	32,476	0	89,876	0	0	0	137,415		

Proposed Total Project Cost (\$1,000s)										Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)	2,367	0	0	0	0	0	0	2,367		
PS&E	9,651	0	0	0	0	0	0	9,651		
R/W SUP (CT)	947	4,249	0	0	0	0	0	5,196		
CON SUP (CT)	0	0	0	0	11,587	0	0	11,587		
R/W	0	32,476	0	0	0	0	0	32,476		
CON	0	0	0	0	75,144	0	0	75,144		
TOTAL	12,965	36,725	0	0	86,731	0	0	136,421		

Fund No. 1: RIP - National Hwy System (NH)

Existing Funding										Program Code
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		Funding Agency
E&P (PA&ED)								0		OCTA
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)				5,862				5,862		
R/W								0		
CON				73,087				73,087		
TOTAL	0	0	0	78,949	0	0	0	78,949		

Proposed Funding (\$1,000s)										Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)								0		
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)					4,943			4,943		
R/W								0		
CON					73,087			73,087		
TOTAL	0	0	0	0	78,030	0	0	78,030		

Fund No. 2: RSTP - STP Local (STPL)

Existing Funding										Program Code
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		Funding Agency
E&P (PA&ED)	1,667							1,667		
PS&E	7,500							7,500		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W		19,000						19,000		
CON								0		
TOTAL	9,167	19,000	0	0	0	0	0	28,167		

Proposed Funding (\$1,000s)										Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)	1,667							1,667		
PS&E	9,101							9,101		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON								0		
TOTAL	10,768	0	0	0	0	0	0	10,768		

Complete this page for amendments only

Date: 02/26/16

District	County	Route	EA	PPNO	TCRP No.
12	ORA	I-5	0K021	2655	0

SECTION 1 - All Projects

Project Background

Existing 2014 STIP Project

Programming Change Requested

Change Draft Project Report from 8/29/13 to 9/6/13
 Change End Env Phase from 6/1/14 to 7/1/14
 Change Begin Design Phase from 7/1/14 to 3/3/15
 Change End Design Phase from 2/1/18 to 4/1/18
 Change Begin ROW Phase from 9/1/14 to 1/1/16
 Change End ROW Phase from 12/1/17 to 2/1/18
 Change Begin CON Phase from 10/1/18 to 12/1/19
 Change End CON Phase from 6/1/22 to 8/1/23
 Change Begin Closeout from 7/1/22 to 9/1/23
 Change End Closeout from 7/1/24 to 9/1/25

Delay RIP-National Hwy System (NH) CON for \$73.087 million in FY 18/19 to FY 19/20
 Decrease RIP-National Hwy System (NH) CON SUP from \$5.862 million to \$4.943 million
 Delay RIP-National Hwy System (NH) for \$4.943 million from FY18/19 to FY19/20
 Increase RSTP - STP Local (STPL) Funds in Prior PS&E from \$7.5 million to \$9.101 million
 Delete RSTP - STP Local (STPL) Funds in FY16/17 ROW for \$19.00 million
 Add STBG - Surface Transportation Block Grant Funds in FY16/17 ROW SUP for \$4.249 million
 Add STBG - Surface Transportation Block Grant Funds in FY16/17 ROW for \$9.166 million
 Add STBG - Surface Transportation Block Grant Funds in FY19/20 CON for \$1.75 million
 Add STBG - Surface Transportation Block Grant Funds in FY19/20 CON SUP for \$2.234 million
 Add Local Funds - Local Measure (MEA) in Prior PS&E for \$0.55 million
 Decrease Local Funds - Local Measure (MEA) in Prior ROW SUP from \$5.196 million to \$0.947 million
 Increase Local Funds - Local Measure (MEA) in FY16/17 ROW from \$13.476 million to \$23.310 million
 Decrease Local Funds - Local Measure (MEA) in FY18/19 CON SUP from \$5.861 million to \$4.410 million and Delay to FY19/20
 Decrease Local Funds - Local Measure (MEA) in FY18/19 CON from \$5.066 million to \$0.307 million and Delay to FY19/20

Total Project Cost decreases from \$137.415 million to \$136.421 million

Reason for Proposed Change

The previous cost estimate and schedule were based on the preliminary study during the PA&ED phase. The PA&ED phase has now been completed and the new cost estimate and schedule reflects the final project report cost estimate and funding availability.

Delay in construction is due to revised STIP FE

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

- 1). Updated schedule based on latest information and revised FE
- 2). N/A
- 3). N/A

Other Significant Information

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Kurt Brotcke		Director Strategic Planning	2/27/16

Attachments

- 1) Concurrence from Implementing Agency and/of Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 02/26/16

County	CT District	PPNO	TCRP Project No.	EA
ORA	12	2655	0	0K021
Project Title: Interstate 5 Widening, Segment 1 (SR 73 to Oso Parkway)				

Existing Total Project Cost									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	2,367	0	0	0	0	0	0	2,367	OCTA
PS&E	7,500	0	0	0	0	0	0	7,500	OCTA
R/W SUP (CT)	5,196	0	0	0	0	0	0	5,196	Caltrans
CON SUP (CT)	0	0	0	11,723	0	0	0	11,723	Caltrans
R/W	0	32,476	0	0	0	0	0	32,476	Caltrans
CON	0	0	0	78,153	0	0	0	78,153	Caltrans
TOTAL	15,063	32,476	0	89,876	0	0	0	137,415	
Net Change									
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	2,151	0	0	0	0	0	0	2,151	
R/W SUP (CT)	-4,249	4,249	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	-11,723	11,587	0	0	-136	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	-78,153	75,144	0	0	-3,009	
TOTAL	-2,098	4,249	0	-89,876	86,731	0	0	-994	
Proposed New Result									
E&P (PA&ED)	2,367	0	0	0	0	0	0	2,367	0
PS&E	9,651	0	0	0	0	0	0	9,651	
R/W SUP (CT)	947	4,249	0	0	0	0	0	5,196	
CON SUP (CT)	0	0	0	0	11,587	0	0	11,587	
R/W	0	32,476	0	0	0	0	0	32,476	
CON	0	0	0	0	75,144	0	0	75,144	
TOTAL	12,965	36,725	0	0	86,731	0	0	136,421	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
									20.XX.075.600
Existing Funding									Funding Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	OCTA
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	5,862	0	0	0	5,862	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	73,087	0	0	0	73,087	0
TOTAL	0	0	0	78,949	0	0	0	78,949	0
Change									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	-5,862	4,943	0	0	-919	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	-73,087	73,087	0	0	0	
TOTAL	0	0	0	-78,949	78,030	0	0	-919	
Proposed Funding									0
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	4,943	0	0	4,943	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	0	73,087	0	0	73,087	0
TOTAL	0	0	0	0	78,030	0	0	78,030	0

Fund No. 2:	RSTP - STP Local (STPL)								Program Code
Existing Funding									20.30.010.810
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	1,667	0	0	0	0	0	0	1,667	0
PS&E	7,500	0	0	0	0	0	0	7,500	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0	0
R/W	0	19,000	0	0	0	0	0	19,000	0
CON	0	0	0	0	0	0	0	0	0
TOTAL	9,167	19,000	0	0	0	0	0	28,167	
Change									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	1,601	0	0	0	0	0	0	1,601	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	-19,000	0	0	0	0	0	-19,000	
CON	0	0	0	0	0	0	0	0	
TOTAL	1,601	-19,000	0	0	0	0	0	-17,399	
Proposed Funding									
E&P (PA&ED)	1,667	0	0	0	0	0	0	1,667	0
PS&E	9,101	0	0	0	0	0	0	9,101	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0	0
TOTAL	10,768	0	0	0	0	0	0	10,768	

Fund No. 3:	STBG - SURFACE TRANSPORTATION BLOCK GRANT								Program Code
Existing Funding									0
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	
Change									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	4,249	0	0	0	0	0	4,249	
CON SUP (CT)	0	0	0	0	2,234	0	0	2,234	
R/W	0	9,166	0	0	0	0	0	9,166	
CON	0	0	0	0	1,750	0	0	1,750	
TOTAL	0	13,415	0	0	3,984	0	0	17,399	
Proposed Funding									
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	4,249	0	0	0	0	0	4,249	0
CON SUP (CT)	0	0	0	0	2,234	0	0	2,234	0
R/W	0	9,166	0	0	0	0	0	9,166	0
CON	0	0	0	0	1,750	0	0	1,750	0
TOTAL	0	13,415	0	0	3,984	0	0	17,399	

