



COMMITTEE TRANSMITTAL

**September 27, 2021**

**To:** Members of the Board of Directors  
**From:** Andrea West, Interim Clerk of the Board *Andrea West*  
**Subject:** 2022 State Transportation Improvement Program

Regional Planning and Highways Committee Meeting of September 2, 2021

**Present:** Directors Chaffee, Delgleize, Harper, Hernandez, Muller, Murphy, and Sarmiento  
**Absent:** Director Bartlett

**Committee Vote**

Following the roll call vote, this item was declared passed 7-0 by the Members present.

**Staff Recommendations**

- A. Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27.
- B. Authorize the use of \$11.396 million in Measure M2 funds for the Interstate 5 Improvement Project from Interstate 405 to Yale Avenue (Segment 1).
- C. Consistent with construction phase estimates for the Transit Security and Operations Center, authorize the use of \$27.234 million from the following fund sources:
  - \$19.650 million in Local Partnership Program Formula funds,
  - \$3.924 million in additional State of Good Repair, and
  - \$3.660 million Coronavirus Response and Relief Supplemental Appropriations Act, 2021.



**Staff Recommendations (Continued)**

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



**September 2, 2021**

**To:** Regional Planning and Highways Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** 2022 State Transportation Improvement Program

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

**Overview**

Every two years, the Orange County Transportation Authority develops a program of projects for funding through the State Transportation Improvement Program. Project recommendations are presented for Board of Directors' consideration and approval. These recommendations are consistent with the Board of Directors' programming policies.

**Recommendations**

- A. Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27.
- B. Authorize the use of \$11.396 million in Measure M2 funds for the Interstate 5 Improvement Project from Interstate 405 to Yale Avenue (Segment 1).
- C. Consistent with construction phase estimates for the Transit Security and Operations Center, authorize the use of \$27.234 million from the following fund sources:
  - \$19.650 million in Local Partnership Program Formula funds,
  - \$3.924 million in additional State of Good Repair, and
  - \$3.660 million Coronavirus Response and Relief Supplemental Appropriations Act, 2021.
- D. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program and 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 California. Every two years, state and federal transportation revenues are forecasted and programmed for the subsequent five-year period.

A fund estimate (FE) is developed each STIP cycle to determine funding shares for each county. For the 2022 STIP, Orange County's new capacity would be \$34.977 million, including \$10.382 million of 2021 mid-cycle STIP funding derived from federal Coronavirus Response and Relief Supplemental Appropriations Act funds. A report on funding was presented to the Board of Directors on June 14, 2021. On August 23, 2021, the Board received the 2022 STIP overview as an information item that provided more detail regarding the funding share for Orange County.

The Orange County Transportation Authority (OCTA) is responsible for developing and programming of the STIP for Orange County, which is submitted to the California Transportation Commission (CTC) for approval and adoption. Consistent with the Board adoption of the Capital Programming Policies on February 11, 2019, OCTA dedicates STIP funds for Measure M2 (M2) freeway, commuter rail, fixed-guideway projects, planning/programming and complementary activities, and seek an equitable balance between freeways and transit capital and are consistent with state goals.

***Discussion***

The overall strategy for programming the 2022 STIP is to maintain funding for existing projects and implement a multimodal STIP. For the 2022 STIP, several projects were considered, including active transportation projects, transit station improvements, and additional M2 freeway projects. The recommended projects are a high priority for OCTA, fit within the guidelines of the STIP, and serve as a balanced and multimodal approach to meet the transportation needs of Orange County. A map of the 2022 STIP projects is provided as Attachment A.

The OCTA 2022 STIP proposal totals \$164.647 million. Of this amount, the 2022 STIP will make approximately \$153.774 million available over the five-year period that ends in fiscal year (FY) 2026-27. Per the STIP FE and Guidelines, the CTC may approve and program STIP funding above the targets up to the STIP maximum. OCTA is proposing to request \$10.873 million over the STIP target, which results in the total STIP request of \$164.647 million. If approved, the \$10.873 million will be advanced from the 2024 STIP cycle, reducing new capacity funding that might otherwise be available in the 2024 FE.

A significant portion of this funding is committed to existing projects. The difference between what is committed and what is available is considered the

“new capacity”. This new capacity combined with the deferred 2021 mid-cycle STIP funding provides OCTA with approximately \$34.977 million available to program to new projects. There are also two projects within the committed STIP projects that have been alternatively funded. The environmental phase for the Interstate 5 (I-5) Managed Lane from Avenida Pico to San Diego County Line (\$5.5 million) and the plans, specifications, and estimates (PS&E) phase for State Route 74 (SR-74) Ortega Highway Multimodal Improvements – Calle Entradero to city/county line (\$8.54 million), were advanced using other funds, which provide approximately \$14.04 million in additional programming capacity. The \$8.54 million for the SR-74 Ortega Highway Multimodal Project is proposed in the 2022 STIP to be redirected to the right-of-way (ROW) phase.

OCTA staff is recommending the 2022 STIP as presented in the table and discussed in further detail below:

STIP Projects (\$000)	2020 STIP	2022 STIP
<b>Carry Over Projects</b>		
I-5 Improvements from I-405 to Yale Avenue (Segment 1) (CON)	\$95,338	\$95,338
I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping)	\$6,000	\$6,000
Planning, Programming, and Monitoring	\$3,419	\$6,327
SR-74 Ortega Highway Multimodal Improvements – Calle Entradero to City/County Line	\$8,540	\$37,600
<b>Funded with M2 and Other Federal Funding</b>		
I-5 Managed Lane from Avenida Pico to San Diego County Line (ENV)*	\$5,500	\$0
<b>Proposed New Projects</b>		
Transit Security and Operations Center (TSOC) (CON)	\$0	\$10,382
SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line (ENV)	\$0	\$6,500
Digital Bus Stop Signs	\$0	\$2,500
<b>Total</b>	<b>\$118,797</b>	<b>\$164,647</b>

CON – Construction  
 ENV - Environmental  
 I-405 - Interstate 405

SR-57 – State Route 57  
 SR-73 - State Route 73

\*I-5 Managed Lanes Project from Avenida Pico to San Diego County Line was alternatively funded using Federal Surface Transportation Block Grant Program funds.

The I-5 improvements from I-405 to Yale Avenue (Segment 1), which will add one lane in each direction and the replacement planting/landscaping for I-5 improvements from SR-73 to El Toro Road are projects B and C in the Next 10 Delivery Plan, and continue to be important projects to OCTA, and staff is proposing that they remain in the STIP. Further, the STIP funds were assumed

as part of the most recent Next 10 Delivery Plan. Additionally, for the I-5 improvements from I-405 to Yale Avenue (Segment 1), staff is seeking approval for an additional \$11.396 million in M2 freeway funds, which will replace SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program Formula (LPP-F) funds in the ROW phase. The LPP-F funding is programmed to the project and needs to be used no later than FY 2022-23, but the ROW phase is planned to start in FY 2023-24. Therefore, the LPP-F funds are proposed to be used for the TSOC project, which is scheduled to start construction in FY 2022-23. Additional information is included in Attachment B, which provides a brief description of each project and details of the proposed funding changes.

The SR-74 Ortega Highway Multimodal Improvement Project is a carryover project which is proposed to receive additional STIP funds. The PS&E phase was alternately funding utilizing a combination of Measure M2 Regional Capacity Program, local jurisdiction and mid-cycle STIP funds as approved by the Board on May 11, 2020 and June 14, 2021. The STIP funding previously programmed to PS&E is proposed to be directed into the ROW phase. Additional funding is proposed for the ROW and CON phase. This project will alleviate a chokepoint and complete a gap in the arterial system for one of the more critical transportation links in southern Orange County and is a project of interregional importance. This project will widen SR-74/Ortega Highway from two to four lanes by adding one lane and one bike lane in each direction, a new north-side sidewalk and reconstruction of the south-side sidewalk. It is considered a gap closure project with multimodal components and is one of three key projects that have been identified along with Los Patrones Extension and the I-5 Improvement Project from the San Diego/Orange County border to Avenida Pico that will relieve congestion in south Orange County.

