



**MINUTE EXCERPT**

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The following is an excerpt from the Minutes of the Orange County Transportation Authority Board of Directors meeting held on **September 14, 2015.**

**14. 2016 State Transportation Improvement Program**

A motion was made by Director Murray, seconded by Director Ury, and declared passed by those present, to:

- A. Approve the 2016 State Transportation Improvement Program submittal to program \$166.076 million to eight projects from fiscal year 2016-17 through fiscal year 2020-21.
- B. Approve the use of up to \$16.087 million in Measure M2 funds for the Interstate 5 widening from the State Route 73 to Oso Parkway (\$13.587 million), Interstate 5 high-occupancy vehicle lane (\$1.900 million), and State Route 57 truck climbing lane projects (\$0.600 million).
- C. 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.

Directors Jones, Nelson, and Pulido were not present to vote on this item.

The foregoing excerpt was approved by the Board of Directors on **September 28, 2015,** as part of the complete minutes of the September 14, 2015, OCTA Board of Directors' meeting.

**CHIEF EXECUTIVE OFFICE**

Darrell Johnson  
Chief Executive Officer


Laurena Weinert  
Clerk of the Board

Dated: December 11, 2015



COMMITTEE TRANSMITTAL

**September 14, 2015**

**To:** Members of the Board of Directors  
**From:**  Laurena Weinert, Clerk of the Board  
**Subject:** 2016 State Transportation Improvement Program

Regional Planning and Highways Committee Meeting of September 11, 2015

Present: Directors Bartlett, Donchak, Lalloway, Miller, Spitzer, and Ury  
Absent: Director Nelson

**Committee Vote**

This item was passed by the Members present.

**Committee Recommendations**

- A. Approve the 2016 State Transportation Improvement Program submittal to program \$166.076 million to eight projects from fiscal year 2016-17 through fiscal year 2020-21.
- B. Approve the use of up to \$16.087 million in Measure M2 funds for the Interstate 5 widening from the State Route 73 to Oso Parkway (\$13.587 million), Interstate 5 high-occupancy vehicle lane (\$1.900 million), and State Route 57 truck climbing lane projects (\$0.600 million).
- C. 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.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **2016 State Transportation Improvement Program**

### **Staff Report**



**September 11, 2015**

**To:** Regional Planning and Highways Committee

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

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is placed to the right of the "From:" field.

**Subject:** 2016 State Transportation Improvement Program

**Overview**

Every two years, the Orange County Transportation Authority prepares a program of projects for state funding through the State Transportation Improvement Program. Staff has developed program recommendations for Board of Directors' consideration and approval. These recommendations are consistent with programming policies approved by the Board of Directors.

**Recommendations**

- A. Approve the 2016 State Transportation Improvement Program submittal to program \$166.076 million to eight projects from fiscal year 2016-17 through fiscal year 2020-21.
- B. Approve the use of up to \$16.087 million in Measure M2 funds for the Interstate 5 widening from the State Route 73 to Oso Parkway (\$13.587 million), Interstate 5 high-occupancy vehicle lane (\$1.900 million), and State Route 57 truck climbing lane projects (\$0.600 million).
- C. 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 a 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.

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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 (CPP), which included 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: New capacity projects consistent with M2, 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 2008 and AB 32 {Chapter 488, Statutes 2006}}, freight mobility, consistency with STIP guidelines and performance measures. Staff further collaborated with the California Department of Transportation (Caltrans) and local agencies.

### ***Discussion***

Staff presented the 2016 STIP overview at the Board meeting on August 10, 2015, which provided a summary of the draft fund estimate (FE) and the upcoming schedule, which includes a new regional modeling analysis requirement done by the Southern California Association of Government (SCAG).

Four years ago, the 2012 STIP provided \$247.100 million in STIP funding, of which \$65.700 million was new STIP funding capacity and supported 13 projects. Two years ago, the 2014 STIP provided \$243.400 million in STIP funding, of which \$65.610 million was new STIP funding capacity and supported ten projects.

The FE was approved by the CTC on August 27, 2015, and provides no new programming capacity. Any potential new projects are contingent on STIP savings from OCTA's existing program of projects (POP) or previous savings on prior STIP cycle projects. In a typical STIP cycle, a county transportation commission may also request advancement of future STIP cycle funding. OCTA staff has met with Caltrans and updated the POP to include two new projects, as well as modification to existing 2014 STIP projects. The proposed 2016 STIP totals \$166.076 million, and consists of \$161.625 million that is

carried over from the existing 2014 STIP, \$3.166 in unprogrammed share balance or savings from a prior STIP cycle, and \$1.286 million from future STIP funds, or new 2016 STIP capacity should any become available.