Fund No. 4:		Local Funds - Local Measure (MEA)							Program Code	
Existing Funding									20.10.400.100	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)	700	0	0	0	0	0	0	700	0	
PS&E	0	0	0	0	0	0	0	0	0	
R/W SUP (CT)	5,196	0	0	0	0	0	0	5,196		
CON SUP (CT)	0	0	0	5,861	0	0	0	5,861		
R/W	0	13,476	0	0	0	0	0	13,476		
CON	0	0	0	5,066	0	0	0	5,066		
TOTAL	5,896	13,476	0	10,927	0	0	0	30,299		
Change									Notes	
E&P (PA&ED)	0	0	0	0	0	0	0	0		
PS&E	550	0	0	0	0	0	0	550		
R/W SUP (CT)	-4,249	0	0	0	0	0	0	-4,249		
CON SUP (CT)	0	0	0	-5,861	4,410	0	0	-1,451		
R/W	0	9,834	0	0	0	0	0	9,834		
CON	0	0	0	-5,066	307	0	0	-4,759		
TOTAL	-3,699	9,834	0	-10,927	4,717	0	0	-75		
Proposed Funding										
E&P (PA&ED)	700	0	0	0	0	0	0	700	0	
PS&E	550	0	0	0	0	0	0	550		
R/W SUP (CT)	947	0	0	0	0	0	0	947		
CON SUP (CT)	0	0	0	0	4,410	0	0	4,410		
R/W	0	23,310	0	0	0	0	0	23,310		
CON	0	0	0	0	307	0	0	307		
TOTAL	2,197	23,310	0	0	4,717	0	0	30,224		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June 16, 2015)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)			Date: 2/26/16	
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
12	0C890	1200000085	2883A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ORA	5	31.3	34.2	Caltrans		
				MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Steven King		714-560-5874		sking@octa.net		
Project Title						
I-5 HOV Lanes Improvement - SR-55 to SR-57.						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
The project is located on I-5 between SR-55 and SR-57, within the City of Santa Ana in Orange County. The project proposes the addition of one HOV lane in each direction on a 2.9 mile stretch of I-5 through the urban core of Orange County, providing additional HOV capacity and reducing freeway congestion. In addition to the HOV lane improvements, the project proposes the removal of the southbound off-ramp and northbound on-ramp HOV structure at Main Street.						
<input type="checkbox"/> Includes ADA Improvements		<input type="checkbox"/> Includes Bike/Ped Improvements				
Component	Implementing Agency					
PA&ED	OCTA					
PS&E	OCTA					
Right of Way	OCTA					
Construction	Caltrans					
Legislative Districts						
Assembly: 68, 69			Senate: 34, 37			
Congressional: 45, 46						
Purpose and Need						<input type="checkbox"/> See page 2
The primary purpose of the project is to reduce the existing and projected traffic congestion in the I-5 HOV lanes, reduce the travel delay for users of these HOV lanes, and enhance the efficient movement of people and goods on this segment of I-5. The primary needs for the project are related to the existing and forecasted future congestion in the I-5 HOV lanes, the delays caused by two HOV lanes merging into one HOV lane, and the delays in the movement of people and goods on this segment of I-5.						
Project Benefits						<input type="checkbox"/> See page 2
The project will improve operation, relieve congestion and improve mobility by adding a second HOV lane in each direction. The project creates a total of 550 jobs, producing \$23 million in wages; Improves safety and significantly reduces congestion-related accidents						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals		<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions				
Project Milestone				Existing	Proposed	
Project Study Report Approved				11/19/2010	11/19/2010	
Begin Environmental (PA&ED) Phase				7/1/2011	7/1/2011	
Circulate Draft Environmental Document			Document Type ND/FONSI	5/1/2014	8/6/2014	
Draft Project Report				4/1/2014	8/5/2014	
End Environmental Phase (PA&ED Milestone)				12/1/2014	4/27/2015	
Begin Design (PS&E) Phase				12/1/2014	8/1/2015	
End Design Phase (Ready to List for Advertisement Milestone)				11/1/2016	8/1/2017	
Begin Right of Way Phase				12/1/2015	9/1/2016	
End Right of Way Phase (Right of Way Certification Milestone)				7/1/2016	4/1/2017	
Begin Construction Phase (Contract Award Milestone)				4/1/2017	2/1/2018	
End Construction Phase (Construction Contract Acceptance Milestone)				5/1/2019	2/1/2020	
Begin Closeout Phase				5/1/2019	2/1/2020	
End Closeout Phase (Closeout Report)				5/1/2020	2/1/2021	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 2/26/16

District	County	Route	EA	Project ID	PPNO	TCRP No.
12	ORA	5	0C890	1200000085	2883A	0

Project Title: I-5 HOV Lanes Improvement - SR-55 to SR-57.

Existing Total Project Cost										Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)	1,685	0	0	0	0	0	0	1,685	OCTA	
PS&E	4,292	0	0	0	0	0	0	4,292	OCTA	
R/W SUP (CT)	116	0	0	0	0	0	0	116	OCTA	
CON SUP (CT)	0	4,730	0	0	0	0	0	4,730	Caltrans	
R/W	116	0	0	0	0	0	0	116	OCTA	
CON	0	31,532	0	0	0	0	0	31,532	Caltrans	
TOTAL	6,209	36,262	0	0	0	0	0	42,471		

Proposed Total Project Cost (\$1,000s)										Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)	1,685	0	0	0	0	0	0	1,685		
PS&E	4,292	0	0	0	0	0	0	4,292		
R/W SUP (CT)	116	0	0	0	0	0	0	116		
CON SUP (CT)	0	0	4,800	0	0	0	0	4,800		
R/W	116	0	0	0	0	0	0	116		
CON	0	0	26,049	0	0	0	0	26,049		
TOTAL	6,209	0	30,849	0	0	0	0	37,058		

Fund No. 1: RIP-National Hwy System (NH)

Existing Funding										Program Code
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		Funding Agency
E&P (PA&ED)								0		OCTA
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)		4,730						4,730		
R/W								0		
CON		31,532						31,532		
TOTAL	0	36,262	0	0	0	0	0	36,262		

Proposed Funding (\$1,000s)										Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)								0		
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)			2,900					2,900		
R/W								0		
CON			26,049					26,049		
TOTAL	0	0	28,949	0	0	0	0	28,949		

Fund No. 2: CMAQ

Existing Funding										Program Code
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		Funding Agency
E&P (PA&ED)								0		
PS&E	2,800							2,800		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON								0		
TOTAL	2,800	0	0	0	0	0	0	2,800		

Proposed Funding (\$1,000s)										Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)								0		
PS&E	2,800							2,800		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON								0		
TOTAL	2,800	0	0	0	0	0	0	2,800		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 2/26/16

District	County	Route	EA	Project ID	PPNO	TCRP No.			
12	ORA	5	0C890	1200000085	2883A	0			
Project Title: I-5 HOV Lanes Improvement - SR-55 to SR-57.									
Fund No. 3:	Local Funds - Local Measure (MEA)						Program Code		
Existing Funding						20.10.400.100			
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	1,685							1,685	
PS&E	1,492							1,492	
R/W SUP (CT)	116							116	
CON SUP (CT)								0	
R/W	116							116	
CON								0	
TOTAL	3,409	0	0	0	0	0	0	3,409	
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	1,685							1,685	
PS&E	1,492							1,492	
R/W SUP (CT)	116							116	
CON SUP (CT)			1,900					1,900	
R/W	116							116	
CON								0	
TOTAL	3,409	0	1,900	0	0	0	0	5,309	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Complete this page for amendments only

Date: 02/26/16

District	County	Route	EA	PPNO	TCRP No.
12	ORA	5	0C890	2883A	0

SECTION 1 - All Projects**Project Background**

Existing 2014 STIP project

Programming Change Requested

Change Circulate Draft ED from 5/1/14 to 8/6/14
 Change Draft Project Report from 4/1/14 to 8/5/14
 Change End Env Phase from 12/1/14 to 4/27/15
 Change Begin Design Phase from 12/1/14 to 8/1/15
 Change End Design Phase from 11/1/16 to 8/1/17
 Change Begin ROW Phase from 12/1/15 to 9/1/16
 Change End ROW Phase from 7/1/16 to 4/1/17
 Change Begin CON Phase from 4/1/17 to 2/1/18
 Change End CON Phase from 5/1/19 to 2/1/20
 Change Begin Closeout from 5/1/19 to 2/1/20
 Change End Closeout from 5/1/20 to 2/1/21

Delay RIP - National Hwy System (NH) Funds in FY 16/17 CON and CON SUP to FY17/18
 Decrease RIP - National Hwy System (NH) Funds in FY 17/18 CON SUP from \$4.73 million to \$2.9 million
 Decrease RIP - National Hwy System (NH) Funds in FY 17/18 CON from \$31.532 million to \$26.049 million
 Add Local Funds - Local Measure (MEA) in FY17/18 CON SUP for \$1.9 million

Total Project Cost decreases from \$42.471 million to \$37.058 million

Reason for Proposed Change

The Environmental Documentation was delayed due to the EPA revocation of the 1997 ozone standard. New air quality standards were not be available until several months later.