TSOC is an important project that will replace the existing Garden Grove Annex. The Garden Grove Annex serves as OCTA's operations center for its transit and emergency security functions. This facility is at capacity and does not meet the continuous operation standard, which is required of essential facilities in California. The proposed TSOC facility will house critical OC Bus and related safety services, as well as communication and dispatch equipment. In addition to STIP funding, staff is seeking approval for \$19.650 million in LPP-F, which is partially redirected from the ROW phase from the I-5 Improvement Project from I-405 to Yale Avenue due to timely-use of fund requirements discussed above. In addition, staff is requesting Board approval for use of \$3.924 million in future FY 2022-23 State of Good Repair (SGR) and \$3.660 million Coronavirus Response and Relief Supplemental Appropriations Act of 2021. The Board previously approved the use of FY 2020-21 and FY 2021-22 SGR funds of \$8.428 million for the project. Based on current estimates, these funds will support the \$46.044 million need for the construction phase of TSOC. The overall project cost estimate is \$56.436 million including prior expenditures for environmental and ROW acquisition. Use of these funds for this project is

consistent with the Board-approved Capital Programming Policies. Additional information is included in Attachment B regarding these funds.

The SR-57 Truck Climbing Lane Phase II is part of Project G of the Next 10 Delivery Plan and will complement the SR-57 Lambert Road Interchange Project currently under construction. This project 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. Funding for the environmental phase will position the project for SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program (TCEP) for capital phases in the future. Staff will return to the Board with funding recommendations for further project development phases at a later date.

Finally, staff is proposing funding to acquire and deploy up to 143 digital bus stops to simplify use of public transit service. The project will propose to install real-time bus system information displays along major OC Bus routes 29, 43, 57, 60, 64, 66, 529, 543, and 560. The digital bus stop signs will provide real-time bus arrival information, advisory information as well as other related travel information, and lower one of the barriers to riding the bus thus making the service more accessible.

Attachment C provides a table that depicts the projects proposed for the 2022 STIP and is part of the submittal that will be provided to the CTC. Attachment D provides the updated Capital Funding Plan, which provides summarized funding information for all OCTA's capital projects.

Per STIP guidelines, CTC staff may request changes due to revised funding capacity or timing constraints related to the state and federal funding. Adjustments to the recommended program may be necessary, and staff will continue to work with the CTC, the California Department of Transportation (Caltrans), and other appropriate agencies to ensure the projects continue to move toward the 2022 STIP adoption by spring 2022. Staff will keep the Board apprised if material changes are necessary.

OCTA's submittal is for the Regional Transportation Improvement Program which is 75% of the STIP, Caltrans also submits a request for funding for the Interregional Transportation Improvement Program (ITIP) which is the remaining 25%. Caltrans primarily submits projects that are significant for interregional transportation with a focus on interregional highways and intercity rail. Caltrans is required to meet with OCTA to discuss the Caltrans submittal for District 12. OCTA staff has met with Caltrans District 12, and they have indicated they submitted a request to Caltrans Headquarters for ITIP funding for the SR-74 Ortega Highway Multimodal Improvements and the I-5 Managed Lane from Redhill Avenue to the Los Angeles County Line Project.

New 2022 STIP Requirements

The 2022 STIP Guidelines includes new requirements to inform the State about interregional and multimodal opportunities in the County. An explanation of each requirement and responses is provided below:

- OCTA is required to identify the most significant interregional highway and intercity rail needs within the region. To be consistent with Caltrans District 12's request for ITIP funding, the SR-74 Ortega Highway Multimodal Project will be identified as the most significant interregional highway need;
- OCTA is also asked for information on priority intercity rail needs. Staff is working with the Los Angeles - San Diego – San Luis Obispo Rail Corridor Agency to identify the appropriate intercity rail needs within Orange County. Initial discussions indicate that track improvements, rehabilitation and station work between the City of Irvine and San Clemente would be prioritized for Orange County; and
- The guidelines also ask for information regarding opportunities where state highways may serve as boulevards by incorporating multimodal features. Staff will review recent studies that have been carried out for Pacific Coast Highway, Beach Boulevard, Bristol Street, and Harbor Boulevard to respond to the request for information.

#### Next Steps

With Board approval, staff will finalize and submit the 2022 STIP to the Southern California Association of Governments, and then to the CTC by December 15, 2021. The CTC will hold public hearings on the proposed 2022 STIP on January 27, 2022, in Northern California and on February 3, 2022, in Southern California. The CTC is expected to adopt the program on March 23-24, 2022. A 2022 STIP development schedule is included as Attachment E.

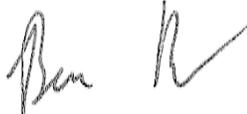
#### **Summary**

OCTA is responsible for the development and programming of the STIP for Orange County. OCTA is proposing to submit seven projects for \$164.647 million in STIP funds for FY 2022-23 through FY 2026-27. 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.

**Attachments**

- A. OCTA 2022 State Transportation Improvement Program, Proposed Projects
- B. 2022 State Transportation Improvement Program, Project Descriptions
- C. Funding Plan for 2022 STIP-Proposed Projects
- D. Capital Funding Program Report
- E. 2022 STIP Development Schedule