The following projects are recommended for STIP funding:

Proposed 2016 STIP	In Millions	CPP Priority		Included In Prior 2014 STIP
		1 <sup>st</sup>	2 <sup>nd</sup>	
Interstate 5 (I-5) widening (State Route 73 {SR-73} to Oso Parkway)	\$79.813	✓		✓
I-5 high-occupancy vehicle lane (HOV) (State Route 55 {SR-55} to State Route 57 {SR-57})	\$30.400	✓		✓
I-5 HOV operational improvements	\$3.650			✓
SR-57/Lambert Road interchange improvements	\$22.100		✓	✓
Interstate 405 (I-405) auxiliary lane from State Route 133 (SR-133) to Sand Canyon and Sand Canyon to University Drive	\$15.851	✓		✓
Programming, planning, and monitoring	\$4.862	✓		✓
SR-57 truck climbing lane (new project)	\$3.700	✓		N/A
San Juan Creek Bridge replacement (new project)	\$5.700	✓		N/A
Total	\$166.076			

A map which includes the proposed and carry-over projects is provided in Attachment A. Attachment B provides a brief description of each of the projects that have been proposed for funding in the 2016 STIP.

Staff is also proposing modifications to the following projects:

- I-5 HOV Lane (SR-55 to SR-57) – The project was delayed to fiscal year (FY) 2017-18 due to additional air quality analysis that has since been completed. New cost estimates have resulted in project savings, and the total project cost is decreasing by \$3.962 million. The construction phase of the project is STIP-funded, and staff is proposing to use \$1.900 million in M2 funds to cover costs ineligible for STIP funds. With the cost decrease, and M2 proposed for ineligible STIP costs, staff is proposing a reduction of \$5.862 million of STIP funds.

- I-5 Widening (SR-73 to Oso Parkway) – OCTA is requesting an additional \$0.864 million in STIP and \$13.587 million in M2 funds. The overall total project increases by \$14.451 million based on new estimates following the completion of the project approval and environmental design phase. This updated programming is consistent with the forecasted cost that is reported quarterly to the Board for information. M2 funds are recommended to support part of the cost increase and to cover costs ineligible for STIP funds. The increase in STIP will come from STIP savings on the I-5 HOV (SR-55 to SR-57).
- I-5 HOV operational improvements – STIP funds programmed for construction support increased by \$0.050 million to reflect added contingency. The increase in STIP will come from STIP savings on the I-5 HOV (SR-55 to SR-57).
- I-405 auxiliary lane from SR-133 to Sand Canyon and Sand Canyon to University Drive – This project will be sequenced with an adjoining project funded by Caltrans. The sequencing will minimize construction disruption, and Caltrans will take the lead on all future phases. OCTA and Caltrans are refining the estimates and there may be savings. Any savings would be directed to the I-5 widening (SR-73 to Oso Parkway) project to offset M2 funds.

Staff is proposing two new projects:

- San Juan Creek Bridge Replacement – \$5.700 million in STIP funds are derived from STIP savings on the I-5 HOV (SR-55 to SR-57) and from unprogrammed share balance. This transit project is consistent with the CPP's first STIP priority and will increase the safety and reliability of rail traffic along the corridor.
- SR-57 Truck Climbing Lane – \$3.700 million in STIP will be requested from any remaining unprogrammed share balance and future STIP funds or new 2016 STIP capacity should any become available.
- OCTA is also requesting Board approval for \$0.600 million in M2 funds for OCTA environmental phase activities. This is Project G in the M2020 Plan, and is consistent with the CPP's first STIP priority.

It is likely that CTC staff may request changes to OCTA's submittal due to the estimated STIP shortfall in the first few years of the STIP cycle. Attachment C presented at a statewide STIP workshop shows the STIP shortfall and reprogramming need. Due to these factors, CTC staff may not approve the

advancement of future STIP funds. Staff will continue to work with the CTC, Caltrans, and other appropriate agencies to ensure the projects continue to move forward and will keep the Board apprised if material changes are necessary.

Previously approved funds are included in the 2016 STIP submittal, and Attachment D provides the complete proposed funding plan for each of the projects being considered for STIP funds.

Attachment E provides the updated Comprehensive Funding Plan, which includes recommended changes pending approval by the Board on September 14, 2015, and also by the CTC, which is anticipated in March 2016.

#### Next Steps

With Board approval, staff will finalize and submit the 2016 STIP to SCAG by September 30, 2015, and then to CTC by December 15, 2015. The CTC will hold public hearings on the proposed 2016 STIP on January 21, 2016, in Northern California, and on February 19, 2016, in Southern California. The CTC is expected to adopt the program on March 16-17, 2016. A 2016 STIP development schedule is included as Attachment F.

#### **Summary**

OCTA is responsible for the development and programming of the STIP for Orange County. OCTA is proposing to submit eight projects for \$166.076 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.