New cost estimates for the project have resulted in savings.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

- 1). The Environmental Documentation was delayed due to the EPA revocation of the 1997 ozone standard. New air quality standards wouldn't be available until several months later.
 2). N/A
 3). N/A

Other Significant Information


None

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of

Name (Print or Type)	Signature	Title	Date
Kurt Brotcke		Director of Strategic Planning	2/24/16

Attachments

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 02/26/16

County	CT District	PPNO	TCRP Project No.	EA
ORA	12	2883A	0	0C890
Project Title: I-5 HOV Lanes Improvement - SR-55 to SR-57.				

Existing Total Project Cost									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	1,685	0	0	0	0	0	0	1,685	OCTA
PS&E	4,292	0	0	0	0	0	0	4,292	OCTA
R/W SUP (CT)	116	0	0	0	0	0	0	116	OCTA
CON SUP (CT)	0	4,730	0	0	0	0	0	4,730	Caltrans
R/W	116	0	0	0	0	0	0	116	OCTA
CON	0	31,532	0	0	0	0	0	31,532	Caltrans
TOTAL	6,209	36,262	0	0	0	0	0	42,471	
Net Change									
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	-4,730	4,800	0	0	0	0	70	
R/W	0	0	0	0	0	0	0	0	
CON	0	-31,532	26,049	0	0	0	0	-5,483	
TOTAL	0	-36,262	30,849	0	0	0	0	-5,413	
Proposed New Result									
E&P (PA&ED)	1,685	0	0	0	0	0	0	1,685	0
PS&E	4,292	0	0	0	0	0	0	4,292	
R/W SUP (CT)	116	0	0	0	0	0	0	116	
CON SUP (CT)	0	0	4,800	0	0	0	0	4,800	
R/W	116	0	0	0	0	0	0	116	
CON	0	0	26,049	0	0	0	0	26,049	
TOTAL	6,209	0	30,849	0	0	0	0	37,058	

Fund No. 1:	RIP-National Hwy System (NH)								Program Code
									20.XX.075.600
Existing Funding									Funding Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	OCTA
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	4,730	0	0	0	0	0	4,730	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	31,532	0	0	0	0	0	31,532	0
TOTAL	0	36,262	0	0	0	0	0	36,262	0
Change									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	-4,730	2,900	0	0	0	0	-1,830	
R/W	0	0	0	0	0	0	0	0	
CON	0	-31,532	26,049	0	0	0	0	-5,483	
TOTAL	0	-36,262	28,949	0	0	0	0	-7,313	
Proposed Funding									0
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	2,900	0	0	0	0	2,900	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	26,049	0	0	0	0	26,049	0
TOTAL	0	0	28,949	0	0	0	0	28,949	0

Fund No. 2:	CMAQ								Program Code
Existing Funding									20.30.010.810
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	2,800	0	0	0	0	0	0	2,800	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0	0
TOTAL	2,800	0	0	0	0	0	0	2,800	
Change									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	2,800	0	0	0	0	0	0	2,800	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0	0
TOTAL	2,800	0	0	0	0	0	0	2,800	

Fund No. 3:	Local Funds - Local Measure (MEA)								Program Code
Existing Funding									20.10.400.100
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	1,685	0	0	0	0	0	0	1,685	0
PS&E	1,492	0	0	0	0	0	0	1,492	0
R/W SUP (CT)	116	0	0	0	0	0	0	116	0
CON SUP (CT)	0	0	0	0	0	0	0	0	0
R/W	116	0	0	0	0	0	0	116	0
CON	0	0	0	0	0	0	0	0	0
TOTAL	3,409	0	0	0	0	0	0	3,409	
Change									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	1,900	0	0	0	0	1,900	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	1,900	0	0	0	0	1,900	
Proposed Funding									
E&P (PA&ED)	1,685	0	0	0	0	0	0	1,685	0
PS&E	1,492	0	0	0	0	0	0	1,492	0
R/W SUP (CT)	116	0	0	0	0	0	0	116	0
CON SUP (CT)	0	0	1,900	0	0	0	0	1,900	0
R/W	116	0	0	0	0	0	0	116	0
CON	0	0	0	0	0	0	0	0	0
TOTAL	3,409	0	1,900	0	0	0	0	5,309	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised August 2013)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)			Date: 2/26/16	
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
12	0L850	1200020236	2678			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ORA	I-5	33.9	43.4	Orange County Transportation Authority (OCTA)		
				MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Doug Pekrul		714-560-5822		dpekrul@octa.net		
Project Title						
I-5 HOV Lane Operational Improvements						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
Interstate 5 Continuous Access High Occupancy Vehicle Lane Striping from State Route 57 Interchange to the Beach Boulevard Interchange.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Orange County Transportation Authority (OCTA)					
PS&E	Orange County Transportation Authority (OCTA)					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	65, 69		Senate:	29, 34		
Congressional:	46					
Purpose and Need						<input type="checkbox"/> See page 2
The project addresses the need to modify existing High Occupancy Vehicle Lane to Continuous Access High Occupancy Vehicle Lanes along the I-5 Freeway.						
Project Benefits						<input checked="" type="checkbox"/> See page 2
The project will improve operation, relieve congestion and improve mobility by modifying existing High Occupancy Vehicle Lane to Continuous Access High Occupancy Vehicle Lanes. The project creates a total of 100 jobs, producing \$4 million in wages; Improves safety and significantly reduces congestion-related accidents; Reduces queued traffic leading to improved travel time through southern Orange County;						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone				Existing	Proposed	
Project Study Report Approved				N/A	N/A	
Begin Environmental (PA&ED) Phase				9/1/2011	9/1/2011	
Circulate Draft Environmental Document		Document Type	CE	N/A	N/A	
Draft Project Report				12/1/2014	8/1/2015	
End Environmental Phase (PA&ED Milestone)				4/1/2015	9/1/2015	
Begin Design (PS&E) Phase				5/1/2012	5/1/2012	
End Design Phase (Ready to List for Advertisement Milestone)				9/1/2016	7/1/2016	
Begin Right of Way Phase				10/1/2015		
End Right of Way Phase (Right of Way Certification Milestone)				12/1/2015		
Begin Construction Phase (Contract Award Milestone)				1/1/2017		
End Construction Phase (Construction Contract Acceptance Milestone)				1/1/2018		
Begin Closeout Phase				2/1/2018		
End Closeout Phase (Closeout Report)				8/1/2018		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)		Date:	2/26/16
District	EA	Project ID	PPNO	MPO ID	TCRP No.
12	0L850	1200020236	2678		

Project Title
I-5 HOV Lane Operational Improvements

Additional Information

...Improves access to jobs, housing, markets, and commerce; and Provides quantifiable emission reductions for Reactive Organic Gases, Carbon Monoxide, Nitrogen Oxide and Particulate Matter.

Complete this page for amendments only

Date: 02/26/16

District	County	Route	EA	PPNO	TCRP No.
12	ORA	I-5	0L850	2678	0

SECTION 1 - All Projects

Project Background

Existing 2014 STIP Project

Programming Change Requested

Remove project from 2016 STIP

Delete first Postmile Back 14.7 and Postmile Ahead 31.6
 Change second Postmile Back from 34.3 to 33.9 and Postmile Ahead from 42.2 to 43.4
 Change Location, Project Limits, Description, Scope of Work from "...State Route 57 Interchange to the Route 91/Beach Boulevard Interchange" to "...State Route 57 Interchange to the Beach Boulevard Interchange"

Change Draft Project Report from 12/1/14 to 8/1/15
 Change End Env Phase from 4/1/15 to 9/1/15
 Change End Design Phase from 9/1/16 to 7/1/16
 Delete Begin ROW Phase
 Delete End ROW Phase
 Delete Begin CON Phase
 Delete End CON Phase
 Delete Begin Closeout
 Delete End Closeout

Delete RIP - National Hwy System (NH) Funds in FY 16/17 CON SUP for \$0.500 million
 Delete RIP- National Hwy System (NH) Funds in FY 16/17 CON for \$3.1 million
 Increase Local Funds - LTF Funds in Prior E&P from \$0.590 million to \$0.873 million
 Decrease Local Funds - LTF Funds in Prior PS&E from \$0.580 million to \$0.543 million
 Decrease Local Funds - LTF Funds in Prior ROW SUP from \$0.020 million to \$0.015 million