**Prepared by:**

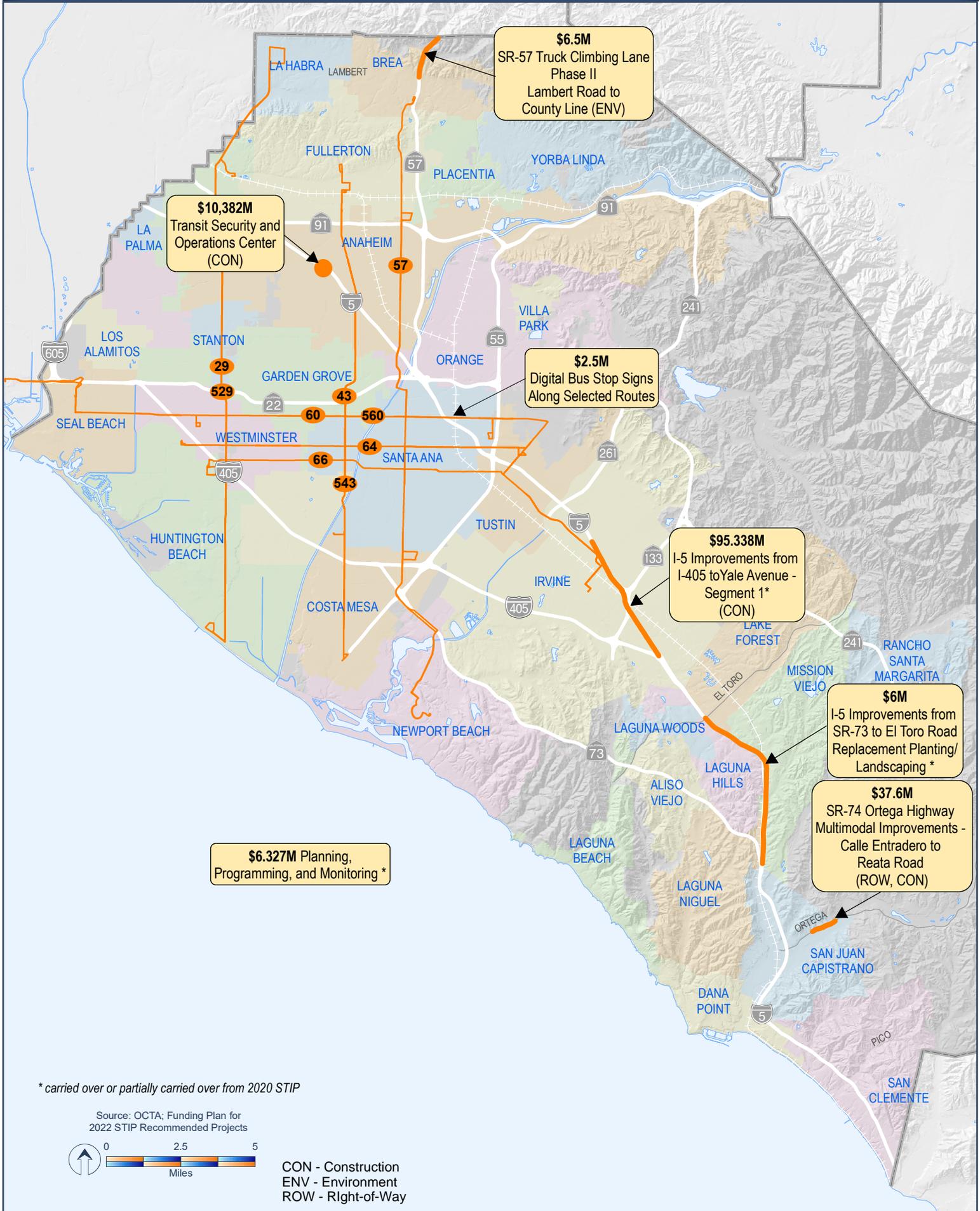


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**Approved by:**



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\* carried over or partially carried over from 2020 STIP

Source: OCTA; Funding Plan for 2022 STIP Recommended Projects



CON - Construction  
 ENV - Environment  
 ROW - Right-of-Way

**2022 State Transportation Improvement Program  
Project Descriptions**

**Interstate 5 (I-5) Improvements from Interstate 405 (I-405) to Yale Avenue (Segment 1)  
(CON)**

This project will add one general purpose lane in both directions of the I-5 from the I-405 to Yale Avenue. Additional features of the project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. The project length is approximately five miles.

Currently, this segment of the I-5 corridor is experiencing congestion and long traffic delays due to demand exceeding capacity, primarily resulting from local, regional, and interregional traffic demand. In addition, forecasted local and regional traffic demand is expected to increase by over 10,000 vehicles per day by the year 2040. This is Project B in the Next 10 Delivery Plan.

Staff is seeking approval for an additional \$11.396 million in Measure M2 (M2) freeway funds, which will replace SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program Formula (LPP-F) funds in the right-of-way (ROW) phase. The LPP-F funds are proposed to be redirected to the Transit Security and Operations Center (TSOC) Project (discussed below). The \$11.396 million in LPP-F funds are part of cycle 3 of the LPP-F Program and have a timely-use deadline of fiscal year (FY) 2022-23. The cycle 4 LPP-F funds have been reduced within the funding plan based on updated estimates for future LPP-F funding.

The existing and proposed funding plans are provided below.

Existing Funding (in 000s)	STBG	STIP	LPP-F	M2	Total
PA/ED	\$ 4,473				\$ 4,473
PS&E			\$ 7,395	\$ 7,396	\$ 14,791
ROW	\$ 10,595		\$ 16,864	\$ 6,729	\$ 34,188
CON	\$ 37,289	\$ 95,338	\$ 20,532	\$ 23,871	\$ 177,030
<b>TOTAL</b>	<b>\$ 52,357</b>	<b>\$ 95,338</b>	<b>\$ 44,791</b>	<b>\$ 37,996</b>	<b>\$ 230,482</b>

Proposed Funding (in 000s)	STBG	STIP	LPP-F	M2	Total
PA/ED	\$ 4,473				\$ 4,473
PS&E			\$ 7,395	\$ 7,396	\$ 14,791
ROW	\$ 10,595			\$ 23,593	\$ 34,188
CON	\$ 37,289	\$ 95,338	\$ 26,000	\$ 18,403	\$ 177,030
<b>TOTAL</b>	<b>\$ 52,357</b>	<b>\$ 95,338</b>	<b>\$ 33,395</b>	<b>\$ 49,392</b>	<b>\$ 230,482</b>
CHANGE			(\$ 11,396)	\$ 11,396	

CON - Construction  
 PS&E - Plans, specifications, and estimates  
 PA/ED - Project approval/environmental documents  
 STGB - Surface Transportation Block Grant  
 STIP - State Transportation Improvement Program

## 2022 State Transportation Improvement Program Project Descriptions

### I-5 Improvements from State Route 73 (SR-73) to El Toro Road (Replacement Planting/Landscaping)

This is part of Project C in the Next 10 Delivery Plan and is the replacement planting/landscaping component of the three segments of the I-5 Improvement Project from SR-73 to El Toro Road. This project is included in the approved 2020 STIP, and staff is not recommending any changes to this project.

The existing funding plan is shown below.

Existing Funding (in 000s)	STIP	M2	Total
PA/ED			
PS&E		\$ 770	\$ 770
ROW		\$ 50	\$ 50
CON	\$ 6,000	\$ 5,545	\$ 11,545
<b>TOTAL</b>	<b>\$ 6,000</b>	<b>\$ 6,365</b>	<b>\$ 12,365</b>

### 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. STIP funds will be used to support studies that are directly used in the development of the long-range transportation plan and to develop project study reports, thus creating a shelf of projects for the future. Specific examples of studies that are supported using STIP PPM include Freeway Chokepoint Study, Freeway Bus Rapid Transit Concepts Study, Bristol Street Transit Corridor Study, and OC Mobility Hub study. The California Transportation Commission (CTC) sets aside five percent of the STIP for regional agencies to carry out planning activities. Staff is requesting approval to submit for two additional years of STIP PPM funding totaling \$2.908 million. This will bring the five-year STIP PPM total to \$6.327 million

### I-5 Managed Lane Project from Avenida Pico to San Diego County Line

Orange County Transportation Authority (OCTA) and California Department of Transportation (Caltrans) are currently studying the I-5 Managed Lane Project from Avenida Pico to the San Diego County line to determine how to best improve transportation through this area. It is assumed that the study will result in adding a high-occupancy vehicle lane in each direction on the I-5, which will include reestablishing existing auxiliary lanes, widening existing undercrossing, and replacement of existing overcrossings.

This project was approved for 2020 STIP funds by the CTC in March of 2020. However, in order to expedite delivery of this project, in May 2020, the OCTA Board of Directors' (Board) approved \$5.5 million in STBG funds in place of the STIP funds in order to initiate the PA/ED phase. This was subsequently increased to \$6.407 million as

## 2022 State Transportation Improvement Program Project Descriptions

detailed in the Capital Programming Update, which is being presented to the Board concurrently with this item. The 2020 STIP Program Update, presented to and approved by the BOD on May 11, 2020, detailed how the \$5.5 million in STIP funding would remain on the project in the STIP program and that staff would return with the 2022 STIP with recommendations for these funds. For the 2022 STIP staff is recommending the funding be removed from the project and be redirected to other 2022 STIP projects. The environmental phase is expected to take approximately three years to complete. Therefore, STIP funding for this project can be revisited as part of the 2024 STIP.

The table below demonstrates the existing programming for this project as approved on May 11, 2020 and a proposed change which is being considered through the separate Capital Programming Update item which is also being considered as part of this OCTA Board of Directors Agenda. The details for this requested change can be found in that item and are unrelated to this STIP item.