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**Attachments**

- A. OCTA 2016 State Transportation Improvement Program – Proposed Projects
- B. Orange County Transportation Authority – Regional Transportation Improvement Program for the 2016 State Transportation Improvement Program Project Descriptions
- C. 2016 STIP Reprogramming Exercise
- D. Funding Plan for 2016 STIP Recommended Projects
- E. Capital Funding Program
- F. 2016 State Transportation Improvement Program Development Schedule

**Prepared by:**



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Funding Analyst  
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**Approved by:**



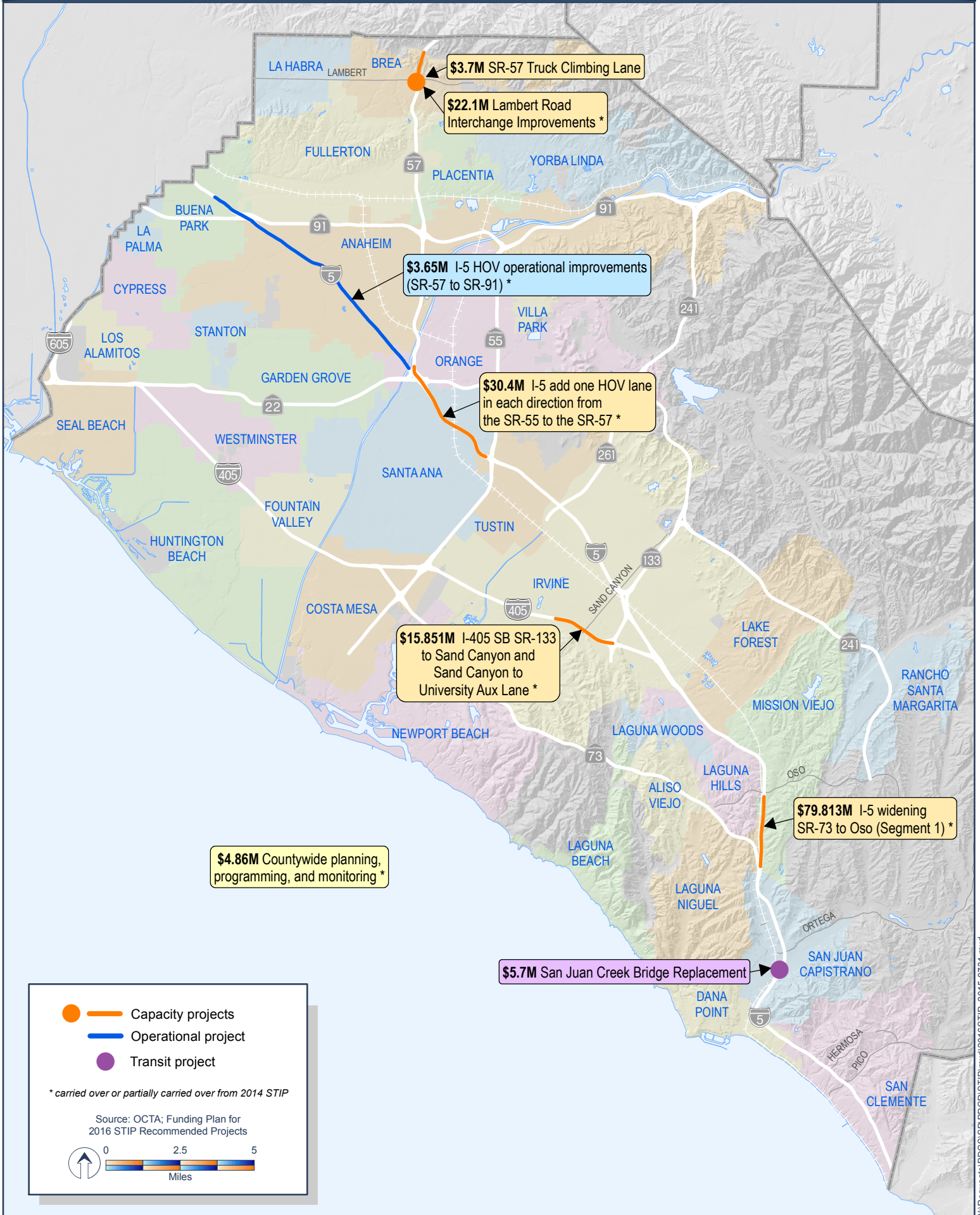
Kia Mortazavi  
Executive Director, Planning  
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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **2016 State Transportation Improvement Program**

### **Attachment A**





**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2016 State Transportation Improvement Program**

**Attachment B**

**Orange County Transportation Authority  
Regional Transportation Improvement Program for the  
2016 State Transportation Improvement Program Project Descriptions**

**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

**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 State Transportation Improvement Program (STIP) project, and as indicated in the 2012 STIP, this is one of the few funding sources that the Orange County Transportation Authority has available for this type of operational improvement to the freeway system.

The project will improve operation, relieve congestion, improve safety, significantly reduce congestion-related accidents, and improve mobility by modifying the existing HOV lane to continuous access HOV lanes.

**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 increase in anticipated 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.