Total Project Cost decreases from \$4.79 million to \$1.431 million

Reason for Proposed Change

Project removed from 2016 STIP due to revised negative Fund Estimate

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Project removed from 2016 STIP due to revised negative Fund Estimate

Other Significant Information

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of

Name (Print or Type)	Signature	Title	Date
Kurt Brotcke		Director Strategic Planning	2/24/16

Attachments

Fund No. 2:		Local Funds - Local Transportation Funds (LTF)								Program Code	
Existing Funding										20.10.400.100	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency		
E&P (PA&ED)	590	0	0	0	0	0	0	590	Orange County		
PS&E	580	0	0	0	0	0	0	580	0		
R/W SUP (CT)	20	0	0	0	0	0	0	20			
CON SUP (CT)	0	0	0	0	0	0	0	0			
R/W	0	0	0	0	0	0	0	0			
CON	0	0	0	0	0	0	0	0			
TOTAL	1,190	0	0	0	0	0	0	1,190			
Change										Notes	
E&P (PA&ED)	283	0	0	0	0	0	0	283			
PS&E	-37	0	0	0	0	0	0	-37			
R/W SUP (CT)	-5	0	0	0	0	0	0	-5			
CON SUP (CT)	0	0	0	0	0	0	0	0			
R/W	0	0	0	0	0	0	0	0			
CON	0	0	0	0	0	0	0	0			
TOTAL	241	0	0	0	0	0	0	241			
Proposed Funding											
E&P (PA&ED)	873	0	0	0	0	0	0	873	Orange County Unified Transportation Trust Funding		
PS&E	543	0	0	0	0	0	0	543			
R/W SUP (CT)	15	0	0	0	0	0	0	15			
CON SUP (CT)	0	0	0	0	0	0	0	0			
R/W	0	0	0	0	0	0	0	0			
CON	0	0	0	0	0	0	0	0			
TOTAL	1,431	0	0	0	0	0	0	1,431			

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised August 2013)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)			Date: 2/26/16	
District	EA	Project ID		PPNO	MPO ID	TCRP No.
12	0C110			3834		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ORA	SR-57	20.1	21.8	City of Brea		
				MPO	Element	
				SCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Raul Lising		714-671-4450		RaulL@ci.brea.ca.us		
Project Title						
SR-57 & Lambert Road Interchange Improvements Project						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
In the City of Brea at the SR-57 & Lambert Road Interchange. Reconfiguration of northbound ramps including construction of a loop on-ramp at the south-east quadrant; realign southbound ramps and add fourth approach lane along the southbound off-ramp; widen south side of Lambert Road to provide dual exclusive eastbound right-turn lanes into the southbound on-ramp.						
<input type="checkbox"/> Includes ADA Improvements		<input type="checkbox"/> Includes Bike/Ped Improvements				
Component	Implementing Agency					
PA&ED	City of Brea					
PS&E	City of Brea					
Right of Way	City of Brea					
Construction	City of Brea					
Legislative Districts						
Assembly: 55			Senate: 29			
Congressional: 39						
Purpose and Need						<input type="checkbox"/> See page 2
The SR-57 & Lambert Road interchange is presently characterized by poor operational performance during peak traffic periods and operational performance will further deteriorate with increase in anticipated future traffic volumes. Purpose of this project is to provide additional capacity and improve overall operational performance of the interchange. The proposed alternates should help mitigate the current congestion and better accommodate anticipated future traffic increases, thereby minimizing delays and potential safety hazards.						
Project Benefits						<input type="checkbox"/> See page 2
Proposed improvements will relieve current congestion and better accommodate anticipated future traffic increases; improve LOS and operational performance of the interchange; minimize delays and potential safety hazards for motorists using this stretch of the roadway.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals		<input type="checkbox"/> Reduces Greenhouse Gas Emissions				
Project Milestone				Existing	Proposed	
Project Study Report Approved				11/15/07	11/15/07	
Begin Environmental (PA&ED) Phase				10/11/11	10/11/11	
Circulate Draft Environmental Document		Document Type	MND/FONSI	11/15/13	03/02/15	
Draft Project Report				01/16/14	04/30/15	
End Environmental Phase (PA&ED Milestone)				06/30/14	08/20/15	
Begin Design (PS&E) Phase				08/01/14	08/24/15	
End Design Phase (Ready to List for Advertisement Milestone)				04/30/17	07/31/18	
Begin Right of Way Phase				08/01/17	08/01/19	
End Right of Way Phase (Right of Way Certification Milestone)				06/30/18	06/30/20	
Begin Construction Phase (Contract Award Milestone)				08/01/18	12/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)				06/30/20	12/30/23	
Begin Closeout Phase				08/01/20	01/31/24	
End Closeout Phase (Closeout Report)				12/31/20	09/01/24	

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Complete this page for amendments only

Date: 02/26/16

District	County	Route	EA	PPNO	TCRP No.
12	ORA	SR-57	OC110	3834	0

SECTION 1 - All Projects

Project Background

Overall project scope remains unchanged.

Programming Change Requested

Change PM back from 19.8 to 20.1
Change PM ahead from 21.2 to 21.8

Change Circulate Draft ED from 11/15/13 to 3/2/15
Change Draft Project Report from 1/16/14 to 4/30/15
Change End Env Phase from 6/30/14 to 8/20/15
Change Begin Design Phase from 8/1/14 to 8/24/15
Change End Design Phase from 4/30/17 to 7/31/18
Change Begin ROW Phase from 8/1/17 to 8/1/19
Change End ROW phase from 6/30/18 to 6/30/20
Change Begin CON Phase from 8/1/18 to 12/1/21
Change End CON Phase from 6/30/20 to 12/30/23
Change Begin Closeout from 8/1/20 to 1/31/24
Change End Closeout from 12/31/20 to 9/1/24

Delete RIP-National Hwy System (NH) Funds in FY 18/19 CON for \$22.1 million
Add RIP-National Hwy System (NH) Funds in FY19/20 ROW for \$9 million
Add RIP-National Hwy System (NH) Funds in FY 21/22+ CON for \$13.1 million
Delete Local Funds-Local Transportation Funds (LTF) in FY 17/18 ROW for \$17.8 million
Add Local Funds - Local Transportation Funds (LTF) in FY 16/17 PS&E for \$0.9 million
Add Local Funds - Local Transportation Funds (LTF) in FY 19/20 ROW for \$9.884 million
Add Local Funds- Local Transportation Funds (LTF) in FY 21/22+ CON for \$27.003 million
Total Project Cost increases from \$43.8 million to \$63.787 million

Reason for Proposed Change

Project milestones for the PA&ED phase completion has been delayed due to additional technical studies required to complete this phase. PS&E phase is delayed since this phase cannot start prior to completion of the PA&ED phase. Project right of way and construction are delayed by due to the delay in completion of the PA&ED phase and the revised negative Fund Estimate. Project Post Miles are adjusted to match the PA&ED and Project Report documents.

Project construction cost increase reflects the construction activities that are better defined due to the detailed preliminary engineering done during the preparation of the PA&ED and Draft Project Report.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

- 1). See above
- 2). Project construction cost increase is unrelated to the delay in completion of the PA&ED phase.
- 3). Project construction cost increase will be funded with Local Transportation funds.