Existing Funding (in 000s)	CMAQ	STBG	Total
PSR	\$ 450	\$ 121	\$ 571
PA&ED		\$ 5,500	\$ 5,500
<b>TOTAL</b>	<b>\$ 450</b>	<b>\$ 5,621</b>	<b>\$ 6,071</b>

PSR – Project Study Report

Proposed Funding (in 000s)	CMAQ	STBG	Total
PSR	\$ 450	\$ 121	\$ 571
PA&ED		\$ 6,407	\$ 6,407
<b>TOTAL</b>	<b>\$ 450</b>	<b>\$ 6,528</b>	<b>\$ 6,978</b>
<b>CHANGE</b>		<b>\$ 907</b>	<b>\$ 907</b>

PSR – Project study report

CMAQ - Congestion Mitigation and Air Quality Improvement

### State Route 74 (SR-74) Ortega Highway Multimodal Improvements from Calle Entradero (postmile 1.0) to Reata Road (postmile 2.1)

This project will widen SR-74/Ortega Highway from two to four lanes by adding one lane, bike lanes, and reconstruction of sidewalk in each direction in the City of San Juan Capistrano from Calle Entradero (postmile 1.0) to Reata Road (postmile 2.1). The project preliminary plans include installing a traffic signal at Via Cordova and Hunt Club Drive, providing a 12-foot-wide striped median, a five- to eight-foot shoulder on each side to accommodate a Class II bicycle lane, and reconstructing the existing sidewalk. The project also requires seven retaining walls. The PS&E phase is anticipated to take 12-18 months to complete.

The SR-74/Ortega Highway Widening Project is an important project for the region and one of the most heavily utilized local roads in the area. Currently, the existing traffic demand exceeds capacity and the roadway operates at a level of service (LOS) E and is anticipated to operate at a LOS F in the year 2025. LOS is used to measure traffic flow with LOS A being free flow, and F being stop and go or heavily congested. The project

## 2022 State Transportation Improvement Program Project Descriptions

has also received funding through the M2 Project O - Regional Capacity Program. This is a project of interregional significance, and Caltrans has submitted this project for the Interregional Improvement Program portion of the STIP.

On June 14, 2021, the OCTA Board approved the 2021 mid-cycle STIP recommendations. As part of that item, \$0.800 million in mid-cycle STIP funds were approved for the SR-74 Ortega Highway Multimodal Improvement Project to advance the PS&E phase of the project. The approval of 2021 mid-cycle STIP funds allowed the total \$7.740 million in STIP funds previously programmed to the project to be redistributed to other projects in the 2022 STIP.

Existing and proposed funding levels are shown in the tables below.

Existing Funding (\$000s)	STIP	Mid Cycle STIP	M2	Local	SHOPP	Total
PA/ED	\$ 5,513	\$ -	\$ 1,950	\$ 400	\$ 250	\$ 8,113
PS&E	\$ -	\$ 800	\$ 5,250	\$ 1,750	\$ -	\$ 7,800
TBD	\$ 7,740	\$ -	\$ -	\$ -	\$ -	\$ 7,740
<b>TOTAL</b>	<b>\$ 13,253</b>	<b>\$ 800</b>	<b>\$ 7,200</b>	<b>\$ 2,150</b>	<b>\$ 250</b>	<b>\$ 23,653</b>

Proposed Funding (\$000s)	STIP	Mid Cycle STIP	M2	Local	SHOPP	Uncommitted	Total
PA/ED	\$ 5,513	\$ -	\$ 1,950	\$ 400	\$ 250	\$ -	\$ 8,113
PS&E	\$ -	\$ 800	\$ 5,250	\$ 1,750	\$ -	\$ -	\$ 7,800
ROW	\$13,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000
CON	\$24,600	\$ -	\$ -	\$ -	\$ -	\$ 22,200	\$ 46,800
<b>TOTAL</b>	<b>\$43,113</b>	<b>\$ 800</b>	<b>\$ 7,200</b>	<b>\$ 2,150</b>	<b>\$ 250</b>	<b>\$ 22,200</b>	<b>\$ 75,713</b>
CHANGE	\$29,860	\$ -	\$ -	\$ -	\$ -	\$ 22,200	\$ 52,060

TBD – To be determined

SHOPP - State Highway Operation and Protection Program

Staff is seeking approval for an additional \$29.860 million in STIP for the ROW and CON phase. Based on current estimates, \$13.000 million in STIP funding for ROW will be sufficient for the phase. Additionally, the current estimate for construction is \$46.800 million. The staff proposal of \$24.600 million for construction in STIP will partially fund the phase, so an additional \$22.200 million in future funding will be necessary. Per the STIP guidelines uncommitted CTC-administered competitive funds can be used for the project, and staff will return to the Board with funding determination

### TSOC

Engineering studies determined that the building that houses the OCTA's Transit Police Services, Operations Support, and Central Communications cannot be expanded to accommodate OCTA's projected needs as the transportation system expands. Further, the structure does not currently meet the continuous operation standard, which is required of essential facilities in California. To ensure OCTA is able to provide for more effective management of OCTA's expanding transportation network, for continuity of operations, and for disaster response transportation that can move people, goods, emergency

## **2022 State Transportation Improvement Program Project Descriptions**

personnel, and equipment in the aftermath of a disaster, OCTA is working to replace OCTA's control center facility, known as the Garden Grove Annex, which is currently located at 11800 Woodbury Road in the City of Garden Grove, California.

This new TSOC will be located on a 2.86-acre site at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim, California. The TSOC will be a secured facility for authorized personnel only and not open to the general public. The two-story building is planned to support the following user groups:

- Emergency Operations Center,
- Central Communications (Dispatch),
- Field Operations (Transit),
- Public Information Officer,
- Security and Emergency Preparedness, and
- Transit Police.

The TSOC will provide for dispatch of 60 OCTA bus routes over the OCTA service area in Orange County and parts of Los Angeles and Riverside counties. The TSOC will also provide additional parking intended for emergency events, and a proposed microwave tower would improve the level of communication and collaboration with the Loma Ridge Emergency Center, the Orange County Emergency Operations Center, and other partner agencies. It could also serve as an alternate site of Caltrans emergency operations.

Staff is seeking approval to fully fund the construction phase of the project. Staff's funding proposal consists of an additional \$3.924 million in SB 1 State of Good Repair (SGR), \$19.650 million in LPP-F, \$3.66 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and \$10.382 million in STIP funding for the project. The additional SGR funds of \$3.924 million will consist of FY 2022-23 SGR funds. The OCTA Board previously approved \$8.428 million for TSOC in FY 2020-21 (\$2.012 million) and FY 2021-22 (\$6.416 million) SGR funds. Additionally, staff is recommending Board approval for \$19.650 million in LPP-F funds. \$16.864 million of these LPP-F funds were previously for the I-5 Improvement Project from I-405 to Yale Avenue and \$2.786 million were unprogrammed. LPP-F funds are subject to CTC approval. Lastly, CRRSAA funding details were presented to the Board on June 14, 2021, and the item mentioned that recommendations would be presented at a later date. Staff is proposing to use \$3.660 million of the available CRRSAA funds for the TSOC project. The remaining CRRSAA funds will be brought to the Board for programming in an upcoming Board item.

The use of SGR, CRRSAA, and STIP funding for TSOC is consistent with the Board-approved Capital Programming Policies (CPP), which prioritizes SGR for use on bus transit capital projects and replacement of existing OCTA transit assets. CRRSAA funds are a one-time federal source and are consistent with the CPP by decreasing the use of local funds when possible. Lastly, STIP funds are consistent with the CPP as TSOC is a transit capital project. LPP-F CPP policy states that LPP funds are to be used for ready-to-deliver M2 projects, which are compatible with state goals and seek to balance

## 2022 State Transportation Improvement Program Project Descriptions

funds between freeways, streets and roads, and transit capital among other things. TSOC is not an M2 project, but staff is recommending it for LPP-F funds because it is a high-priority transit capital safety project.

