

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Resolution SCCP-P-1920-08B
(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the ,
effective on, June 24, 2020 (will be completed by CTC), is made by and between the California Transportation
Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant,
Orange County Transportation Authority , and the Implementing Agency,
City of Tustin and City of Santa Ana , sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 5, 2018 meeting the Commission approved the Solutions for Congested Corridors Program, and included in this
program of projects the , the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and
benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as
Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs
represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which
provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program",
dated
 - Resolution *Insert Number* , "Adoption of Program of Projects for the Local Partnership Program",
dated
 - Resolution SCCP-P-18-1819-03 , "Adoption of Program of Projects for the Solutions for Congested Corridors Program",
dated December 5, 2018
 - Resolution *Insert Number* , "Adoption of Program of Projects for the State Highway Operation and Protection Program",
dated
 - Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program",
dated

- 4.3 All signatories agree to adhere to the Commission's Solutions for Congested Corridors Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The OCTA, City of Tustin, City of Santa Ana agrees to secure funds for any additional costs of the project.
- 4.6 The OCTA, City of Tustin, City of Santa Ana agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The OCTA, City of Tustin, City of Santa Ana agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Resolution _____

Darrell E. Johnson
Chief Executive Officer, Orange County Transportation Authority
Project Applicant

Date

Date

Implementing Agency

Ryan Chamberlain
District Director
California Department of Transportation

Date

Laurie Berman
Director
California Department of Transportation

Date

Susan Bransen
Executive Director
California Transportation Commission

Date

Additional Signature Page for City of Santa Ana Signatures
Road Repair and Accountability Act of 2017
Project Baseline Agreement

CITY OF SANTA ANA

ATTEST

Kristine Ridge
City Manager

Daisy Gomez
Clerk of the Council

APPROVED AS TO FORM
Sonia R. Carvalho, City Attorney

RECOMMENDED FOR APPROVAL



John M. Funk
Senior Assistant City Attorney

Nabil Saba
Executive Director
Public Works Agency

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No		Date: 6/12/20	
District	EA	Project ID	PPNO
12			2156
County	Route/Corridor	PM Bk	PM Ahd
ORA	Main	N/A	N/A
Project Sponsor/Lead Agency			
Orange County Transportation Authority (OCTA)			
MPO		Element	
SCAG		Local Assistance	
Project Manager/Contact		Phone	
Cliff Thorne		(714) 560-5975	
E-mail Address		cthorne@octa.net	
Project Title			
Central Orange County Corridor - Bravo! Main Street Rapid Bus			
Location (Project Limits), Description (Scope of Work)			
Bravo! Main Street Rapid Bus from Anaheim Regional Transportation Intermodal Center to MacArthur Boulevard in the cities of Anaheim, Orange and Santa Ana. Purchase five (5) heavy duty zero-emission battery electric 40' Bravo! Branded buses (four buses plus one spare).			
Component		Implementing Agency	
PA&ED	OCTA		
PS&E	OCTA		
Right of Way	N/A		
Construction	OCTA		
Legislative Districts			
Assembly:	68, 69, 74	Senate:	34, 37
Congressional:	45, 46, 48		
Project Benefits			
Project benefits include:			
1. Provides a parallel transit route to the SR-55, offering an alternative to the freeways			
2. Provides a direct route from the Anaheim Regional Intermodal Transportation Center (ARTIC) and South Coast Metro			
3. Improves air quality by using zero-emission buses			
Purpose and Need			
Bravo! Main Street is identified as one of the 11 corridors in the current OC Transit Vision. This corridor runs parallel to the SR-55 and traverses through disadvantaged communities and employment dense areas. The route ends at South Coast Metro, a job dense area, and provides connections to ARTIC, which provides Metrolink and Amtrak services to Los Angeles, Riverside, San Bernardino, Oceanside, and San Diego.			
Category	Outputs/Outcomes	Unit	Total
Intercity Rail/Mass Transit	Rail cars/ transit vehicles	each	6
ADA Improvements	No	Bike/Ped Improvements	No
Reversible Lane analysis	No	Includes Sustainable Communities Strategy Goals	Yes
Reduces Greenhouse Gas Emissions	Yes		
Project Milestone		Existing	Proposed
Project Study Report Approved		N/A	N/A
Begin Environmental (PA&ED) Phase		N/A	N/A
Circulate Draft Environmental Document	Document Type	CE	N/A
Draft Project Report		N/A	N/A
End Environmental Phase (PA&ED Milestone)		N/A	4/29/2020
Begin Design (PS&E) Phase		7/1/2020	1/1/2020
End Design Phase (Ready to List for Advertisement Milestone)		6/30/2021	5/1/2020
Begin Right of Way Phase		N/A	N/A
End Right of Way Phase (Right of Way Certification Milestone)		N/A	N/A
Begin Construction Phase (Contract Award Milestone)		12/31/2021	10/31/2020
End Construction Phase (Construction Contract Acceptance Milestone)		12/30/2023	12/25/2023
Begin Closeout Phase		12/30/2023	12/25/2023
End Closeout Phase (Closeout Report)		6/30/2024	12/25/2024

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised July 2017)

Date: 5/12/20

District	County	Route	EA	Project ID	PPNO	Alt Proj ID
12	ORA	Main	0	0	2156	0

Project Title: Central Orange County Corridor - Bravo! Main Street Rapid Bus

Existing Total Project Cost (000's)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	345	0	0	0	345	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	5,069	0	0	0	5,069	
TOTAL	0	0	0	5,414	0	0	0	5,414	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	345	0	0	0	345	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	5,069	0	0	0	5,069	
TOTAL	0	0	0	5,414	0	0	0	5,414	

Fund No. 1: Solutions for Congested Corridors - Local Share

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	276	0	0	0	276	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	4,055	0	0	0	4,055	
TOTAL	0	0	0	4,331	0	0	0	4,331	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Request to advance the funds into June, one month prior to the start of the approved program year. OCTA completed design for the buses earlier and released a request for proposals in May 2020.
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	276	0	0	0	276	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	4,055	0	0	0	4,055	
TOTAL	0	0	0	4,331	0	0	0	4,331	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST

DTP-0001 (July 2017)

Complete this page for amendments only

Date: 05/12/20

District	County	Route	EA	PPNO	Alt Proj ID
12	ORA	Main	OK670	2156	0

SECTION 1 - All Projects

Project Background

Changed description from zero emission hydrogen buses to zero emission battery electric buses. Accelerated schedule to reflect use of the State of California General Services contract for purchase of zero emission buses.