Other Significant Information

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing

Name (Print or Type)	Signature	Title	Date
Kurt Brotcke		Director Strategic Planning	2/24/16

Attachments

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 02/26/16

County	CT District	PPNO	TCRP Project No.	EA
ORA	12	3834	0	0C110
Project Title: SR-57 & Lambert Road Interchange Improvements Project				

Existing Total Project Cost									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	1,200	0	0	0	0	0	0	1,200	City of Brea
PS&E	2,700	0	0	0	0	0	0	2,700	City of Brea
R/W SUP (CT)	0	0	0	0	0	0	0	0	City of Brea
CON SUP (CT)	0	0	0	0	0	0	0	0	City of Brea
R/W	0	0	17,800	0	0	0	0	17,800	City of Brea
CON	0	0	0	22,100	0	0	0	22,100	City of Brea
TOTAL	3,900	0	17,800	22,100	0	0	0	43,800	
Net Change									
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	900	0	0	0	0	0	900	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	-17,800	0	18,884	0	0	1,084	
CON	0	0	0	-22,100	0	0	40,103	18,003	
TOTAL	0	900	-17,800	-22,100	18,884	0	40,103	19,987	
Proposed New Result									
E&P (PA&ED)	1,200	0	0	0	0	0	0	1,200	0
PS&E	2,700	900	0	0	0	0	0	3,600	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	18,884	0	0	18,884	
CON	0	0	0	0	0	0	40,103	40,103	
TOTAL	3,900	900	0	0	18,884	0	40,103	63,787	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
									20.XX.075.600
Existing Funding									Funding Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	OCTA
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	22,100	0	0	0	22,100	0
TOTAL	0	0	0	22,100	0	0	0	22,100	
Change									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	9,000	0	0	9,000	
CON	0	0	0	-22,100	0	0	13,100	-9,000	
TOTAL	0	0	0	-22,100	9,000	0	13,100	0	
Proposed Funding									
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	9,000	0	0	9,000	0
CON	0	0	0	0	0	0	13,100	13,100	0
TOTAL	0	0	0	0	9,000	0	13,100	22,100	

Fund No. 2:		Demo - Demonstration - TEA21 (DEMOT21)								Program Code	
		Existing Funding								20.30.010.680	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency		
E&P (PA&ED)	600	0	0	0	0	0	0	600	0		
PS&E	324	0	0	0	0	0	0	324	0		
R/W SUP (CT)	0	0	0	0	0	0	0	0			
CON SUP (CT)	0	0	0	0	0	0	0	0			
R/W	0	0	0	0	0	0	0	0			
CON	0	0	0	0	0	0	0	0			
TOTAL	924	0	0	0	0	0	0	924			
		Change								Notes	
E&P (PA&ED)	0	0	0	0	0	0	0	0			
PS&E	0	0	0	0	0	0	0	0			
R/W SUP (CT)	0	0	0	0	0	0	0	0			
CON SUP (CT)	0	0	0	0	0	0	0	0			
R/W	0	0	0	0	0	0	0	0			
CON	0	0	0	0	0	0	0	0			
TOTAL	0	0	0	0	0	0	0	0			
		Proposed Funding									
E&P (PA&ED)	600	0	0	0	0	0	0	600	0		
PS&E	324	0	0	0	0	0	0	324			
R/W SUP (CT)	0	0	0	0	0	0	0	0			
CON SUP (CT)	0	0	0	0	0	0	0	0			
R/W	0	0	0	0	0	0	0	0			
CON	0	0	0	0	0	0	0	0			
TOTAL	924	0	0	0	0	0	0	924			

Fund No. 3:		Local Funds - Orange Co. Measure M2-Regional Capacity (ORAM2RC)								Program Code	
		Existing Funding								20.10.400.100	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency		
E&P (PA&ED)	600	0	0	0	0	0	0	600	0		
PS&E	327	0	0	0	0	0	0	327	0		
R/W SUP (CT)	0	0	0	0	0	0	0	0			
CON SUP (CT)	0	0	0	0	0	0	0	0			
R/W	0	0	0	0	0	0	0	0			
CON	0	0	0	0	0	0	0	0			
TOTAL	927	0	0	0	0	0	0	927			
		Change								Notes	
E&P (PA&ED)	0	0	0	0	0	0	0	0			
PS&E	0	0	0	0	0	0	0	0			
R/W SUP (CT)	0	0	0	0	0	0	0	0			
CON SUP (CT)	0	0	0	0	0	0	0	0			
R/W	0	0	0	0	0	0	0	0			
CON	0	0	0	0	0	0	0	0			
TOTAL	0	0	0	0	0	0	0	0			
		Proposed Funding									
E&P (PA&ED)	600	0	0	0	0	0	0	600	0		
PS&E	327	0	0	0	0	0	0	327			
R/W SUP (CT)	0	0	0	0	0	0	0	0			
CON SUP (CT)	0	0	0	0	0	0	0	0			
R/W	0	0	0	0	0	0	0	0			
CON	0	0	0	0	0	0	0	0			
TOTAL	927	0	0	0	0	0	0	927			

Fund No. 4:		Local Funds - Local Transportation Funds (LTF)							Program Code	
		Existing Funding							20.10.400.100	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Brea	
PS&E	2,049	0	0	0	0	0	0	2,049	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0		
CON SUP (CT)	0	0	0	0	0	0	0	0		
R/W	0	0	17,800	0	0	0	0	17,800		
CON	0	0	0	0	0	0	0	0		
TOTAL	2,049	0	17,800	0	0	0	0	19,849		
Change									Notes	
E&P (PA&ED)	0	0	0	0	0	0	0	0		
PS&E	0	900	0	0	0	0	0	900		
R/W SUP (CT)	0	0	0	0	0	0	0	0		
CON SUP (CT)	0	0	0	0	0	0	0	0		
R/W	0	0	-17,800	0	9,884	0	0	-7,916		
CON	0	0	0	0	0	0	27,003	27,003		
TOTAL	0	900	-17,800	0	9,884	0	27,003	19,987		
Proposed Funding										
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	
PS&E	2,049	900	0	0	0	0	0	2,949		
R/W SUP (CT)	0	0	0	0	0	0	0	0		
CON SUP (CT)	0	0	0	0	0	0	0	0		
R/W	0	0	0	0	9,884	0	0	9,884		
CON	0	0	0	0	0	0	27,003	27,003		
TOTAL	2,049	900	0	0	9,884	0	27,003	39,836		

Fund No. 5:		0							Program Code	
		Existing Funding							0	
Component	Prior	16/17	17/18	18/19	19/20	20/21		Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0		0	0	
PS&E	0	0	0	0	0	0		0	0	
R/W SUP (CT)	0	0	0	0	0	0		0		
CON SUP (CT)	0	0	0	0	0	0		0		
R/W	0	0	0	0	0	0		0		
CON	0	0	0	0	0	0		0		
TOTAL	0	0	0	0	0	0		0		
Change									Notes	
E&P (PA&ED)	0	0	0	0	0	0		0		
PS&E	0	0	0	0	0	0		0		
R/W SUP (CT)	0	0	0	0	0	0		0		
CON SUP (CT)	0	0	0	0	0	0		0		
R/W	0	0	0	0	0	0		0		
CON	0	0	0	0	0	0		0		
TOTAL	0	0	0	0	0	0		0		
Proposed Funding										
E&P (PA&ED)	0	0	0	0	0	0		0	0	
PS&E	0	0	0	0	0	0		0		
R/W SUP (CT)	0	0	0	0	0	0		0		
CON SUP (CT)	0	0	0	0	0	0		0		
R/W	0	0	0	0	0	0		0		
CON	0	0	0	0	0	0		0		
TOTAL	0	0	0	0	0	0		0		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised August 2013)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)		Date: 2/26/16	
District	EA	Project ID	PPNO	MPO ID	TCRP No.
12	0H0451	1212000052	4956		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
ORA	405	2.5	2.9	Orange County Transportation Authority (OCTA)	
ORA	405	3.1	3.8	MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact		Phone		E-mail Address	
Jeannie Lee		(714) 560-5735		Jlee@octa.net	
Project Title					
I-405 Auxiliary Lane Southbound - University to SR-133					
Location, Project Limits, Description, Scope of Work					<input checked="" type="checkbox"/> See page 2
In the city of Irvine, between Route 133 and Sand Canyon Avenue and between Sand Canyon Avenue and University Drive/Jeffery Road. Construct auxiliary lane - Southbound.					
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements					
Component	Implementing Agency				
PA&ED	Orange County Transportation Authority (OCTA)				
PS&E	Caltrans				
Right of Way	Caltrans				
Construction	Caltrans				
Legislative Districts					
Assembly: 74		Senate: 37			
Congressional: 45					
Purpose and Need					<input type="checkbox"/> See page 2
This project is needed to improve ramp storage capacity and weaving operation of the vehicles entering and exiting the freeway on this portion of the SB I-405. The project addresses the need to bring the area to standard design and also adds an additional auxiliary lane in this segment of the SB I-405.					
Project Benefits					<input type="checkbox"/> See page 2
The project will reduce overall traffic delay and traffic congestion and significantly improve travel speed. The project improves safety and significantly reduces congestion-related accidents; reduces queued traffic leading to improved travel time through southern Orange County; improves access to jobs, housing, markets, and commerce;...					
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions					
Project Milestone			Existing	Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase			05/01/15	03/26/15	
Circulate Draft Environmental Document		Document Type CE/CE	11/01/15	02/01/16	
Draft Project Report			01/01/16	02/01/16	
End Environmental Phase (PA&ED Milestone)			03/01/16	03/01/16	
Begin Design (PS&E) Phase			04/01/17	03/01/16	
End Design Phase (Ready to List for Advertisement Milestone)			08/01/18	04/01/17	
Begin Right of Way Phase			01/01/18		
End Right of Way Phase (Right of Way Certification Milestone)			03/01/18		
Begin Construction Phase (Contract Award Milestone)			11/01/18		
End Construction Phase (Construction Contract Acceptance Milestone)			11/01/19		
Begin Closeout Phase			12/01/19		
End Closeout Phase (Closeout Report)			12/01/20		

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)			Date:	2/26/16
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
12	0H0451	1212000052	4956			

Project Title

I-405 Auxiliary Lane Southbound - University to SR-133

Additional Information

...and provides quantifiable emission reductions for Reactive Organic Gases, Carbon Monoxide, Nitrogen Oxide and Particulate Matter.