Existing and proposed funding levels are shown in the tables below.

Existing Funding (\$000s)	TSSSDRA	Local transit	SB-1 SGR	LPP-F	CRRSAA	STIP	Total
PA/ED	\$ 884	\$ 201					\$ 1,085
PS&E		\$ 4,588					\$ 4,588
ROW	\$ 4,719						\$ 4,719
CON			\$ 8,428				\$ 8,428
<b>TOTAL</b>	<b>\$ 5,603</b>	<b>\$ 4,789</b>	<b>\$ 8,428</b>				<b>\$18,820</b>

TSSSDRA – Transit System Safety, Security & Disaster Response Account  
SHOPP - State Highway Operation and Protection Program

Proposed Funding (\$000s)	TSSSDRA	Local Transit	SB-1 SGR	LPP-F	CRRSAA	STIP	Total
PA/ED	\$ 884	\$ 201					\$ 1,085
PS&E		\$ 4,588					\$ 4,588
ROW	\$ 4,719						\$ 4,719
CON			\$ 12,352	\$ 19,650	\$ 3,660	\$ 10,382	\$ 46,044
<b>TOTAL</b>	<b>\$ 5,603</b>	<b>\$ 4,789</b>	<b>\$ 12,352</b>	<b>\$ 19,650</b>	<b>\$ 3,660</b>	<b>\$ 10,382</b>	<b>\$ 56,436</b>
CHANGE			\$ 3,924	\$ 19,650	\$ 3,660	\$ 10,382	\$ 37,616

### State Route 57 (SR-57) Truck Climbing Lane Phase II – Lambert Road to County Line

This project 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 project is Project G in the Next 10 Delivery Plan. Staff is proposing \$6.5 million in STIP funds for the SR-57 Truck Climbing Lane project which is consistent with the CPP regarding the use of STIP funds because it is an M2 freeway project. STIP funding for the PA/ED phase will help align the project for future competitive funds in the SB1 Trade Corridor Enhancement Program, which provides funding for infrastructure improvements along corridors that have high volumes of freight movement.

Proposed funding is shown in the table below:

Proposed Funding (in 000s)	STIP	Total
PA/ED	\$ 6,500	\$ 6,500
<b>TOTAL</b>	<b>\$ 6,500</b>	<b>\$ 6,500</b>
<b>CHANGE</b>	<b>\$ 6,500</b>	<b>\$ 6,500</b>

## 2022 State Transportation Improvement Program Project Descriptions

Digital Bus Stop Signs/Electronic Message Signs 13” Along High-Quality Transit Corridors (143 Signs)

The project will result in the installation of real-time displays and signage at up to 143 bus stops along OC Bus routes 29, 43, 57, 60, 64, 66, 529, 543, and 560 in Orange County. It will provide real time information on the next bus arriving, identify Orange County’s Rapid Bus Service, and provide information regarding connections to Metrolink Stations which provide service into Los Angeles, Riverside, San Bernardino, and Ventura counties, as well as service up to San Luis Obispo. Staff is proposing the use of STIP funds for the project because it will provide significant benefit to transit users and its inclusion will contribute to a more multimodal STIP submittal. The CPP policy will be revisited in the future to potentially include traffic system management projects.

Proposed funding is shown in the table below.

Proposed Funding (in 000s)	STIP	Total
CON	\$ 1,500	\$ 1,500
Five Years of Ongoing Performance Testing	\$ 1,000	\$ 1,000
<b>TOTAL</b>	<b>\$ 2,500</b>	<b>\$ 2,500</b>

**Funding Plan for Proposed 2022 STIP Projects**

2022 STIP (In Thousands)							Other Funding							
	2022-23	2023-24	2024-25	2025-26	2026-27	Total STIP	Prior STIP	STBG/ CMAQ	STBG/CMAQ Pending Approval	M2	M2 Pending Approval	Other <sup>1</sup>	Other <sup>2</sup> Pending Approval	Total Project Cost
<b>Carry Over Projects</b>														
I-5 Improvement Project from I-405 to Yale Avenue - Segment 1 (CON)			95,338			95,338		52,357		37,996	11,396	33,395		230,482
I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping)			6,000			6,000				6,365				12,365
<b>Augmented Projects</b>														
Planning, Programming, and Monitoring	1,848	515	1,056	1,454	1,454	6,327								6,327
SR-74 Ortega Highway Multimodal Improvements - Calle Entradero to Reata Road	-	13,000	-	24,600		37,600	6,313			7,200		2,400	22,200	75,713
<b>Deleted Project</b>														
I-5 Managed Lane from Avenida Pico to San Diego County Line (ENV)		-				-								-
<b>Proposed New Projects</b>														
Transit Security and Operations Center (CON)	10,382					10,382						18,820	27,234	56,436
SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line (ENV)				6,500		6,500								6,500
Digital Bus Stop Signs 13" Along High-Quality Transit Corridors (143 Sign)				2,500		2,500								2,500
<b>2022 STIP total</b>	<b>12,230</b>	<b>13,515</b>	<b>102,394</b>	<b>35,054</b>	<b>1,454</b>	<b>164,647</b>	<b>6,313</b>	<b>52,357</b>	<b>-</b>	<b>51,561</b>	<b>11,396</b>	<b>54,615</b>		<b>390,323</b>

1. Other funds include \$33.395 million in LPP formula for the I-5 Improvement Project from I-405 to Yale Avenue, \$5.603 million in TSSSDRA, \$4.789 million in TDA, and \$8.428 million in SGR for TSOC. \$2.150 million in developer fee and \$0.250 million in State Highway Operations and Protection Program funds for the SR-74 Ortega Highway Project  
 2. Other funds pending approval include \$3.924 million in SGR, \$19.650 million in LPP-F, and \$3.660 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 for TSOC and \$22.200 million in uncommitted funds for the SR-74 Ortega Highway Project

**Acronyms**

CON - Construction	M2 - Measure M2	SR-74 - State Route 74
CMAQ - Congestion Mitigation and Air Quality	PS&E - Plans, Specifications, and Engineering	TSOC- Transit Security Operations Center
ENV - Environmental	ROW- Right-of-Way	TDA - Transportation Development Act
I-5 - Interstate 5	SGR - State of Good Repair	TSSSDRA - Transit System Safety, Security and Disaster Response Account
I-405 - Interstate 405	SR-57 - State Route 57	STBG - Surface Transportation Block Grant Program
LPP-F - Local Partnership Program - Formula	SR-73 - State Route 73	STIP - State Transportation Improvement Program



# Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - September 13th, 2021

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 widening, I-405 to Yale Avenue (Segment 1) <sup>1</sup>	B	\$230,482	\$52,357			\$95,338	\$33,395			\$49,392	
I-5 widening, Yale Avenue to SR-55 (Segment 2) <sup>2</sup>	B	\$41,351	\$32,527		\$851					\$7,973	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$205,695	\$47,676		\$7,921					\$150,098	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,365				\$6,000				\$6,365	
I-5/El Toro Interchange	D	\$4,400	\$4,400								
SR-55 (I-5 to SR-91) <sup>3</sup>	F	\$16,000	\$8,359		\$2,641					\$5,000	
SR-55 widening between I-405 and I-5 <sup>4</sup>	F	\$505,720	\$160,500		\$41,900	\$80,000	\$140,000			\$83,320	
SR-57 Orangewood Avenue to Katella Avenue	G	\$9,327	\$2,500		\$3,240					\$3,587	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line <sup>5</sup>	G	\$6,500				\$6,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$16,201	\$1,770							\$30	\$14,401
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$15,779	\$1,770							\$30	\$13,979
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,080,234	\$35,000		\$10,648			\$89,771		\$1,315,885	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328				\$2,328					
I-605/ Katella Avenue interchange	M	\$4,824								\$4,824	
241/91 Express Lanes (HOT) Connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line <sup>5</sup>		\$6,978	\$6,978								
SR-74 Ortega Highway Multimodal Improvements, Calle Entradero to Reata Road <sup>7</sup>		\$53,513			\$250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
<b>State Highway Project Totals</b>		<b>\$4,116,708</b>	<b>\$508,278</b>		<b>\$78,612</b>	<b>\$382,835</b>	<b>\$182,783</b>	<b>\$140,392</b>		<b>\$1,871,866</b>	<b>\$951,942</b>
<b>Federal Funding Total</b>		<b>\$586,890</b>									
<b>State Funding Total</b>		<b>\$706,010</b>									
<b>Local Funding Total</b>		<b>\$2,823,808</b>									
<b>Total Funding (000's)</b>		<b>\$4,116,708</b>									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	



# Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - September 13th, 2021

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b Routes 91/55 - e/o Weir replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
<b>State Highway Project Completed Totals</b>		<b>\$849,856</b>	<b>\$110,629</b>		<b>\$97,888</b>	<b>\$134,007</b>		<b>\$359,663</b>	<b>\$20,578</b>	<b>\$110,489</b>	<b>\$16,602</b>
<b>Federal Funding Total</b>		<b>\$208,517</b>									
<b>State Funding Total</b>		<b>\$493,670</b>									
<b>Local Funding Total</b>		<b>\$147,669</b>									
<b>Total Funding (000's)</b>		<b>\$849,856</b>									



# Capital Funding Program Report

## Pending OCTA Board of Directors (Board) Approval - September 13th, 2021

### Board Action:

1. 2022 State Transportation Improvement Program - Authorize the use of up to \$11.396 million in Measure M2 funds for the Interstate 5 Improvement Project from Interstate 405 to Yale Avenue (Segment 1).
2. Capital Programming Update - Consistent with right-of-way phase estimates, authorize the use of \$23.926 million in the following fund sources for the Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2):
  - Surface Transportation Block Grant (\$17.5 million),
  - Measure M2 Freeway Funds (\$5.575 million), and
  - Repurposed Earmarks (up to \$0.851 million), contingent on Federal Highway Administration approval
  - Authorize the use of additional Measure M2 Freeway funds in lieu of \$0.851 million of Repurposed Earmarks, in the event the federal funds are not available.
3. Capital Programming Update - Consistent with updated design phase estimates, authorize the use of the funding below which supports an overall phase increase of \$2.079 million from \$8.921 million to \$11 million, and the reduction of Measure M2 funds by \$3.921 million for the State Route 55 Improvement Project from Interstate 5:
  - Surface Transportation Block Grant (\$3.359 million), and
  - Highway Infrastructure Program (\$2.641 million).
4. Capital Programming Update - Authorize the use of \$1.720 million in Measure M2 for the State Route 55 Improvement Project from Interstate 405 to Interstate 5 to support anticipated costs for the design phase, changing the total project estimated cost from \$504 million to \$505.702 million
5. Capital Programming Update - Consistent with the forecasted cost for the environmental phase, authorize the use of \$0.907 million in additional Surface Transportation Block Grant funds for the Interstate 5 Managed Lanes Project from the Orange County/San Diego County line to Avenida Pico to fund a change in project cost estimate from \$5.5 million to \$6.407 million.
6. 2022 State Transportation Improvement Program - Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27. (\$6.5 million)
7. 2022 State Transportation Improvement Program - Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27. (\$37.6 million)

### Acronyms:

- Aux - Auxilliary
- CMAQ - Congestion Mitigation Air Quality Improvement Program
- FTA - Federal Transit Administration
- FY - Fiscal Year
- HOT - High-Occupancy Toll
- HOV - High-Occupancy Vehicle
- Hwy - Highway
- I-405 - Interstate 405
- I-5 - Interstate 5
- I-605 - Interstate 605
- LA - Los Angeles
- M Code - Project Codes in Measure M1 and M2
- M1 - Measure M1
- M2 - Measure M2
- N/B - Northbound
- OC - Orange County
- OCTA - Orange County Transportation Authority
- PCH - Pacific Coast Highway
- RSTP - Regional Surface Transportation Program
- S/B - Southbound
- S/O - South of
- SR-133 - State Route 133
- SR-241 - State Route 241
- SR-55 - State Route 55
- SR-57 - State Route 57
- SR-71 - State Route 71
- SR-73 - State Route 73
- SR-90 - State Route 90
- SR-91 - State Route 91
- SS - Southside
- STBG - Surface Transportation Block Grant
- STIP - State Transportation Improvement Program
- W/B - Westbound



# Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - September 13th, 2021

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Associated Transportation Improvements		\$556		\$556							
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus Engine Repowers (173) <sup>1</sup>		\$12,526	\$12,526								
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Capital cost of contracting FY2018-19 to FY2024-25 (ACCESS and contracted fixed-route contracts)		\$349,243		\$185,623							\$163,620
Digital Bus Stop Sign 13" Along High Quality Transit Corridors (143 sign) <sup>2</sup>		\$2,500				\$2,500					
Engine rebuild		\$16,294		\$14,824				\$1,470			
Facility modifications, upgrades, and replacement projects		\$5,347					\$5,347				
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
iShuttle replacement buses (12)		\$6,803					\$6,123				\$680
iShuttle replacement buses (five)		\$2,800					\$2,520				\$280
MSRC County Transportation Commission Partnership Program		\$2,319				\$176					\$2,143
Non-fixed-route paratransit operations assistance - FY 2018-19 to FY 2024-25		\$420,500		\$84,101							\$336,399
OC Mobility Hubs Strategy		\$300	\$266			\$34					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$167,572		\$167,572							
Purchase (201) 40-foot alternative fuel replacement buses (OCTA)		\$229,384	\$134,670	\$47,696							\$47,018
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Rehabilitation and Renovation at OCTA Bus Facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$11,232	\$11,232								
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security & Operations Center <sup>3,4</sup>		\$56,436			\$3,660	\$10,382	\$32,002	\$5,603			\$4,789
Transit Security Program		\$3,167						\$3,167			
Vanpool Program - capital lease		\$12,838	\$12,838								
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			



# Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - September 13th, 2021

Bus Transit Project												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
<b>Bus Transit Project Totals</b>		\$1,634,650	\$226,929	\$622,969	\$4,001	\$13,092	\$53,832	\$42,498	\$5,730	\$55,845	\$609,754	
<b>Federal Funding Total</b>		\$853,899										
<b>State Funding Total</b>		\$109,422										
<b>Local Funding Total</b>		\$671,329										
<b>Total Funding (000's)</b>		\$1,634,650										

Bus Transit Project Completed												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Heating ventilation unit replacements		\$405		\$313			\$92					
Zero-emission hydrogen fuel cell buses (10)		\$12,978					\$5,640	\$7,338				
<b>Bus Transit Project Completed Totals</b>		\$13,383		\$313			\$5,732	\$7,338				
<b>Federal Funding Total</b>		\$313										
<b>State Funding Total</b>		\$13,070										
<b>Local Funding Total</b>		\$0										
<b>Total Funding (000's)</b>		\$13,383										

**Board Action:**

1. Capital Programming Update - Authorize the use of up to \$12.526 million in Congestion Mitigation and Air Quality Improvement Program funds for 173 bus engine repowers
2. 2022 State Transportation Improvement Program - Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27 (\$2.5 million)
3. 2022 State Transportation Improvement Program - Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27 (\$10.382 million)
4. 2022 State Transportation Improvement Program - Authorize the use of up to \$27.234 million for the Transit Security and Operations Center, as follows:
  - \$19.650 million in Local Partnership Program Formula funds,
  - \$3.924 million in additional State of Good Repair, and
  - \$3.660 million Coronavirus Response and Relief Supplemental Appropriations Act, 2021