Substitutes LCTOP funds for CMAQ funds. CMAQ funds were previously proposed as match to SCCP but not approved by the OCTA Board which subsequently approved use of LCTOP as match to the SCCP funds.

The schedule was also updated to show anticipated dates based on a June 2020 allocation approval.

Programming Change Requested

Removed CMAQ funds and replaced with LCTOP funds.

Advanced SCCP and match from FY2020-21 to FY2019-20.

Reason for Proposed Change

CMAQ funds were previously proposed but not approved by the OCTA Board of Directors. The OCTA Board of Directors approved use of LCTOP as match to the SCCP funds.

OCTA is requesting to advance the funds into June, one month prior to the start of the approved program year. OCTA completed design for the buses earlier and released a request for proposals in May 2020.

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

There is no delay or cost increase.

Other Significant Information

SECTION 2 - For TCRP Projects Only

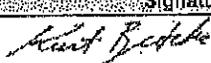
Alternative Project Request (Please follow instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date
Kurt Brotske		Director, Strategic Planning	5/12/2020

Attachments

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No		Date: 5/13/20	
District	EA	Project ID	PPNO
12			
County	Route/Corridor	PM Bk	PM Ahd
ORA	Main	N/A	N/A
Project Sponsor/Lead Agency			
Orange County Transportation Authority (OCTA)			
MPO		Element	
SCAG		Local Assistance	
Project Manager/Contact		Phone	
Gary Hewitt		(714) 560-5715	
E-mail Address		ghewitt@octa.net	
Project Title			
Route 53/553 Bus Stop Improvements			
Location (Project Limits), Description (Scope of Work)			
The project will install real-time display & Bravo! signage at up to 23 bus stops and up to three new shelters along the Bravo! Main Street Rapid Bus and OC Bus Route 53/53X corridor. Route 53/53X operates from Anaheim through Orange and Santa Ana to Irvine via Main Street and Bravo! Main Street Rapid Bus (Route 533) operates on Main Street from Anaheim Regional Transportation Intermodal Center to MacArthur Boulevard in Santa Ana.			
Component		Implementing Agency	
PA&ED		OCTA	
PS&E		OCTA	
Right of Way		N/A	
Construction		OCTA	
Legislative Districts			
Assembly:	88, 69, 74	Senate:	34, 37
Congressional:			
Project Benefits			
<ul style="list-style-type: none"> •Provides real time information on next bus arriving at bus stops •Identifies bus stop as a Bravo! Main stop and advertises the service. •Provides additional protection & comfort for passengers waiting at up to two stops. •Mode shift from short local vehicular trips will reduce CO2 emissions. •Connects to the ARTIC, which provides services to Metrolink and the Amtrak Pacific Surfliner into Los Angeles, Riverside, San Bernardino, San Diego, Ventura, and into San Luis Obispo. •Connects to John Wayne International Airport (SNA). 			
Purpose and Need			
The corridor is currently one of OCTA's most popular routes with over 2.1 million boarding's annually. The corridor serves transit dependent disadvantaged and low-income communities. (See page 2).			
Category		Outputs/Outcomes	
Intercity Rail/Mass Transit		Station improvements	
		each	
		23	
ADA Improvements No		Bike/Ped Improvements No	
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes	
Reversible Lane analysis No			
Project Milestone		Existing	
Project Study Report Approved		Proposed	
Begin Environmental (PA&ED) Phase		N/A	
Begin Environmental (PA&ED) Phase		N/A	
Circulate Draft Environmental Document		Document Type CE	
Circulate Draft Environmental Document		N/A	
Draft Project Report		N/A	
End Environmental Phase (PA&ED Milestone)		N/A	
Begin Design (PS&E) Phase		7/1/2020	
End Design Phase (Ready to List for Advertisement Milestone)		5/30/2021	
Begin Right of Way Phase		N/A	
End Right of Way Phase (Right of Way Certification Milestone)		N/A	
Begin Construction Phase (Contract Award Milestone)		12/15/2021	
End Construction Phase (Construction Contract Acceptance Milestone)		12/15/2022	
Begin Closeout Phase		12/15/2022	
End Closeout Phase (Closeout Report)		12/15/2023	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No				Date: 5/13/20	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID
12		1220000051	2177		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
ORA	Edinger			Orange County Transportation Authority (OCTA)	
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact		Phone		E-mail Address	
Alicia Yang		(714) 560-5362		ayang@octa.net	
Project Title					
Central Orange County Corridor - Traffic Light Synchronization Project- Edinger Avenue					
Location (Project Limits), Description (Scope of Work)					
Project Description: Signal Synchronization and required communications Infrastructure on three corridors: • Edinger Avenue Signal Sync (Bolsa Chica to Auto Mall) - approximately 41 signals - 12.2 miles. Project is a design-build.					
Component		Implementing Agency			
PA&ED		Various Cities			
PS&E		OCTA			
Right of Way		N/A			
Construction		OCTA			
Legislative Districts					
Assembly:	69,72	Senate:	34	Congressional:	46,48
Project Benefits					
Traffic signal synchronization is a cost effective way to reduce travel times, delays, and congestion. It increases the number of successive green lights drivers see in daily commutes and gives a perceived improvement in their drive along the corridor. The results of signal synchronization translates into direct cost savings for the motorist with less fuel consumption and reduction of greenhouse gas and other types of carbon and volatile organic compound emissions.					
Purpose and Need					
Edinger Avenue was last synchronized in 2015. The Institute of Transportation Engineers (ITE) recommends revisiting the timing every three years to keep up with changing traffic patterns. Legacy equipment require replacements or upgrades in order to run a seamless operation and to run simultaneous background applications for Connected Autonomous Vehicles					
Category		Outputs/Outcomes		Unit	Total
Local Streets and Roads		Operational Improvements		each	41
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis No	
Includes Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone				Existing	Proposed
Project Study Report Approved				N/A	N/A
Begin Environmental (PA&ED) Phase				7/1/19	11/1/19
Circulate Draft Environmental Document		CEQA/NEPA	CE	7/1/19	12/24/19
Draft Project Report				N/A	N/A
End Environmental Phase (PA&ED Milestone)				8/1/19	1/24/20
Begin Design (PS&E) Phase				8/1/19	N/A
End Design Phase (Ready to List for Advertisement Milestone)				6/30/20	N/A
Begin Right of Way Phase				N/A	N/A
End Right of Way Phase (Right of Way Certification Milestone)				N/A	N/A
Begin Construction Phase (Contract Award Milestone)				7/1/20	12/24/20
End Construction Phase (Construction Contract Acceptance Milestone)				7/1/23	12/24/24
Begin Closeout Phase				7/1/23	12/24/24
End Closeout Phase (Closeout Report)				7/1/24	12/24/25