Complete this page for amendments only

Date: 02/26/16

District	County	Route	EA	PPNO	TCRP No.
12	ORA	405	0H0451	4956	0

SECTION 1 - All Projects

Project Background

Existing 2014 STIP Project

Programming Change Requested

Change first Postmile Back from 2.4 to 2.5
 Change second Postmile Back from 2.9 to 3.1
 Change Implementing Agency for PS&E from OCTA to Caltrans

Change Begin Env Phase from 5/1/15 to 3/26/15
 Change Circulate Draft Env Doc from 11/1/15 to 2/1/16
 Change Draft Project Report from 1/1/16 to 2/1/16
 Change Begin Design Phase from 4/1/17 to 3/1/16
 Change End Design Phase from 8/1/18 to 4/1/17

Delete Begin ROW Phase
 Delete End ROW Phase
 Delete Begin CON Phase
 Delete End CON Phase
 Delete Begin Closeout
 Delete End Closeout

Decrease RIP - National Hwy System (NH) Funds in FY16/17 PS&E \$2.239 million to \$1.8 million
 Delete RIP - National Hwy System (NH) Funds in FY16/17 ROW SUP for \$0.114 million
 Delete RIP - National Hwy System (NH) Funds in FY 18/19 CON SUP for \$2.306 million
 Delete RIP - National Hwy System (NH) Funds in FY 18/19 CON for \$11.192 million
 Total Project Cost decreases from \$16.379 million to \$2.328 million

Reason for Proposed Change

Post Miles were incorrect on PPR. Change reflects correct version

Schedule reflects Caltrans taking over the PS&E phase. They will advance the project and align it with an existing SHOPP project to minimize the construction impacts

Decrease is do to refinement revised negative Fund Estimate

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

- 1). N/A
- 2). N/A
- 3). N/A

Other Significant Information

None

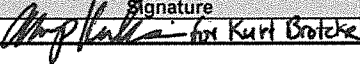
SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of

Name (Print or Type)	Signature	Title	Date
Kurt Brotcke		Director-Strategic Planning	2/24/16

Attachments

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised August 2013)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)			Date: 2/26/16	
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
12		1213000181	2132	ORA040607		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ORA				Orange County Transportation Authority (OCTA)		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Adriann Cardoso		(714) 560-5462		Acardoso@octa.net		
Project Title						
Planning, Programming and Monitoring						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
Planning, Programming and Monitoring						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	OCTA					
PS&E	OCTA					
Right of Way	OCTA					
Construction	OCTA					
Legislative Districts						
Assembly:	55,65,68,69,72,73,74		Senate:	29,34,36,37		
Congressional:	39,45,46,47,48,49					
Purpose and Need						<input type="checkbox"/> See page 2
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. The PPM funds will be used to develop projects for the PSR and environmental clearance stage, thus creating a shelf of projects for the future.						
Project Benefits						<input type="checkbox"/> See page 2
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone				Existing	Proposed	
Project Study Report Approved				N/A	N/A	
Begin Environmental (PA&ED) Phase				N/A		
Circulate Draft Environmental Document			Document Type	N/A		
Draft Project Report				N/A		
End Environmental Phase (PA&ED Milestone)				N/A		
Begin Design (PS&E) Phase				N/A		
End Design Phase (Ready to List for Advertisement Milestone)				N/A		
Begin Right of Way Phase				N/A		
End Right of Way Phase (Right of Way Certification Milestone)				N/A		
Begin Construction Phase (Contract Award Milestone)				N/A		
End Construction Phase (Construction Contract Acceptance Milestone)				N/A		
Begin Closeout Phase				N/A		
End Closeout Phase (Closeout Report)				N/A		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 2/26/16

District	County	Route	EA	Project ID	PPNO	TCRP No.
12	ORA	0	0	1213000181	2132	0

Project Title: Planning, Programming and Monitoring

Existing Total Project Cost										Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	OCTA
PS&E	0	0	0	0	0	0	0	0	0	OCTA
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	OCTA
CON SUP (CT)	0	0	0	0	0	0	0	0	0	OCTA
R/W	0	0	0	0	0	0	0	0	0	OCTA
CON	27,652	1,899	1,482	1,481	0	0	0	32,514	0	OCTA
TOTAL	27,652	1,899	1,482	1,481	0	0	0	32,514	0	

Proposed Total Project Cost (\$1,000s)										Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	0	
CON	27,652	972	972	972	972	974	0	32,514	0	
TOTAL	27,652	972	972	972	972	974	0	32,514	0	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
									20.30.600.670

Existing Funding										Funding Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)									0	OCTA
PS&E									0	\$1287 CON voted 3/3/05
R/W SUP (CT)									0	\$1777 CON voted 8/18/05
CON SUP (CT)									0	\$1531 CON voted 4/26/07
R/W									0	\$1531 CON voted 9/20/07
CON	24,152	1,899	1,482	1,481				29,014	0	\$3215 CON voted 10/30/08
TOTAL	24,152	1,899	1,482	1,481	0	0	0	29,014	0	\$3215 CON voted 9/10/9 \$3215 CON voted 7/11/10

Proposed Funding (\$1,000s)										Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)									0	
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON	24,152	972	972	972	972	974		29,014	0	
TOTAL	24,152	972	972	972	972	974	0	29,014	0	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
									LOCAL FUNDS

Existing Funding										Funding Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)									0	
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON	3,500							3,500	0	
TOTAL	3,500	0	0	0	0	0	0	3,500	0	

Proposed Funding (\$1,000s)										Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total		
E&P (PA&ED)									0	
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON	3,500							3,500	0	
TOTAL	3,500	0	0	0	0	0	0	3,500	0	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Complete this page for amendments only

Date: 02/26/16

District	County	Route	EA	PPNO	TCRP No.
12	ORA	0	0	2132	0

SECTION 1 - All Projects

Project Background

Existing PPM STIP project

Programming Change Requested

Decrease RIP - National Hwy System (NH) Funds in FY16/17 CON from \$1.899 million to \$0.972 million
 Decrease RIP - National Hwy System (NH) Funds in FY17/18 CON from \$1.482 million to \$0.972 million
 Decrease RIP - National Hwy System (NH) Funds in FY18/19 CON from \$1.481 million to \$0.972 million
 Add RIP - National Hwy System (NH) Funds in FY19/20 CON for \$0.972 million
 Add RIP - National Hwy System (NH) Funds in FY20/21 CON for \$0.974 million

Total Project remains the same at \$32.514 million

Reason for Proposed Change

Delay due to revised negative Fund Estimate

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

None

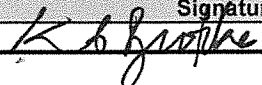
SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of

Name (Print or Type)	Signature	Title	Date
Kurt Brotcke		Director of Strategic Planning	2/24/16

Attachments

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 3/08)

Date: 02/26/16

County	CT District	PPNO	TCRP Project No.	EA
ORA	12	2132	0	0
Project Title:	Planning, Programming and Monitoring			