**Acronyms:**

- ATN - Anaheim Transportation Network
- CMAQ - Congestion Mitigation Air Quality Improvement Program
- FTA - Federal Transit Administration
- FY - Fiscal Year
- IRCC - Irvine Construction Circle
- M Code - Project Codes in Measure M1 and M2
- M1 - Measure M1
- M2 - Measure M2
- MSRC - Mobile Source Air Pollution Reduction Review Committee
- OCTA - Orange County Transportation Authority
- SB 1 - Chapter 5, Statutes of 2017
- STBG - Surface Transportation Block Grant
- STIP - State Transportation Improvement Program
- VSS - Video Surveillance System

**2022 STIP Development Schedule**

- August 18-19, 2021 – California Transportation Commission (CTC) adopts State Transportation Improvement Program (STIP) fund estimate
- September 13, 2021 – Present to the Orange County Transportation Authority (OCTA) Board of Directors (Board) the STIP/Regional Transportation Improvement Program (RTIP) item for approval
- September 15, 2021 – OCTA STIP/RTIP projects submitted to Southern California Association of Governments for regional modeling analysis
- By October 1, 2021 – The California Department of Transportation (Caltrans) submits final draft Interregional Transportation Improvement Program (ITIP)
- October 14, 2021 – CTC ITIP Hearing – South
- October 21, 2021 – CTC ITIP Hearing – North
- December 15, 2021 – STIP/RTIP Submittal Due to CTC
- December 15, 2021 – Caltrans ITIP submittal due to CTC
- January 27, 2022 – CTC STIP Hearing - North
- February 3, 2022 – CTC STIP Hearing - South
- February 28, 2022 – CTC publishes staff recommendations
- March 23-24, 2022 – CTC adopts STIP
- May 2, 2022 – Inform OCTA Board of Final STIP program of projects

# 2022 State Transportation Improvement Program

# 2022 STIP Overview

- Major source of transportation funding
- Funding commitment covering a five-year period
- Updated every two years and approved by the CTC

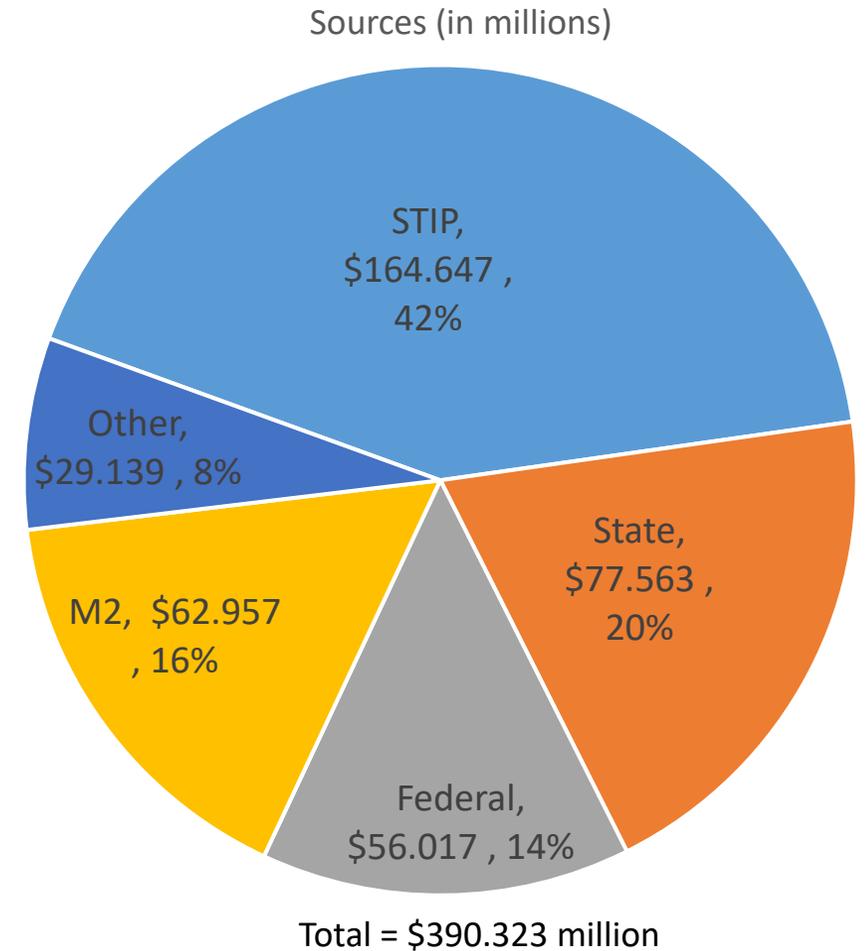


# Funding Target and STIP Strategy

- Total proposed STIP funding: **\$164.6 million**
- Overall strategy
  - Maintain funding for existing projects
  - Be consistent with the CPP and STIP Guidelines
  - Take a comprehensive approach
    - Active transportation, transit station improvements, and M2 freeway projects
  - Consider project timing – need vs. timing of funding availability
  - Ensure project phases are fully funded