ADA Notice

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised July 2017)

Date: 5/13/20

District	County	Route	EA	Project ID	PPNO	Alt Proj ID
12	ORA	Edinger	0	1220000051	2177	0

Project Title: Central Orange County Corridor - Traffic Light Synchronization Project- Edinger Avenue

Existing Total Project Cost (000's)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0								

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	6,196	0	0	0	6,196	
TOTAL	0	0	0	6,196	0	0	0	6,196	

Fund No. 1: Solutions for Congested Corridors - Local Share

Existing Funding (\$1,000s)									Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0								

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON				4,957				4,957	
TOTAL	0	0	0	4,957	0	0	0	4,957	

Fund No. 2: Local City Match

Existing Funding (\$1,000s)									Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0								

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON				1,239				1,239	
TOTAL	0	0	0	1,239	0	0	0	1,239	Pending approval

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (July 2017)

Complete this page for amendments only

Date: 01/16/20

District	County	Route	EA	PPNO	Alt Proj ID
12	ORA	Edinger		2177	0

SECTION 1 - All Projects

Project Background

Updated Project Manager, provided clarification on the use of design build delivery method, updated schedule to replace estimated dates with actuals for environmental work, and to reflect timely use of funds extension request.

Schedule dates for design were removed. The project is design-build and the design work will be done throughout project implementation.

Programming Change Requested

N/A

Reason for Proposed Change

N/A

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

N/A

Other Significant Information

SECTION 2 - For TCRP Projects Only

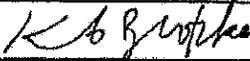
Alternative Project Request (Please follow instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date
Kurt Brotcke		Director, Strategic Planning	1-20-20

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	5/13/20
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
12		1220000020	2176			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ORA	MacArthur			Orange County Transportation Authority (OCTA)		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Alicia Yang		(714) 560-5362		ayang@octa.net		
Project Title						
Central Orange County Corridor - Traffic Light Synchronization Project- MacArthur Boulevard						
Location (Project Limits), Description (Scope of Work)						
Project Description: Signal Synchronization and required communications Infrastructure on: • MacArthur Blvd/Talbert (east of Beach Boulevard to SR-55) – approximately 26 signals - 8.2 miles.						
Project is a design-build.						
Component		Implementing Agency				
PA&ED		Various Cities				
PS&E		OCTA				
Right of Way		N/A				
Construction		OCTA				
Legislative Districts						
Assembly:	69,72	Senate:	34	Congressional:	46,48	
Project Benefits						
Traffic signal synchronization is a cost effective way to reduce travel times, delays, and congestion. It increases the number of successive green lights drivers see in daily commutes and gives a perceived improvement in their drive along the corridor. The results of signal synchronization translates into direct cost savings for the motorist with less fuel consumption and reduction of greenhouse gas and other types of carbon and volatile organic compound emissions.						
Purpose and Need						
MacArthur Boulevard was last synchronized in 2015. The Institute of Transportation Engineers (ITE) recommends revisiting the timing every three years to keep up with changing traffic patterns. Legacy equipment require replacements or upgrades in order to run a seamless operation and to run simultaneous background applications for Connected Autonomous Vehicles						
Category		Outputs/Outcomes			Unit	Total
Local Streets and Roads		Operational Improvements			each	26
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions Yes			
Project Milestone				Existing	Proposed	
Project Study Report Approved				N/A	N/A	
Begin Environmental (PA&ED) Phase				7/1/19	11/1/19	
Circulate Draft Environmental Document		CEQA/NEPA	CE	7/1/19	12/24/19	
Draft Project Report				N/A	N/A	
End Environmental Phase (PA&ED Milestone)				8/1/19	1/24/20	
Begin Design (PS&E) Phase				8/1/19	N/A	
End Design Phase (Ready to List for Advertisement Milestone)				6/30/20	N/A	
Begin Right of Way Phase				N/A	N/A	
End Right of Way Phase (Right of Way Certification Milestone)				N/A	N/A	
Begin Construction Phase (Contract Award Milestone)				7/1/20	12/24/20	
End Construction Phase (Construction Contract Acceptance Milestone)				7/1/23	12/24/24	
Begin Closeout Phase				7/1/23	12/24/24	
End Closeout Phase (Closeout Report)				7/1/24	12/24/25	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised July 2017)