### SR-57 Truck Climbing Lane

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

### 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.

### 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.

### 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 PPM 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.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2016 State Transportation Improvement Program**

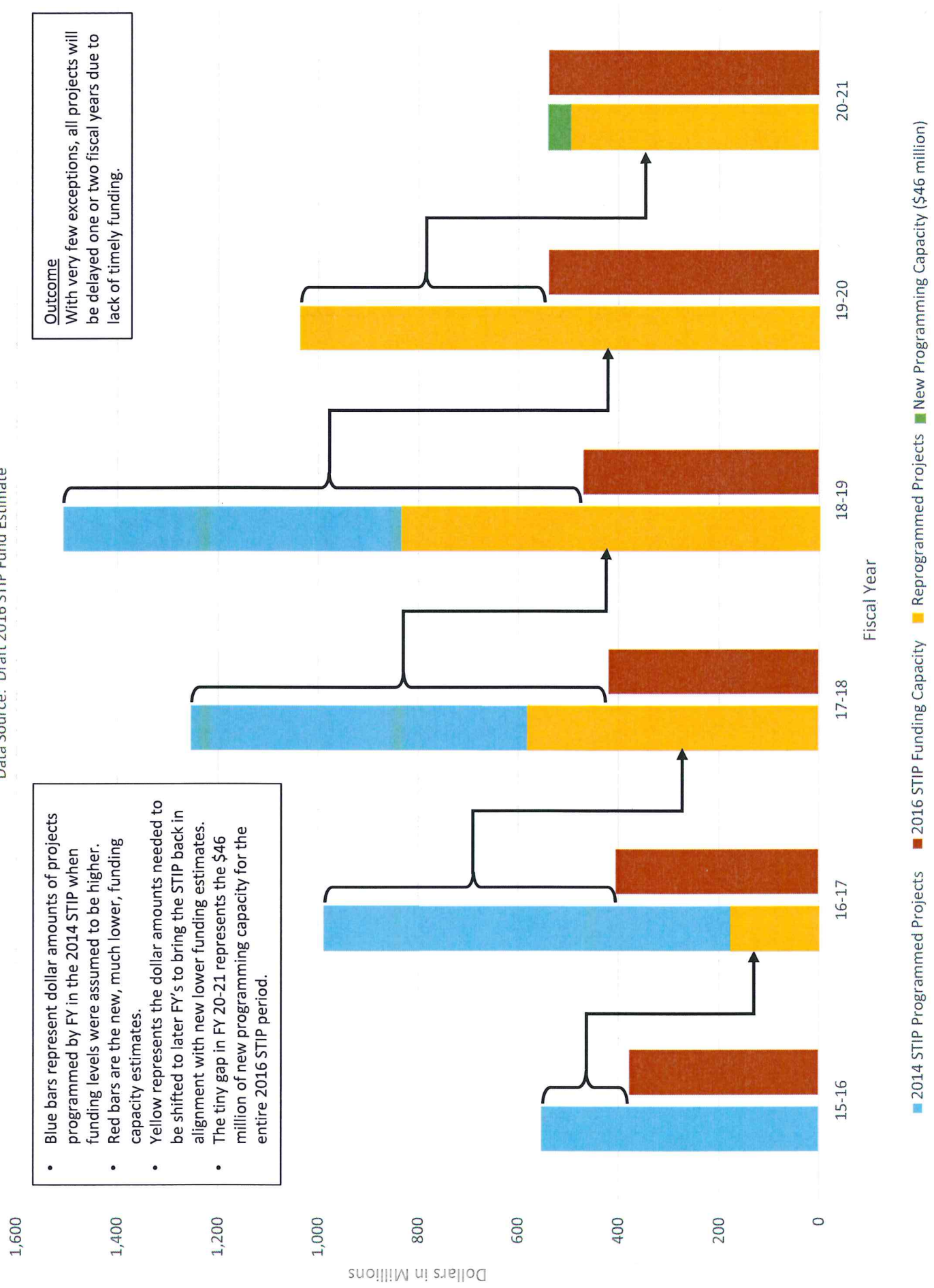
**Attachment C**

# 2016 STIP Reprogramming Exercise

Data Source: Draft 2016 STIP Fund Estimate

- Blue bars represent dollar amounts of projects programmed by FY in the 2014 STIP when funding levels were assumed to be higher.
- Red bars are the new, much lower, funding capacity estimates.
- Yellow represents the dollar amounts needed to be shifted to later FY's to bring the STIP back in alignment with new lower funding estimates.
- The tiny gap in FY 20-21 represents the \$46 million of new programming capacity for the entire 2016 STIP period.

**Outcome**  
With very few exceptions, all projects will be delayed one or two fiscal years due to lack of timely funding.







**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2016 State Transportation Improvement Program**

**Attachment D**

## Funding Plan for 2016 STIP Recommended Projects

Proposed 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	M2 Pending Approval	Other <sup>6</sup>	
I-5 widening SR-73 to Oso Parkway (Segment 1) <sup>1,2</sup>			79,813			79,813	28,167	30,299	13,587		151,866
I-5 HOV Lane SR-55 to SR-57 <sup>1,3</sup>		30,400				30,400	2,800	3,409	1,900		38,509
I-5 HOV Lane Operational Improvements <sup>1,4</sup>	3,650					3,650				1,275	4,925
SR-57 Lambert Road Interchange <sup>1</sup>			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 <sup>1</sup>	2,353	13,498				15,851				528	16,379
PPM <sup>1</sup>	1,899	1,482	1,481			4,862					4,862
SR-57 Truck Climbing Lane <sup>5</sup>					3,700	3,700			600		4,300
San Juan Creek Bridge Replacement <sup>5</sup>		5,700				5,700				28,500	34,200
<b>Totals</b>	<b>7,902</b>	<b>51,080</b>	<b>103,394</b>	<b>-</b>	<b>3,700</b>	<b>166,076</b>	<b>30,967</b>	<b>34,635</b>	<b>16,087</b>	<b>66,576</b>	<b>314,341</b>