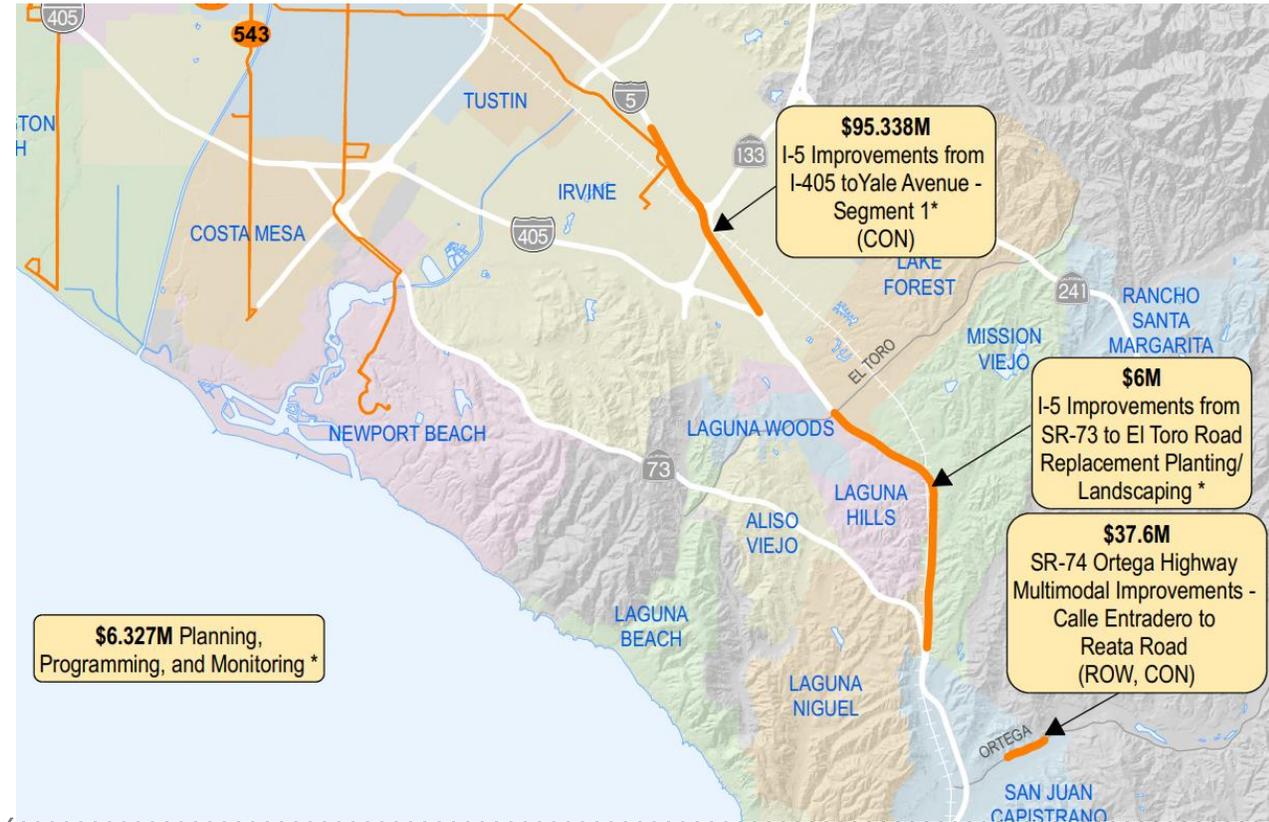
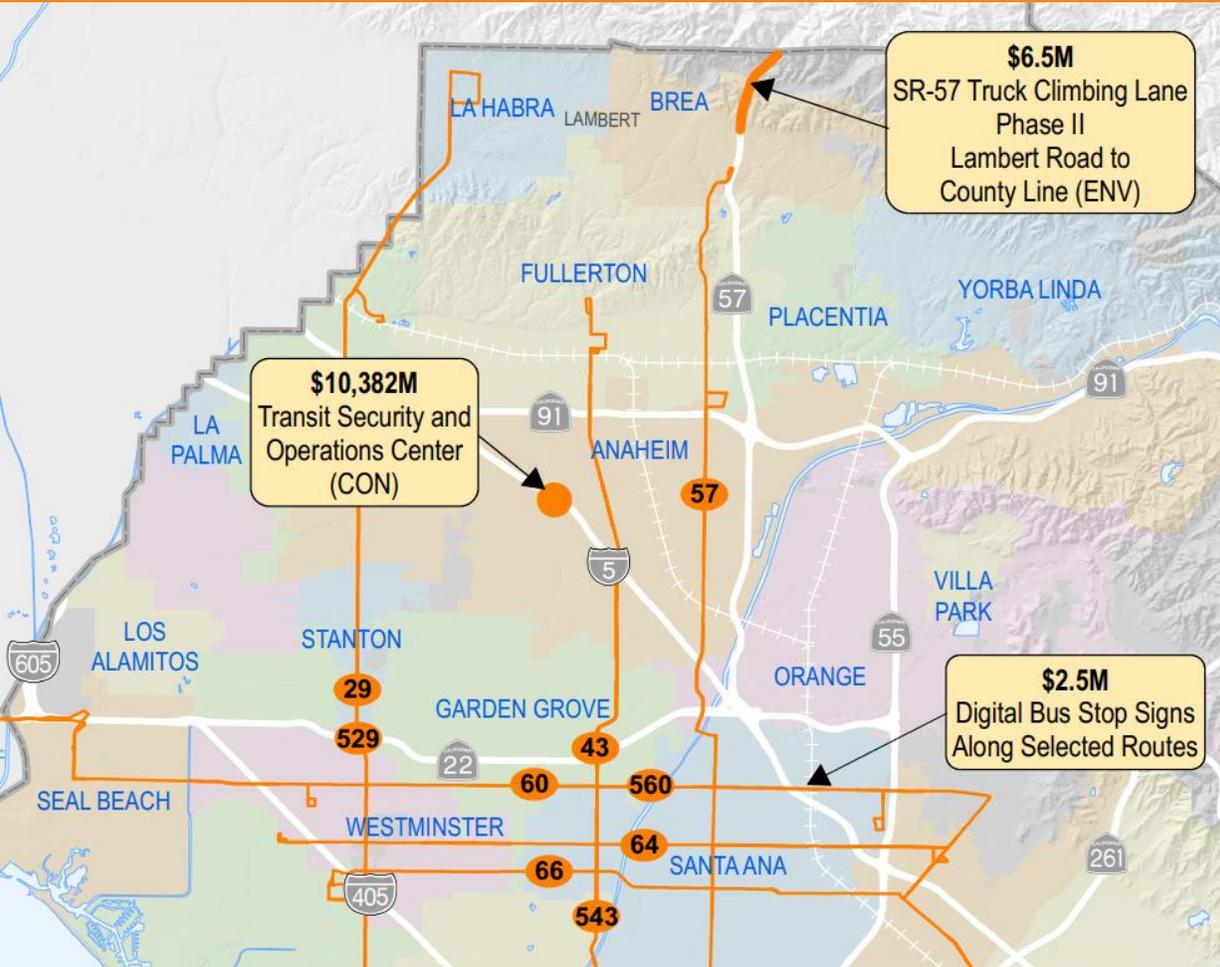
# Recommendation A - Program of Projects

Proposed 2022 STIP (in millions)	CPP Priority	Included in Prior 2020 STIP	2020 STIP	2022 STIP
I-5 Improvements (I-405 to Yale Avenue) Segment 1	✓	✓	\$95.338	\$95.338
I-5 Improvements (SR-73 to El Toro Road) (Replacement Planting /Landscaping)	✓	✓	\$6.000	\$6.000
Planning, Programming, and Monitoring	✓	✓	\$3,419	\$6.327
SR-74 Ortega Highway Multimodal Improvements (Calle Entradero to Reata Road)	✓	✓	\$8,540	\$37.600
Transit Security and Operations Center (TSOC)	✓			\$10.382
SR-57 Truck Climbing Lane – Phase 2 (Lambert Road to County Line)	✓			\$6.500
Digital Bus Stop Signs 13” Along High-Quality Transit Corridors (143 Sign)	✓			\$2.500
<b>Total 2022 STIP Submittal</b>				<b>\$164.647</b>



I-5 – Interstate 5 / I-405 – Interstate 405 / SR-57 – State Route 57 / SR-74 – State Route 74

# Program of Projects



CON – Construction / ENV - Environmental / ROW – Right-of-Way / SR-73 – State Route 73

# Recommendation B - Funding Source Change

- I-5 Improvements from I-405 to Yale Avenue (Segment 1)
  - Use \$11.3 million in M2 in place of LPP-F due to timely use of funds
  - Total project cost stays the same - \$230.5 million

Proposed Funding (in 000s)	STBG	STIP	LPP-F	M2	Total
PA/ED	\$4,473				\$4,473
PS&E			\$7,395	\$7,396	\$14,791
ROW	\$10,595			\$23,593	\$34,188
CON	\$37,289	\$95,338	\$26,000	\$18,403	\$177,030
<b>TOTAL</b>	<b>\$52,357</b>	<b>\$95,338</b>	<b>\$33,395</b>	<b>\$49,392</b>	<b>\$230,482</b>
<b>CHANGE</b>			<b>(\$11,396)</b>	<b>\$11,396</b>	



# Recommendation C - Additional Programming

## Transit Security and Operations Center Construction Phase - Full Funding Approval Required

Fund Source	Recommended	Previously Approved
Mid-Cycle STIP	\$10.4 million	
LPP-F	\$19.6 million	
Coronavirus Response and Relief Supplement Appropriations Act	\$3.7 million	
SB 1 (Chapter 5, Statutes of 2017) State of Good Repair	\$3.9 million	\$8.5 million
<b>Total Construction:</b>	<b>\$46 million</b>	



Conceptual Drawing of TSOC

# Next Steps

Timeframe	2022 STIP Action/Activity
September 2021	Board Consideration
September 2021	Submittal to SCAG for Modeling
December 2021	CTC RTIP Submittal
January 2022	CTC Hearings
February 2022	CTC Hearings and CTC Staff Recommendations
March 2022	CTC approves the 2022 STIP
Late Spring 2022	Report back to OCTA Board

Board – Board of Directors / OCTA – Orange County Transportation Authority / SCAG – Southern California Association of Governments / RTIP – Regional Transportation Improvement Program