Date: 5/13/20

District	County	Route	EA	Project ID	RPNO	Alt Proj ID
12	ORA	MacArthur	0	122000020	2176	0

Project Title: Central Orange County Corridor - Traffic Light Synchronization Project - MacArthur Boulevard

Existing Total Project Cost (\$00's)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	3,669	0	0	0	3,669	
TOTAL	0	0	0	3,669	0	0	0	3,669	

Fund No. 1: Solutions for Congested Corridors - Local Share

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON				2,951				2,951	
TOTAL	0	0	0	2,951	0	0	0	2,951	

Fund No. 2: Local City Match

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON				736				736	
TOTAL	0	0	0	736	0	0	0	736	Pending approval

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (July 2017)

Complete this page for amendments only

Date: 05/13/20

District	County	Route	EA	PPNO	Alt. Proj. ID
12	ORA	MacArthur		2176	0

SECTION 1 - All Projects

Project Background

Updated Project Manager, provided clarification on the use of design build delivery method, updated schedule to replace estimated dates with actuals for environmental work, and to reflect timely use of funds-extension request.

Schedule dates for design were removed. The project is design-build and the design work will be done throughout project implementation.

Programming Change Requested

N/A

Reason for Proposed Change

N/A

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

N/A

Other Significant Information

SECTION 2 - For TCRP Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date
Kurt Brotcke		Director, Strategic Planning	3/12/2020

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project)		No		Date:	5/13/20	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
12		1220000052	2175			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ORA	Warner			Orange County Transportation Authority (OCTA)		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Alicia Yang		(714) 560-5362		ayang@octa.net		
Project Title						
Central Orange County Corridor - Traffic Light Synchronization Project- Warner Avenue						
Location (Project Limits), Description (Scope of Work)						
Project Description: Signal Synchronization and required communications Infrastructure on: • Warner Avenue Signal Sync (PCH to Pullman Street) – approximately 42 Signals - 14.4 miles.						
Project is a design-build.						
Component		Implementing Agency				
PA&ED	Various Cities					
PS&E	OCTA					
Right of Way	N/A					
Construction	OCTA					
Legislative Districts						
Assembly:	69,72	Senate:	34	Congressional:	46,48	
Project Benefits						
Traffic signal synchronization is a cost effective way to reduce travel times, delays, and congestion. It increases the number of successive green lights drivers see in daily commutes and gives a perceived improvement in their drive along the corridor. The results of signal synchronization translates into direct cost savings for the motorist with less fuel consumption and reduction of greenhouse gas and other types of carbon and volatile organic compound emissions.						
Purpose and Need						
Warner Avenue was last synchronized in 2015. The Institute of Transportation Engineers (ITE) recommends revisiting the timing every three years to keep up with changing traffic patterns. Legacy equipment require replacements or upgrades in order to run a seamless operation and to run simultaneous background applications for Connected Autonomous Vehicles						
Category		Outputs/Outcomes		Unit	Total	
Local Streets and Roads		Operational Improvements		each	42	
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis		No
Includes Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions Yes			
Project Milestone				Existing	Proposed	
Project Study Report Approved				N/A	N/A	
Begin Environmental (PA&ED) Phase				11/1/19	11/1/19	
Circulate Draft Environmental Document		CEQA/NEPA	CE	12/24/19	12/24/19	
Draft Project Report				N/A	N/A	
End Environmental Phase (PA&ED Milestone)				1/24/20	1/24/20	
Begin Design (PS&E) Phase				7/1/20	N/A	
End Design Phase (Ready to List for Advertisement Milestone)				11/30/20	N/A	
Begin Right of Way Phase				N/A	N/A	
End Right of Way Phase (Right of Way Certification Milestone)				N/A	N/A	
Begin Construction Phase (Contract Award Milestone)				12/1/20	12/24/20	
End Construction Phase (Construction Contract Acceptance Milestone)				11/30/23	12/24/24	
Begin Closeout Phase				12/1/23	12/24/24	
End Closeout Phase (Closeout Report)				6/30/24	12/24/25	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised July 2017)

Date: 5/13/20

District	County	Route	EA	Project ID	PPNO	Alt Proj ID			
12	ORA	Warner	0	1220000052	2175	0			
Project Title: Central Orange County Corridor - Traffic Light Synchronization Project - Warner Avenue									
Existing Total Project Cost (\$000's)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Implementing Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost (\$1,000's)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 1:	Solutions for Congested Corridors - Local Share	Program Code							
Existing Funding (\$1,000's)		Funding Agency							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000's)		Notes							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			4,092					4,092	
TOTAL	0	0	4,092	0	0	0	0	4,092	

Fund No. 2:	Local City Match	Program Code							
Existing Funding (\$1,000's)		Funding Agency							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000's)		Pending approval							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			1,023					1,023	
TOTAL	0	0	1,023	0	0	0	0	1,023	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (July 2017)

Complete this page for amendments only

Date: 04/06/20

District	County	Route	EA	PPNO	Alt Proj ID
12	ORA	Warner		2175	0

SECTION 1 - All Projects

Project Background

Updated Project Manager, provided clarification on the use of design-build delivery method, updated schedule to replace estimated dates with actuals for environmental work, and to reflect timely use of funds extension request,

Schedule dates for design were removed. The project is design-build and the design work will be done throughout project implementation.