1. Carried over or partially carried over from 2014 STIP

2. \$0.864 million STIP increase

3. \$5.862 million STIP decrease

4. \$0.050 million STIP increase

5. New 2016 STIP project

6. Other funds include \$0.924 million in federal demonstration funds, \$35.349 million in Brea city funds, \$0.528 million in prior STIP funds, \$14.126 million in FTA 5337, \$14.374 million in FTA 5307, and \$1.275 million in Orange County Unified Transportation Trust Fund

STIP - State Transportation Improvement Program

RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality

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-133 - State Route 133

PPM - Programming, planning, and monitoring

FTA - Federal Transit Administration



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2016 State Transportation Improvement Program**

**Attachment E**

Pending Board of Directors Approval on September 14, 2015

Capital Funding Program

HIGHWAYS CAPITAL FUNDING PROGRAM	M Code	(in thousands) Total Programmed Funding	STATE		FEDERAL		M1	M2	Local Other
			STIP/Other State	State Bonds	RSTP/CMAQ	Federal Other			
<b>Ongoing Projects</b>									
I-5 HOV lane widening, SR-55 to SR-57 <sup>1</sup>	A	\$ 38,509	30,400	-	2,800	-	-	5,309	-
I-5 widening, I-405 to SR-55	B	\$ 8,000	-	-	8,000	-	-	-	-
I-5 high-occupancy vehicle (HOV) lane, Avenida Pico to Avenida Vista Hermosa	C	\$ 89,388	43,735	-	30,688	1,600	-	13,365	-
I-5 HOV lane, Avenida Vista Hermosa to Pacific Coast Highway	C	\$ 68,711	46,779	-	13,472	-	-	8,460	-
I-5 HOV lane, SR-1 to San Juan Creek Road	C	\$ 56,861	-	20,789	10,472	-	-	25,600	-
I-5 widening, SR-73 to Oso Parkway (Segment 1) <sup>1</sup>	C	\$ 151,866	79,813	-	28,167	-	-	43,886	-
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$ 166,800	-	-	43,667	-	-	123,133	-
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$ 114,259	-	-	8,166	-	-	106,093	-
I-5/SR-74 interchange improvements	D	\$ 77,977	45,594	24,109	-	-	-	2,500	5,774
I-5/El Toro Road interchange	D	\$ 3,000	-	-	3,000	-	-	-	-
I-5/SR-74 landscaping, interchange improvements	-	\$ 1,420	1,420	-	-	-	-	-	-
I-5 HOV lane operational improvements, SR-57 to SR-91 <sup>1</sup>	-	\$ 4,925	3,650	-	-	-	-	-	1,275
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 (psr), Industrial Way to 19th Street	-	\$ 1,130	-	-	1,000	-	-	-	130
SR-57 environmental, Orangewood Avenue to Katella Avenue	G	\$ 4,000	-	-	4,000	-	-	-	-
SR-57 truck climbing lane <sup>1</sup>	G	\$ 4,300	3,700	-	-	-	-	600	-
SR-74 widening, Calle Entradero-city/County line	-	\$ 42,694	5,513	-	-	-	-	-	37,181
SR-74 widening, City/County line to Antonio Parkway	-	\$ 40,905	10,000	-	5,285	-	-	-	25,620
SR-91 westbound connect existing auxiliary lanes, I-5 to SR-57	H	\$ 62,977	-	27,227	-	-	-	35,750	-
SR-91/SR-55 to Tustin 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	-	\$ 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-5 to SR-55	L	\$ 8,000	-	-	8,000	-	-	-	-
I-405 auxiliary lane, SR-133 to Sand Canyon Avenue and Sand Canyon Avenue to University Drive <sup>1</sup>	L	\$ 16,379	16,379	-	-	-	-	-	-
Planning, programming, and monitoring (2016-17 through 2020-21 STIP cycle) <sup>1</sup>	-	\$ 4,862	4,862	-	-	-	-	-	-
<b>Completed Projects/Closeout Phase</b>									
I-5 southbound off-ramp storage lane, Oso Parkway (04S-26)	-	\$ 22,872	22,773	-	-	-	-	-	99
I-5, Camino Capistrano interchange improvements	-	\$ 19,151	19,151	-	-	-	-	-	-
I-5 southbound off-ramp and auxiliary lane, Jamboree 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 Autry Way bridge overcrossing	M1	\$ 68,199	-	-	35,644	9,883	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	-	\$ 1,669	1,669	-	-	-	-	-	-
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-71	-	\$ 57,611	-	-	-	47,888	-	-	9,723
West Orange County connectors, I-405 and I-605	M1	\$ 169,260	-	135,430	14,900	-	12,256	-	6,674
West Orange County connectors, I-405 and SR-22	M1	\$ 115,878	-	-	64,375	49,625	1,878	-	-
<b>HIGHWAYS CAPITAL FUNDING TOTAL</b>		<b>\$ 3,435,993</b>	<b>\$ 512,070</b>	<b>\$ 345,794</b>	<b>\$ 340,636</b>	<b>\$ 119,644</b>	<b>\$ 22,735</b>	<b>\$ 1,675,067</b>	<b>\$ 420,047</b>
State Funding Total		\$ 857,864	M Code - Project codes in M2 Program						
Federal Funding Total		\$ 460,280	STIP - State Transportation Improvement Program						
Local Funding Total		\$ 2,117,849	RSTP - Regional Surface Transportation Program						
			CMAQ - Congestion Mitigation and Air Quality						
			M1 - Measure M						
			M2 - Measure M2						
			I-5 - Interstate 5						
			SR-1 - State Route 1						
			SR-74 - State Route 74						
			SR-73 - State Route 73						
			SR-55 - State Route 55						
			SR-57 - State Route 57						
			SR-91 - State Route 91						
			SR-90 - State Route 90						
			SR-241 - State Route 241						
			SR-71 - State Route 71						
			I-405 - Interstate 405						
			I-605 - Interstate 605						
			SR-22 - State Route 22						
			SR-133 - State Route 133						