Existing Total Project Cost									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	OCTA
PS&E	0	0	0	0	0	0	0	0	OCTA
R/W SUP (CT)	0	0	0	0	0	0	0	0	OCTA
CON SUP (CT)	0	0	0	0	0	0	0	0	OCTA
R/W	0	0	0	0	0	0	0	0	OCTA
CON	27,652	1,899	1,482	1,481	0	0	0	32,514	OCTA
TOTAL	27,652	1,899	1,482	1,481	0	0	0	32,514	
Net Change									
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	-927	-510	-509	972	974	0	0	
TOTAL	0	-927	-510	-509	972	974	0	0	
Proposed New Result									
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	27,652	972	972	972	972	974	0	32,514	0
TOTAL	27,652	972	972	972	972	974	0	32,514	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
									20.30.600.670
Existing Funding									Funding Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	OCTA
E&P (PA&ED)	0	0	0	0	0	0	0	0	\$1287 CON voted 3/3/05
PS&E	0	0	0	0	0	0	0	0	\$1777 CON voted 8/18/05
R/W SUP (CT)	0	0	0	0	0	0	0	0	\$1531 CON voted 4/26/07
CON SUP (CT)	0	0	0	0	0	0	0	0	\$1531 CON voted 9/20/07
R/W	0	0	0	0	0	0	0	0	\$3215 CON voted 10/30/08
CON	24,152	1,899	1,482	1,481	0	0	0	29,014	\$3215 CON voted 9/10/9
TOTAL	24,152	1,899	1,482	1,481	0	0	0	29,014	\$3215 CON voted 7/1/10
Change									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	-927	-510	-509	972	974	0	0	
TOTAL	0	-927	-510	-509	972	974	0	0	
Proposed Funding									
E&P (PA&ED)	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	24,152	972	972	972	972	974	0	29,014	0
TOTAL	24,152	972	972	972	972	974	0	29,014	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June 16, 2015)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 2/26/16	
District	EA	Project ID		PPNO	MPO ID
12					
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
ORA	Pacific Surfliner	196.1	198.0	Orange County Transportation Authority	
				MPO	Element
				SCAG	Rail
Project Manager/Contact		Phone		E-mail Address	
Jason Lee		714-560-5833		jlee1@octa.net	
Project Title					
San Juan Creek Bridge Replacement					
Location, Project Limits, Description, Scope of Work <input type="checkbox"/> See page 2					
Bridge #197.9 is in the City of San Juan Capistrano near the Camino Capistrano exit of the Interstate 5 freeway. The railroad bridge crosses over San Juan Creek between Control Point (CP) Oso at Mile Point (MP) 196.1 and CP Capistrano at MP 198 on the Orange Subdivision owned by the Orange County Transportation Authority (OCTA). The project involves replacing an OCTA-owned three span steel railroad bridge supported by timber piles along the Pacific Surfliner/Los Angeles to San Diego (LOSSAN) rail corridor.					
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements					
Component	Implementing Agency				
PA&ED	Southern California Regional Rail Authority (SCRRA)				
PS&E	SCRRA				
Right of Way	NA				
Construction	SCRRA				
Legislative Districts					
Assembly: 73			Senate: 36		
Congressional: 49					
Purpose and Need <input type="checkbox"/> See page 2					
The bridge is a 300 foot ballast deck thru plate girder (TPG) type built in 1916. A bridge rating performed by JLP Associates estimated the bridge to have a normal load rating below expected demands and requires frequent maintenance due to age, fatigue and deterioration. In addition there appears to be a scour problem based on the installation of the timber sheet pilings around the existing piers. The sheet piling is a temporary fix that may begin to deteriorate and fail resulting in soil erosion and potential for pier failure. The timber piles are short by modern standards and likely do not extend into competent materials in the case of a liquefaction event.					
Project Benefits <input checked="" type="checkbox"/> See page 2					
The project replaces a 99-year old failing bridge and would provide a bridge meeting current design standards and rail load capabilities. The new bridge will significantly reduce the amount of maintenance required and will increase the safety and reliability of rail traffic in the corridor.					
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions					
Project Milestone				Existing	Proposed
Project Study Report Approved					3/26/2014
Begin Environmental (PA&ED) Phase					9/1/2015
Circulate Draft Environmental Document		Document Type	CE/CE		10/30/2016
Draft Project Report					11/30/2016
End Environmental Phase (PA&ED Milestone)					12/30/2016
Begin Design (PS&E) Phase					11/12/2015
End Design Phase (Ready to List for Advertisement Milestone)					12/19/2016
Begin Right of Way Phase					1/1/2017
End Right of Way Phase (Right of Way Certification Milestone)					8/1/2017
Begin Construction Phase (Contract Award Milestone)					8/4/2017
End Construction Phase (Construction Contract Acceptance Milestone)					11/8/2018
Begin Closeout Phase					11/9/2018
End Closeout Phase (Closeout Report)					12/30/2019

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June 16, 2015)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 2/26/16	
District	EA	Project ID		PPNO	MPO ID
12					
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
ORA	Pacific Surfliner	196.1	198.0	Orange County Transportation Authority	
				MPO	Element
				SCAG	Rail
Project Manager/Contact		Phone		E-mail Address	
Jason Lee		714-560-5833		jlee1@octa.net	
Project Title					
San Juan Creek Bridge Replacement					
Location, Project Limits, Description, Scope of Work <input type="checkbox"/> See page 2					
Bridge #197.9 is in the City of San Juan Capistrano near the Camino Capistrano exit of the Interstate 5 freeway. The railroad bridge crosses over San Juan Creek between Control Point (CP) Oso at Mile Point (MP) 196.1 and CP Capistrano at MP 198 on the Orange Subdivision owned by the Orange County Transportation Authority (OCTA). The project involves replacing an OCTA-owned three span steel railroad bridge supported by timber piles along the Pacific Surfliner/Los Angeles to San Diego (LOSSAN) rail corridor.					
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements					
Component	Implementing Agency				
PA&ED	Southern California Regional Rail Authority (SCRRA)				
PS&E	SCRRA				
Right of Way	NA				
Construction	SCRRA				
Legislative Districts					
Assembly: 73			Senate: 36		
Congressional: 49					
Purpose and Need <input type="checkbox"/> See page 2					
The bridge is a 300 foot ballast deck thru plate girder (TPG) type built in 1916. A bridge rating performed by JLP Associates estimated the bridge to have a normal load rating below expected demands and requires frequent maintenance due to age, fatigue and deterioration. In addition there appears to be a scour problem based on the installation of the timber sheet pilings around the existing piers. The sheet piling is a temporary fix that may begin to deteriorate and fail resulting in soil erosion and potential for pier failure. The timber piles are short by modern standards and likely do not extend into competent materials in the case of a liquefaction event.					
Project Benefits <input checked="" type="checkbox"/> See page 2					
The project replaces a 99-year old failing bridge and would provide a bridge meeting current design standards and rail load capabilities. The new bridge will significantly reduce the amount of maintenance required and will increase the safety and reliability of rail traffic in the corridor.					
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions					
Project Milestone				Existing	Proposed
Project Study Report Approved					3/26/2014
Begin Environmental (PA&ED) Phase					9/1/2015
Circulate Draft Environmental Document		Document Type	CE/CE		10/30/2016
Draft Project Report					11/30/2016
End Environmental Phase (PA&ED Milestone)					12/30/2016
Begin Design (PS&E) Phase					11/12/2015
End Design Phase (Ready to List for Advertisement Milestone)					12/19/2016
Begin Right of Way Phase					1/1/2017
End Right of Way Phase (Right of Way Certification Milestone)					8/1/2017
Begin Construction Phase (Contract Award Milestone)					8/4/2017
End Construction Phase (Construction Contract Acceptance Milestone)					11/8/2018
Begin Closeout Phase					11/9/2018
End Closeout Phase (Closeout Report)					12/30/2019

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)			Date:	2/26/16
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
12						

Project Title

San Juan Creek Bridge Replacement

Additional Information

Project Benefits:

The current intercity and commuter passenger rail and freight rail traffic traveling over the San Juan Creek Bridge significantly reduce greenhouse gas emissions for the region. If this 99-year old bridge were to fail, this major rail corridor would be closed and the rail traffic would be diverted onto adjacent freeways resulting in a significant increase in greenhouse gas emissions. Hence the replacement of the bridge ensures ongoing reduction in greenhouse gas emissions.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 2/26/16

District	County	Route	EA	Project ID	PPNO	TCRP No.			
12	ORA	Pacific Surfliner	0	0	0	0			
Project Title: San Juan Creek Bridge Replacement									
Fund No. 3:	FTA 5307					Program Code			
Existing Funding						20.10.400.100			
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)								0	OCTA through FTA
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			14,374					14,374	
TOTAL	0	0	14,374	0	0	0	0	14,374	

Section 16. Board Resolution or Board Documentation of approval of 2016 RTIP.



MINUTE EXCERPT

BOARD OF DIRECTORS

*Lori Donchak
Chair*

*Michael Hennessey
Vice Chair*

*Lisa A. Bartlett
Director*

*Andrew Do
Director*

*Steve Jones
Director*

*Jim Katapodis
Director*

*Jeffrey Lalloway
Director*

*Gary A. Miller
Director*

*Al Murray
Director*

*Shawn Nelson
Director*

*Miguel Pulido
Director*

*Tim Shaw
Director*

*Todd Spitzer
Director*

*Michelle Steel
Director*

*Tom Tait
Director*

*Frank Ury
Director*

*Gregory T. Winterbottom
Director*

*Ryan Chamberlain
Ex-Officio Member*

CHIEF EXECUTIVE OFFICE

*Darrell Johnson
Chief Executive Officer*

The following is an excerpt from the Minutes of the Orange County Transportation Authority (OCTA) Board of Directors meeting held on **February 22, 2016.**

11. 2016 State Transportation Improvement Program Reduction

A motion was made by Director Pulido, seconded by Director Katapodis, and declared passed by those present, to:

- 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.