Programming Change Requested

N/A

Reason for Proposed Change

N/A

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

N/A

Other Significant Information

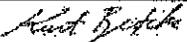
SECTION 2 - For TCRP Projects Only

Alternative Project Request (Please follow instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042705.pdf>)

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date
Kurt Brotcke		Director, Strategic Planning	4/28/2020

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project)		No		Date:	5/13/20	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
12						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ORA	Santa Clara			Orange County Transportation Authority (OCTA)		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Zdenek Kekula		(714) 647-5606		zkekula@santa-ana.org		
Project Title						
Orange County Central Corridor - Santa Clara Bicycle and Pedestrian Improvements						
Location (Project Limits), Description (Scope of Work)						
The project will construct a new sidewalk, a new intersection pedestrian crossing (at Wright Street) and a bikeway facility on East Santa Clara Avenue between Lincoln Avenue and Pasadena Street (approximately 1.3 miles) in the City of Santa Ana.						
Component						
PA&ED		City of Santa Ana				
PS&E		City of Santa Ana				
Right of Way		N/A				
Construction		City of Santa Ana				
Legislative Districts						
Assembly:	69,72	Senate:	34	Congressional:	46,48	
Project Benefits						
<ul style="list-style-type: none"> •Provides access and connections to schools, parks, commercial centers, and residential areas. •Provides connections to OC Bus Routes 59 and 71 which run along the Orange County Central Corridor Project area •Reduces conflict points by connecting to existing overcrossing of State Route 55 Freeway •Provides enhanced safety for both cyclists and pedestrians. •Mode shift from short local vehicular trips reduces emissions. 						
Purpose and Need						
Currently, a portion of the segment has no sidewalk or bikeway, which requires users to walk and bike either along an uneven, narrow, dirt path, or on the street on which parking lanes may limit visibility and may increase risk of driveway related collisions. Additionally, there are no existing pedestrian crossings on the segment between Grand Avenue and Tustin Avenue, which may encourage unsafe practices such as jaywalking.						
Category		Outputs/Outcomes		Unit	Total	
Local Streets and Roads		Pedestrian/ Bicycle Facilities miles constructed		Miles	1.3	
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions		
				Yes		
Project Milestone				Existing	Proposed	
Project Study Report Approved					N/A	
Begin Environmental (PA&ED) Phase					5/15/2020	
Circulate Draft Environmental Document		CEQA/NEPA	CE		5/15/2020	
Draft Project Report					N/A	
End Environmental Phase (PA&ED Milestone)					8/15/2020	
Begin Design (PS&E) Phase					8/15/2020	
End Design Phase (Ready to List for Advertisement Milestone)					4/15/2021	
Begin Right of Way Phase					N/A	
End Right of Way Phase (Right of Way Certification Milestone)					N/A	
Begin Construction Phase (Contract Award Milestone)					12/15/2021	
End Construction Phase (Construction Contract Acceptance Milestone)					12/15/2024	
Begin Closeout Phase					12/15/2024	
End Closeout Phase (Closeout Report)					12/15/2025	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised July 2017)

Date: 5/13/20

District	County	Route	EA	Project ID	FFNO	Alt Proj ID
12	ORA	Santa Clara	0	0	0	0

Project Title: Orange County Central Corridor - Santa Clara Bicycle and Pedestrian Improvements

Existing Total Project Cost (\$000's)								Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Proposed Total Project Cost (\$1,000's)								Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Fund No. 1: Solutions for Congested Corridors - Local Share

Existing Funding (\$1,000's)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Proposed Funding (\$1,000's)								Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT)								0
CON SUP (CT)								0
R/W								0
CON				3,243				3,243
TOTAL	0	0	0	3,243	0	0	0	3,243

Fund No. 2: Local City Match

Existing Funding (\$1,000's)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Proposed Funding (\$1,000's)								Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT)								0
CON SUP (CT)								0
R/W								0
CON				426				426
TOTAL	0	0	0	426	0	0	0	426

Pending approval

**RESOLUTION No. 2019-078
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM AUTHORIZATION**

WHEREAS, the California Transportation Commission (CTC) makes available grant funds to public agencies to make specific performance improvements as part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement, and;

WHEREAS, the Orange County Transportation Authority (OCTA) was awarded \$19.917 million in grant funds to support the purchase of five zero-emission battery-electric transit buses, fund three signal synchronization projects, and to support the cities of Santa Ana and Tustin in the delivery of five active transportation bicycle and pedestrian projects to reduce congestion in central Orange County as an eligible grantee of the Solutions for Congested Corridors Program (SCCP), and;

WHEREAS, the CTC requires the grantee to certify, by resolution, the acceptance of awarded grant funds and authority to enter into and execute grant-related agreements;

THEREFORE, BE IT RESOLVED that the OCTA Board of Directors authorizes the Chief Executive Officer, or designee, to:

- A. Accept the State of California SSCP award and execute grant-related agreements and documents with the CTC and the California Department of Transportation; and
- B. Amend the Federal Transportation Improvement Program and process all necessary amendments to facilitate the recommendation above; and
- C. Negotiate and execute any other grant-related agreements with the Orange County agencies.

ADOPTED, SIGNED, AND APPROVED this 14th day of October 2019.

AYES: Chairman Shaw, Vice Chairman Jones, and Directors Bartlett, Chaffee, Davies, Deigleize, Do, Hennessey, Hernandez, Moreno, Muller, Mark A. Murphy, Richard Murphy, Pulido, Steel, Wagner, and Winterbottom

NOES: None

ABSENT: None

ATTEST:



Laurena Weiner
Clerk of the Board



Tim Shaw, Chairman
Orange County Transportation Authority

Solutions for Congested Corridors Program
Benefits Forms

Project Information	
Project Title: Orange County Central Corridor Improvement Project: Bravo! Main Street Rapid Bus	Date: 1/3/2020
Project Identifier (EA, PPNO, etc): 2158	

Contact Information	
Nominating Agency: Orange County Transportation Authority (OCTA)	Agency Completing Form: OCTA
Contact Person: Louis Zhao Phone: (714) 560-5494	Contact Person: Louis Zhao Phone: (714) 560-5494
Email Address: lzhaoo@octa.net	Email Address: lzhaoo@octa.net

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/Throughput	Person throughput by mode	Each	1,723,800	2,069,342	2040
	Mode choices	Each	Drive, bus, rail	Drive, bus, rail	
	Dedicated rights of way for bike and transit	Each	NA	NA	
	Vehicle miles traveled	Miles	633,148	1,073,875	2040
	Reduction in Daily Vehicle Hours of Delay	Hours	NA	NA	
	Person-hours of time saved	Hours		282,869	average annual over 20 years

In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.