Note for Project included in Board Item:

1. Programs \$166.076 million in STIP funds to eight projects from fiscal year 2016-17 through fiscal year 2020-21, and \$16.087 million in M2 funds to three projects.. STIP funds contingent upon California Transportation Commission approval.

**Capital Funding Program**

STREETS & ROADS CAPITAL FUNDING PROGRAM	M Code	(in thousands)	STATE		FEDERAL				
		Total Programmed Funding	STIP/Other State	State Bonds	RSTP/CMAQ	Federal Other	M1	M2	Local Other
M2 Project O Regional Capacity Program call for projects (call) 2011 - 2015 <sup>1,2</sup>	O	\$ 190,560	-	22,979	-	-	-	167,581	-
M2 Fair Share State-Local Partnership Grant Program	Q	\$ 7,032		3,516			-	3,516	
M2 Project Q Fair Share Program <sup>3</sup>	Q	\$ 618,657	-	-	-	-	-	618,657	-
M1 Combined Transportation Funding Program (CTFP)	M1	\$ 34,000	-	-	-	-	34,000	-	-
Local agency American Reinvestment and Recovery Act of 2009 (ARRA) rehabilitation projects <sup>4</sup>	-	\$ 32,369	-	-	-	32,369	-	-	-
M2 Project P Regional Signal Synchronization Program call (2014 and 2015)	P	\$ 55,534	-	-	-	-	-	55,534	-
State-Local Partnership Program (SLPP) Formula Grant call <sup>2</sup>	Q	\$ 46,419	-	21,217	-	-	1,280	23,922	-
Traffic Light Signal Synchronization Program, Orange County	-	\$ 8,000	-	4,000	-	-	4,000	-	-
M2 Project X Environmental Cleanup (call)	X	\$ 38,884	-	-	-	-	-	38,884	-
Bicycle Corridor Improvement Program (call) 2012 - 2014 <sup>5</sup>	-	\$ 12,147	653	-	8,459	533	-	-	2,502
Active Transportation Program (regional call)	-	\$ 14,809	13,343	-	615	-	-	-	851
Arterial Pavement Management (call) 2014 - 2015	-	\$ 50,116	-	-	19,938	-	-	-	30,178
Transportation enhancements	-	\$ 22,172	-	-	-	15,628	-	-	6,544
ARRA transportation enhancements <sup>4</sup>	-	\$ 6,833	-	-	-	4,049	500	-	2,284
Orangethorpe Avenue grade separation	O	\$ 110,494	-	41,632	27,828	18,600	-	21,084	1,351
Tustin Avenue/Rose Avenue grade separation	O	\$ 94,271	-	30,862	45,150	-	-	16,972	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	13,290	-	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	9,709	-	26,887	1,619
Lambert Road interchange <sup>7</sup>	O	\$ 59,300	22,100	-	-	924	-	927	35,349
Bristol Street widening	-	\$ 44,750	-	-	-	-	-	-	44,750
Antonio Parkway widening	-	\$ 32,553	-	-	15,499	-	-	-	17,054
Grand Avenue widening, 1st Street to 4th Street	-	\$ 12,324	-	-	6,595	-	-	-	5,729
La Paz Road widening, Interstate 5 and La Paz Road <sup>6</sup>	M1	\$ 8,942	-	-	4,700	-	1,792	-	2,450
Del Obispo widening <sup>6</sup>	M1	\$ 6,419	-	-	3,740	-	-	-	2,679
Atlanta Avenue, Huntington Beach <sup>6</sup>	-	\$ 4,160	-	-	2,209	-	-	-	1,951
Firestone Boulevard widening	-	\$ 2,468	-	-	2,059	-	-	-	409
Imperial Highway Smart Streets	M1	\$ 1,900	-	200	-	-	200	-	1,500