Director Nelson was not present to vote on this item, and Directors Lalloway and Ury were absent from the meeting.

The foregoing excerpt will be presented to the Board of Directors on March 14, 2016, as part of the completed minutes of the **February 22, 2016** OCTA Board of Directors' meeting.

**Laurena Weinert
Clerk of the Board**

Dated: February 23, 2016



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.

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

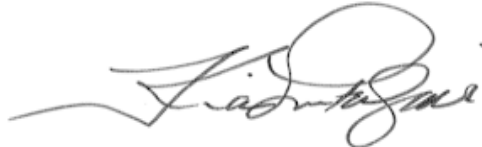
- A. Funding Plan for 2016 STIP Recommended Projects – Revised FE
- B. 2016 State Transportation Improvement Program Project Impacts
- C. Funding Plan for 2016 STIP Recommended Projects – Submitted
- D. 2016 STIP Development Schedule
- E. Capital Funding Program

Prepared by:



Ben Ku
Senior Transportation
Funding Analyst
(714) 560-5473

Approved by:



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



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
Totals	2,772	35,621	972	88,002	974	128,341	30,967	36,460	82,888	278,656

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
Totals	8,960	49,629	102,530	-	3,700	164,819	30,967	37,060	66,732	299,578

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

- 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

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					
Ongoing Projects												
I-5 HOV lane widening, SR-55 to SR-57	A	\$	37,058	28,949	-	2,900	-	8,000	-	-	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	1,600	-	13,365	-
I-5 HOV lane, Avenida Vista Hermosa to Pacific Coast Highway	C	\$	66,711	46,779	-	13,472	-	8,460	-	-	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	-	-	27,047	-
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$	166,800	-	-	43,667	-	123,133	-	-	106,093	-
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$	114,259	-	-	8,166	-	2,500	-	-	5,774	-
I-5/SR-74 interchange improvements	D	\$	77,977	45,594	24,109	-	-	3,000	-	-	-	-
I-5/EI Toro Road Interchange	D	\$	3,000	-	-	-	-	-	-	-	-	-
I-5/SR-74 landscaping, interchange improvements	D	\$	1,420	1,420	-	-	-	-	-	-	-	-
I-5 HOV lane operational improvements, interchange improvements	D	\$	-	-	-	-	-	-	-	-	-	-
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	G	\$	600	-	-	-	-	-	-	-	600	-
SR-74 widening, Calle Entradero/County line	G	\$	42,694	5,513	-	-	-	-	-	-	-	37,181
SR-74 widening, City/County line to Antonio Parkway	G	\$	40,905	10,000	-	5,285	-	-	-	-	-	25,620
SR-91 westbound connect existing auxiliary lanes, I-5 to SR-57	H	\$	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	L	\$	2,328	2,328	-	-	-	-	-	-	-	-
Planning, programming, and monitoring (2016-17 through 2020-21 STIP cycle)	L	\$	4,862	4,862	-	-	-	-	-	-	-	-
Completed Projects/Costonly Phase												
I-5 southbound off-ramp storage lane, Oso Parkway (OAS-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	-	\$	1,698	1,698	-	-	-	-	-	-	-	-
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		\$	2,108,303														

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-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 ^{1,2}	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 ³	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 ⁴	-	\$ 32,369	-	-	-	32,369	-	-	-	
M2 Project P Regional Signal Synchronization Program Call (2014 and 2015)	P	\$ 55,534	-	-	-	-	-	55,534	-	
SLPP Formula Grant Call ²	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 ⁵	-	\$ 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 ⁴	-	\$ 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 ⁷	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 ⁶	M1	\$ 8,942	-	-	-	4,700	1,792	-	2,450	
Del Obispo Widening ⁶	M1	\$ 6,419	-	-	-	3,740	-	-	2,679	
Allianta Avenue, Huntington Beach ⁶	-	\$ 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	
STREETS & ROADS CAPITAL FUNDING TOTAL		\$ 1,951,360	\$ 35,443	\$ 328,821	\$ 211,966	\$ 94,569	\$ 41,772	\$ 1,050,402	\$ 188,378	
State Funding Total		\$ 364,264								
Federal Funding Total		\$ 306,535								
Local Funding Total		\$ 1,280,552								

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:
 1. M2 Project O 2011, 2012, 2013, 2014, and 2015 call. Includes \$47.2 million in M1 savings.
 2. 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.
 3. 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.
 4. ARRA projects in Closeout or Ongoing.
 5. Includes two 2014 Bicycle Corridor Improvement Program calls at \$1.29 million. Not funded through the Active Transportation Program.
 6. Competitively awarded M1 CTFP projects.
 Notes For Projects Included in the Board Item:
 7. \$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		
Outgoing Projects												
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	-	-	1,435
OC Streetcar Preliminary Studies and Environmental	M1/S	\$ 12,129	-	-	4,433	-	-	-	6,000	-	-	1,142
OC Streetcar (Proposed New Stairs)	M1/S	\$ 289,000	40,000	-	48,453	-	-	-	-	-	-	-
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	-	-	-
Anaheim Station Improvements	R	\$ 20,050	-	-	18,049	2,001	-	-	-	-	-	-
Placentia 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	-	-	-	100	-	-	-
Fullerton Transportation Station Parking Expansion Project	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	-	-	-	-	-	-	1,784	-	-	446
Positive Train Control (Metrolink)	R	\$ 39,816	-	34,190	-	-	-	-	-	-	-	-
San Clemente Wayside Horn	R	\$ 4,802	-	2,250	-	-	-	-	-	-	-	1,976
State College Grade Separation (LOSSAN)	R	\$ 79,284	-	46,000	-	-	-	-	-	-	-	33,284
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	-	788	-	-	-	-	-	-	-	-
17th Street Grade Separation Environmental	R	\$ 3,500	-	-	-	-	-	-	3,500	-	-	-
Santa Ana Grade Separation Planning and Environmental PSR	M1	\$ 1,500	-	-	1,328	-	-	-	172	-	-	-
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 ^o	R	\$ 82,217	-	-	-	-	-	-	82,217	-	-	-
San Juan Creek Bridge Replacement ^o	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	-	-	-
Completed Projects/Closed Phase												
Metrolink Rolling Stock	M1/R	\$ 158,009	-	36,300	42,230	-	-	-	44,089	-	-	-
Metrolink Service Track Expansion ^o	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 ^o Support, Site Plan	M1	\$ 42,888	1,100	7,181	-	-	-	-	42,888	-	-	-
Tustin Rail Station Parking Expansion	M1	\$ 15,989	-	695	-	-	-	-	3,440	-	-	-
Laguna Niguel/Mission Viejo Station Parking Expansion (South Lot)	M1	\$ 4,135	-	-	-	-	-	-	710	-	-	-
Santa Ana Transportation Station Planning and Environmental PSR	M1	\$ 1,060	-	888	-	-	-	-	172	-	-	-
Fiber Optics Installation (Metrolink)	M1	\$ 24,600	-	12,300	-	-	-	-	13,937	-	-	-
Metrolink Grade Crossing Safety Improvements (OCX) ^o	M1/R	\$ 85,009	-	18,595	-	-	-	-	6,305	-	-	10,201
Metrolink Grade Crossing Safety Improvements ROW	R	\$ 3,029	-	-	-	-	-	-	3,025	-	-	-
North Beach Crossing Safety Enhancements ^o	R	\$ 348	-	166	-	-	-	-	182	-	-	-
LOSSAN Corridor Grade Separations PSR in Anaheim, Orange, and Santa Ana	R	\$ 3,050	-	252	-	-	-	-	3,050	-	-	-
Rail Crossing Signal Lights and Pedestrian Gates	R	\$ 252	-	-	-	-	-	-	-	-	-	-
Safety Repairs for San Clemente Pier Station	R	\$ 122	-	122	-	-	-	-	-	-	-	-
Transit Rail Security (Monitors, Fencing, Video Surveillance)	R	\$ 310	-	310	-	-	-	-	-	-	-	-
RAIL CAPITAL FUNDING TOTAL		\$ 1,454,667	\$ 106,531	\$ 257,866	\$ 186,538	\$ 387,720	\$ 261,177	\$ 188,628	\$ 14,712	\$ 51,495		
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

Section 17. Electronic Copy of Project Study Reports.