The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis

Safety	Reduction in vehicle-involved incidents	Each		NA	
	Reduction in train-involved incidents	Each		NA	
	Other				

In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.

Not measurable

Accessibility	Enhancements to the reliability of the system	Each		yes	
	First/last mile improvements	Each		yes	
	Other				

In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.

1. Reliability is increased by use of new buses
2. Provides first/last mile connection to ARTIC with Metrolink and Amtrak passenger rail service

Economic Development	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio		6.3	
	Vehicle Operating Cost Savings	Each		\$700,000	total over 20 years

In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.

The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis

Solutions for Congested Corridors Program
Benefits Form

Air Quality and Greenhouse Gas Reductions	Reduction In Particulate Matter (PM2.5)	Tons per year	0.07	total over 20 years
	Reduction In Particulate Matter (PM10)	Tons per year	0.08	
	Reduction In Carbon Dioxide (CO2)	Tons per year	14,641	
	Reduction In Volatile Organic Compounds (VOC)	Tons per year	2.07	
	Reduction In Sulphur Oxides (SOx)	Tons per year	0.14	
	Reduction In Carbon Monoxide (CO)	Tons per year	54	
	Reduction In Nitrogen Oxide (NOx)	Tons per year	4.95	
In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
<p>The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis.</p>				
Efficient Land Use	In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts: Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation			
	<p>The project provides a means to efficient land use by providing connectivity options to major transit hubs. The corridor runs parallel to the SR-55 and traverses disadvantaged communities and employment dense areas. The route ends at South Coast Metro, a job dense area, and provides connections to ARTIC, which provides Metrolink and Amtrak services to Los Angeles, Riverside, San Bernardino, Oceanside, and San Diego.</p>			

Solutions for Congested Corridors Program
Benefits Forms

Project Information	
Project Title: Orange County Central Corridor Improvement Project: Route 63/653 Bus Stop Improvements	Date: 5/8/2020
Project Identifier (EA, PPND, etc):	

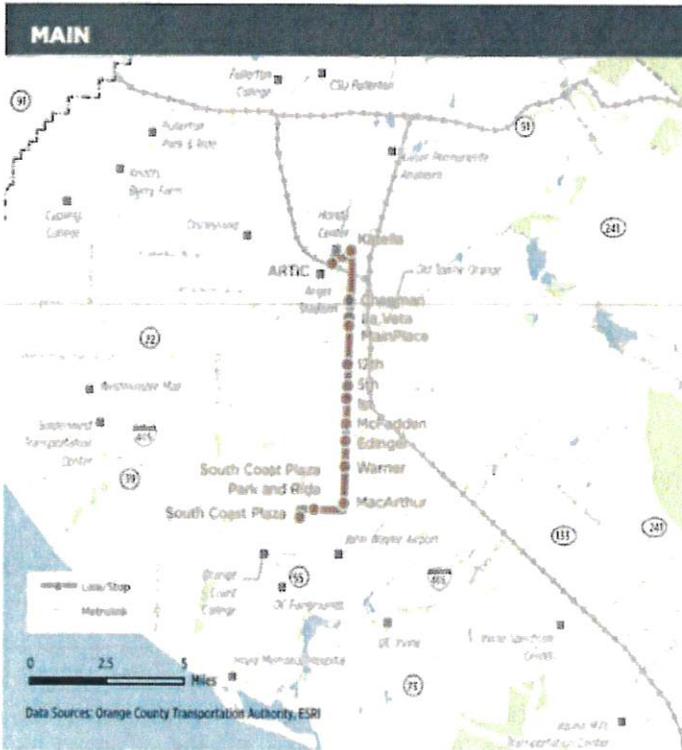
Contact Information	
Nominating Agency: Orange County Transportation Authority (OCTA)	Agency Completing Form: OCTA
Contact Person: Louis Zhao Phone: (714) 660-5494	Contact Person: Louis Zhao Phone: (714) 660-5494
Email Address: lzhaoo@octa.net	Email Address: lzhaoo@octa.net

SDCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode (bicycle)	Each	-	2,943	2040
	Mode choices	Each	bus	bus	
	Dedicated rights of way for bike and transit	Each	NA	NA	
	Vehicle miles traveled	Miles	NA	NA	
	Reduction in Daily Vehicle Hours of Delay	Hours	NA	NA	
	New miles of bikeway	miles		NA	
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis.					
Safety	Reduction in vehicle-involved incidents	Each		Yes	
	Reduction in train-involved incidents	Each		NA	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
By increasing bus trips and the associated reduction in single occupant vehicle trips, the project reduces congestion and the potential for vehicle-involved incidents. The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) analysis projects \$100,000 in accident cost savings over 20 years.					
Accessibility	Enhancements to the reliability of the system	Each		23	
	First/last mile improvements	Each		NA	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
The 23 bus stops will have real time signage that lets patrons know when the next bus arrives. This enhances the perceived reliability of the system.					
Economic Development	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio		1.1	
	Other	Each			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis.					