<b>STREETS &amp; ROADS CAPITAL FUNDING TOTAL</b>		<b>\$ 1,945,009</b>	<b>\$ 36,096</b>	<b>\$ 328,821</b>	<b>\$ 211,998</b>	<b>\$ 95,102</b>	<b>\$ 41,772</b>	<b>\$1,047,536</b>	<b>\$ 183,685</b>
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State Funding Total		\$ 364,917	M Code - Project codes in M2 Program						
Federal Funding Total		\$ 307,100	STIP - State Transportation Improvement Program						
Local Funding Total		\$ 1,272,993	RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality						

*Project Notes:* M1/M2 - Measure M1/Measure M2

- M2 Project O 2011, 2012, 2013, 2014, and 2015 call. Includes \$47.2 million in M1 savings.
  - Includes Tustin Ranch Road extension at \$4.93 million in SLPP; \$4.51 million through M2 Regional Capacity Program call and \$.42 million through SLPP Formula Grant call.
  - M2 fair share forecast from fiscal year (FY) 2010-11 through FY 2021-22, as of June 2015. Excludes M2 fair share from SLPP formula grant call and M2 fair share SLPP Grant Program.
  - ARRA projects in closeout or ongoing.
  - Includes two Active Transportation Program projects from the 2014 Bicycle Corridor Improvement Program call at \$1.29 million.
  - Competitively awarded M1 CTFP projects.
- Note for Project included in Board Item:*
- Programs \$166.076 million in STIP funds to eight projects from fiscal year 2016-17 through fiscal year 2020-21. STIP funds contingent upon California Transportation Commission approval.

**Capital Funding Program**

RAIL CAPITAL FUNDING PROGRAM	M Code	(in thousands) Total Programmed Funding	FEDERAL				LOCAL			
			STIP/Other State	State Bonds	RSTP/CMAQ	Federal Other	M1	M2	CURE	Local/Other
<b>Ongoing Projects</b>										
Control point at 4th Street	-	\$ 4,000	-	-	-	4,000	-	-	-	-
Laguna Niguel to San Juan Capistrano Passing Siding Project	-	\$ 25,274	3,000	2,483	19,791	-	-	-	-	-
M2 Project S fixed-guideway Anaheim Rapid Connection	S	\$ 19,452	-	-	-	10,682	6,000	1,335	-	1,435
OC Streetcar preliminary studies and environmental	M1/S	\$ 12,129	-	-	-	4,433	6,000	554	-	1,142
OC Streetcar (proposed New Starts)	M1/S	\$ 289,000	40,000	-	48,453	144,500	-	56,047	-	-
M2 Project S transit extensions to Metrolink (rubber tire)	S	\$ 733	-	-	-	-	-	733	-	-
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$ 184,164	29,219	-	35,000	40,754	43,900	35,291	-	-
Anaheim Canyon Station Improvements	-	\$ 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 (PSR)	M1	\$ 875	-	-	775	-	100	-	-	-
Fullerton Transportation Center Parking Expansion Project <sup>1</sup>	M1	\$ 33,667	11,250	11,035	-	-	9,718	-	-	1,664
Orange Transportation Center Parking Structure	M1	\$ 27,257	13,762	-	2,938	-	1,850	-	-	8,707
Laguna Niguel-Mission Viejo Station parking improvements and expansion (Camino Capistrano)	M1	\$ 15,134	-	-	6,500	-	8,634	-	-	-
Metrolink Station and track improvements, and rehabilitation	-	\$ 2,230	-	-	-	1,784	-	-	-	446
Positive train control (Metrolink)	-	\$ 39,916	-	34,190	-	5,726	-	-	-	-
San Clemente wayside horn	R	\$ 4,802	-	2,250	-	-	-	1,976	-	576
State College Grade Separation (LOSSAN)	R	\$ 79,284	-	46,000	-	-	-	33,284	-	-
Sand Canyon Avenue Grade Separation Project	M1/R	\$ 64,013	-	30,155	10,536	-	3,116	5,352	-	14,854
Rail station platform safety improvements (Fullerton, Irvine, and Tustin)	-	\$ 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	-	\$ 4,300	-	-	-	3,440	-	-	860	-
Future video surveillance systems	-	\$ 1,531	-	-	-	1,288	-	-	243	-
Metrolink rehabilitation/renovation - fiscal years 2011-12 to 2019-20 <sup>6,7</sup>	-	\$ 82,217	-	-	-	82,217	-	-	-	-
San Juan Creek bridge replacement <sup>7,8</sup>	-	\$ 34,200	5,700	-	-	28,500	-	-	-	-
Ticket vending machines <sup>9</sup>	-	\$ 6,857	-	-	-	6,857	-	-	-	-
Slope Stabilization Laguna Niguel-Lake Forest	-	\$ 2,000	-	-	-	2,000	-	-	-	-
<b>Completed Projects/Closeout Phase</b>										
Metrolink rolling stock	M1	\$ 158,009	-	36,300	42,230	35,390	44,089	-	-	-
Metrolink service track expansion <sup>2</sup>	M1	\$ 119,957	-	51,399	-	-	68,558	-	-	-
Control point stadium crossover	-	\$ 6,490	-	3,245	-	3,245	-	-	-	-
Go Local	S	\$ 7,730	-	-	-	-	7,730	-	-	-
ARTIC environmental, right-of-way (ROW), program management <sup>3</sup> support, site plan	M1	\$ 42,888	-	-	-	-	42,888	-	-	-
Tustin Rail Station parking expansion	M1	\$ 15,389	1,100	7,181	-	-	7,108	-	-	-
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$ 4,135	-	695	-	-	3,440	-	-	-
Santa Ana Transportation Station planning and environmental PSR	M1	\$ 1,060	-	-	888	-	172	-	-	-
Fiber optics installation (Metrolink)	M1	\$ 24,600	-	12,300	-	10,903	1,397	-	-	-
Metrolink grade crossing safety improvements (OCX) <sup>4</sup>	M1/R	\$ 85,009	-	18,595	-	-	6,305	36,299	13,609	10,201
Metrolink grade crossing safety improvements ROW	R	\$ 3,025	-	-	-	-	-	3,025	-	-
North Beach crossings safety enhancements <sup>5</sup>	R	\$ 348	-	166	-	-	-	182	-	-
LOSSAN corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$ 3,050	-	-	-	-	-	3,050	-	-
Rail crossing signal lights and pedestrian gates	-	\$ 252	-	252	-	-	-	-	-	-
Safety repairs for San Clemente Pier Station	-	\$ 122	-	122	-	-	-	-	-	-
Transit rail security (monitors, fencing, video surveillance)	-	\$ 310	-	310	-	-	-	-	-	-
<b>RAIL CAPITAL FUNDING TOTAL</b>		<b>\$ 1,454,667</b>	<b>\$ 106,531</b>	<b>\$ 257,866</b>	<b>\$ 186,538</b>	<b>\$ 387,720</b>	<b>\$ 261,177</b>	<b>\$ 188,628</b>	<b>\$ 14,712</b>	<b>\$ 51,495</b>
State Funding Total		\$ 364,397	M Code - M1 = Measure M1, otherwise Project Codes in Measure M2 Program							
Federal Funding Total		\$ 574,258	STIP - State Transportation Improvement Program							
Local Funding Total		\$ 516,012	RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality							

Project Notes:

1. Includes Fullerton Elevators Project at \$4.0 million: \$1.718 million Proposition 116, \$1.782 million M1, and \$500 million PTMISEA.
2. Includes ROW costs.
3. Includes previously expended ARTIC ROW.
4. 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.
5. Part of the Orange County Transportation Authority OCX.
6. \$1.5 million for the San Juan Creek bridge replacement project is included in the Metrolink rehabilitation/renovation line.

Note for Projects included in Board Item:

7. Approve the Federal Transit Administration (FTA) 5307, FTA 5337, and FTA 5339 programs of projects, including federal and local funds, the use of match credit for projects, and the five-year programming plan for FTA 5307 and FTA 5337 based on estimated federal apportionments.
8. Programs \$166.076 million in STIP funds to eight projects from fiscal year 2016-17 through fiscal year 2020-21. STIP funds contingent upon California Transportation Commission approval.

M1/M2 - Measure M1/Measure M2  
 CURE - Commuter and Rail Endowment Fund  
 OCX - Rail-Highway Grade Crossing/Safety Enhancement Project  
 LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor  
 PTMISEA - Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2016 State Transportation Improvement Program**

**Attachment F**

**2016 State Transportation Improvement Program Development Schedule**

- March 26, 2015 – Draft fund estimate (FE) assumptions presented to the California Transportation Commission (CTC)
- May 28, 2015 – FE assumptions approved by CTC
- June – July, 2015 – Meetings with internal and external stakeholders
  - June 11, 2015 - City of Brea regarding the State Route 57 Lambert Road Interchange Project
  - June 29, 2015 - California Department of Transportation regarding Regional Improvement Program (RIP), Interregional Improvement Program, and State Highway Operation and Protection Program.
- June 25, 2015 – Draft of FE presented to CTC
- August 3, 2015 – 2016 State Transportation Improvement Program (STIP) overview presented to the Orange County Transportation Authority (OCTA) Regional Planning and Highways (RPH) Committee
- August 10, 2015 – 2016 STIP overview presented to the OCTA Board of Directors (Board)
- By August 26, 2015 – CTC adopts 2016 FE
- September 11, 2015 – RPH Committee consideration of 2016 STIP RIP program of projects for submittal to the OCTA Board
- September 14, 2015 – OCTA Board consideration of 2016 STIP RIP program of projects for submittal to CTC
- September 30, 2015 – OCTA STIP/Regional Transportation Improvement Project projects submitted to Southern California Association of Governments for regional modeling analysis
- December 15, 2015 – Final submittal of 2016 STIP RIP to CTC
- January 21, 2016 – CTC Northern California hearing
- January 26, 2016 – CTC Southern California hearing
- February 19, 2016 – CTC staff recommendations released
- March 16-17, 2016 – 2016 STIP adoption by the CTC