Solutions for Congested Corridors Program
Benefits Form

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		0	Total over 20 years
	Reduction in Particulate Matter (PM10)	Tons per year		0	
	Reduction in Carbon Dioxide (CO2)	Tons per year		262	
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		0	
	Reduction in Sulphur Oxides (SOx)	Tons per year		0	
	Reduction in Carbon Monoxide (CO)	Tons per year		1	
	Reduction in Nitrogen Oxide (NOx)	Tons per year		0	
In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.					
<p>The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis</p>					
Efficient Land Use	In the space below, qualitatively describe how the project supports transportation-efficient land use principles, attaining the following concepts: Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation				
	The project provides a means to efficient land use by supporting mixed-use development and multi-modal choices.				

**Orange County Transportation Authority
Route 53/53X Bus Stop Improvements**



Real-Time Information



Shelters

Project Scope and Location

The project will install real-time display & Bravo! signage at up to 23 bus stops and up to three new shelters along the Bravo! Main Street Rapid Bus and OC Bus Route 53/53X corridor (corridor).

The corridor is currently one of OCTA's most popular routes with over 2.1 million boardings annually. The corridor is within the Cities of Anaheim, Orange, Santa Ana, and Irvine and serves transit dependent disadvantaged and low-income communities. The corridor provides transportation links including but not limited to Metrolink, Amtrak Pacific Surf Liner, and air travel through John Wayne Airport. Additionally, the corridor connects to over 24 distinct bus routes, allowing populations to travel across the county and into Los Angeles and Riverside with great potential to reduce congestion along the Orange County Central Corridor.

Project Cost All SCCP funds requested to be programmed in Fiscal Year 2020-21.

Fund Source/Phase (000's)	SB1 SCCP	Total
Construction	\$343,987	\$343,987
Total	\$343,987	\$343,987

Project Schedule

Milestone	Date
Planned Construction Allocation	6/15/2021
Construction Contract Award	12/15/2021
Construction Completion	12/15/2022
Project Closeout	12/15/2023

Benefits

- Provides real time information on next bus arriving at bus stops improving service to riders.
- Identifies bus stop as a Bravo! Main stop and advertises the service.
- Provides additional protection and comfort for passengers waiting at up to two of the stops.
- Mode shift from short local vehicular trips will reduce CO₂ emissions.
- Connects to the Anaheim Regional Transportation Intermodal Center (ARTIC), which provides services to Metrolink and the Amtrak Pacific Surfliner into Los Angeles, Riverside, San Bernardino, San Diego, Ventura, and into San Luis Obispo.
- Connects to John Wayne International Airport (SNA).
- Connecting OC Bus routes including 153, 206, 213, 453, 463, 473, 50, 54, 55, 56, 59, 60, 64, 66, 70, 71, 72, 76, 79, 794, 83, 86, 862, and Bravo! 560 rapid bus.

Solutions for Congested Corridors Program
Benefits Forms

Project Information	
Project Title: Orange County Central Corridor Improvement Project: Edinger Avenue Signal Synchronization	Date: 1/8/2020
Project Identifier (EA, PFNC, etc): 2177, SCCPSB 1L-6071(190)	

Contact Information	
Nominating Agency: Orange County Transportation Authority (OCTA)	Agency Completing Form: OCTA
Contact Person: Louisa Zhao Phone: (714) 560-5494	Contact Person: Louisa Zhao Phone: (714) 560-5494
Email Address: lzhaoo@octa.net	Email Address: lzhaoo@octa.net

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person-throughput by mode (Peak Period)	Each	27,689	31,451	2040
	Mode choices	Each	Drive/Bus	Drive/Bus	
	Dedicated rights of way for bike and transit	Each	NA	NA	
	Vehicle miles traveled	Miles	287,880	328,100	2040
	Reduction in Daily Vehicle Hours of Delay	Hours	NA	NA	
	Person-hours of time saved	Hours		416,796	average annual over 20 years

In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.

The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis.

Safety	Reduction in vehicle-involved incidents	Each		NA	
	Reduction in transit-involved incidents	Each		NA	
	Other				

In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.

Not measurable

Accessibility	Enhancements to the reliability of the system	Each		yes	
	First/last mile improvements	Each		NA	
	Average Arterial Speed	mph	28	30.8	2020

In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.

1. Reliability is increased by use of signal synchronization.

Economic Development	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio		14.2	
	Vehicle Operating Cost Savings	Each		\$9,000,000	total over 20 years

In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.

The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis.

Solutions for Congested Corridors Program
Benefits Forms

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.41	total over 20 years
	Reduction in Particulate Matter (PM10)	Tons per year	0.41	
	Reduction in Carbon Dioxide (CO2)	Tons per year	47,439	
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	8.77	
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.41	
	Reduction in Carbon Monoxide (CO)	Tons per year	101	
	Reduction in Nitrogen Oxide (NOx)	Tons per year	6.07	
In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
<p>The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-BC) was used to conduct the analysis</p>				
Efficient Land Use	In the space below, qualitatively describe how the project supports transportation-efficient land use principles, detailing the following concepts: Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation			
	<p>The project provides a means to efficient land use by providing connectivity options to major transit hubs. The corridor traverses disadvantaged communities and employment dense areas.</p>			

Solutions for Congested Corridors Program
Benefits Forms

Project Information		
Project Title:	Orange County Central Corridor Improvement Project: MacArthur Blvd/Talbot Ave Signal Synchronization	1/8/2020
Project Identifier (EA, PPNO, etc):	2176, SCCPS tl-6071(149)	

Contact Information			
Nominating Agency:	Orange County Transportation Authority (OCTA)	Agency Completing Form:	OCTA
Contact Person:	Louis Zhao Phone: (714) 580-5494	Contact Person:	Louis Zhao Phone: (714) 580-5494
Email Address:	lzhao@octa.net	Email Address:	lzhao@octa.net

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/Throughput	Person throughput by mode (Peak Period)	Each	30,717	31,331	2040
	Mode choices	Each	Drive/bus	Drive/bus	
	Dedicated rights-of-way for bike and transit	Each	NA	NA	
	Vehicle miles traveled	Miles	197,864	201,806	2040
	Reduction in Daily Vehicle-Hours of Delay	Hours	NA	NA	
	Person-hours of time saved	Hours		272,080	average annual over 20 years
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. The California Life-Cycle Benefit/Cost Analysis version 8.2 model (CAL-B/C) was used to conduct the analysis				
Safety	Reduction in vehicle-involved incidents	Each		NA	
	Reduction in train-involved incidents	Each		NA	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. Not measurable				
Accessibility	Enhancements to the reliability of the system	Each		Yes	
	Bus/rail mile improvements	Each		NA	
	Average Arterial Speed	mph	28	30.9	2020
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. 1. Reliability is increased by use of signal synchronization				
Economic Development	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio		16.2	
	Vehicle Operating Cost Savings	Each		\$5,900,000	total over 20 years
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis				

Solutions for Congested Corridors Program
Benefits Forms

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.27	total over 20 years
	Reduction in Particulate Matter (PM10)	Tons per year	0.27	
	Reduction in Carbon Dioxide (CO2)	Tons per year	30,957	
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	5.76	
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.27	
	Reduction in Carbon Monoxide (CO)	Tons per year	68	
	Reduction in Nitrogen Oxide (NOx)	Tons per year	4.21	
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.			
	<p>The California Life Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis</p>			
Efficient Land Use	<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, including the following concepts: Supports mixed-use development with multimodal choices. Supports in-fill development. Supports interconnected streets and corridor access management policies. Addresses climate adaptation.</p>			
	<p>The project provides a means to efficient land use by providing connectivity options to major transit hubs. The corridor traverses disadvantaged communities and employment dense areas.</p>			

Solutions for Congested Corridors Program
Benefits Forms

Project Information	
Project Title: Orange County Central Corridor Improvement Project: Warner Avenue Signal Synchronization	Date: 1/8/2020
Project Identifier (EA, PPNO, etc): 2175, SCCPLSB(L-807)(148)	

Contact Information	
Nominating Agency: Orange County Transportation Authority (OCTA)	Agency Completing Form: OCTA
Contact Person: Louis Zhao Phone: (714) 580-5494	Contact Person: Louis Zhao Phone: (714) 580-5494
Email Address: lzha0@octa.net	Email Address: lzha0@octa.net

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/Throughput	Person Throughput by mode (Peak Period)	Each	30,406	31,926	2040
	Mode choices	Each	Drive/bus	Drive/bus	
	Dedicated rights of way for bike and transit	Each	NA	NA	
	Vehicle miles traveled	Miles	343,720	360,906	2040
	Reduction in Daily Vehicle Hours of Delay	Hours	NA	NA	
	Person-hours of time saved	Hours		433,678	average annual over 20 years
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis					
Safety	Reduction in vehicle-involved incidents	Each		NA	
	Reduction in train-involved incidents	Each		NA	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Not measurable					
Accessibility	Enhancements to the reliability of the system	Each		yes	
	First/last mile improvements	Each		NA	
	Average Arterial Speed	mph	31	34.1	2020
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
1. Reliability is increased by use of signal synchronization.					
Economic Development	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio		10.7	
	Vehicle Operating Cost Savings	Each		\$9,400,000	total over 20 years
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis					

Solutions for Congested Corridors Program
Benefits Form

Air Quality and Greenhouse Gas Reductions:	Reduction in Particulate Matter (PM2.5)	Tons per year		0.38	total over 20 years.
	Reduction in Particulate Matter (PM10)	Tons per year		0.38	
	Reduction in Carbon Dioxide (CO2)	Tons per year		50,857	
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		8.2	
	Reduction in Sulfur Oxides (SOx)	Tons per year		0.48	
	Reduction in Carbon Monoxide (CO)	Tons per year		92	
	Reduction in Nitrogen Oxide (NOx)	Tons per year		2.58	
In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.					
<p>The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis.</p>					
Efficient Land Use	In the space below, qualitatively describe how the project supports transportation-efficient land use principles, enacting the following concepts: Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation.				
	<p>The project provides a means to efficient land use by providing connectivity options to major transit hubs. The corridor traverses disadvantaged communities and employment dense areas.</p>				

Solutions for Congested Corridors Program
Benefits Forms

Project Information	
Project Title: Orange County Central Corridor Improvement Project: Santa Clara Bicyc and Pedestrian Improvements	Date: 5/8/2020
Project Identifier (EA, PPNO, etc):	

Contact Information	
Nominating Agency: Orange County Transportation Authority (OCTA)	Agency Completing Form: OCTA
Contact Person: Louis Zhao Phone: (714) 660-5494	Contact Person: Louis Zhao Phone: (714) 660-5494
Email Address: lzhaoo@octa.net	Email Address: lzhaoo@octa.net

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/Throughput	Person throughput by mode (bicycle)	Each	1,027	1,312	2040
	Mode choices	Each	walk/bike	walk/bike	
	Dedicated rights of way for bike and transit	Each	NA	1	
	Vehicle miles traveled	Milgs.	NA	NA	
	Reduction in Daily Vehicle Hours of Delay	Hours	NA	NA	
	New miles of bikeway	miles		1.30	2022
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				

The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis.

Safety	Reduction in vehicle-involved incidents	Each		Yes	
	Reduction in train-involved incidents	Each		NA	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				

Orange County has one of the highest rates of bicycle and pedestrian injuries in the State of California. By separating bicyclists from vehicular traffic, this project reduces potential accidents.

Accessibility	Enhancements to the reliability of the system	Each		NA	
	First/last mile improvements	Each		NA	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				

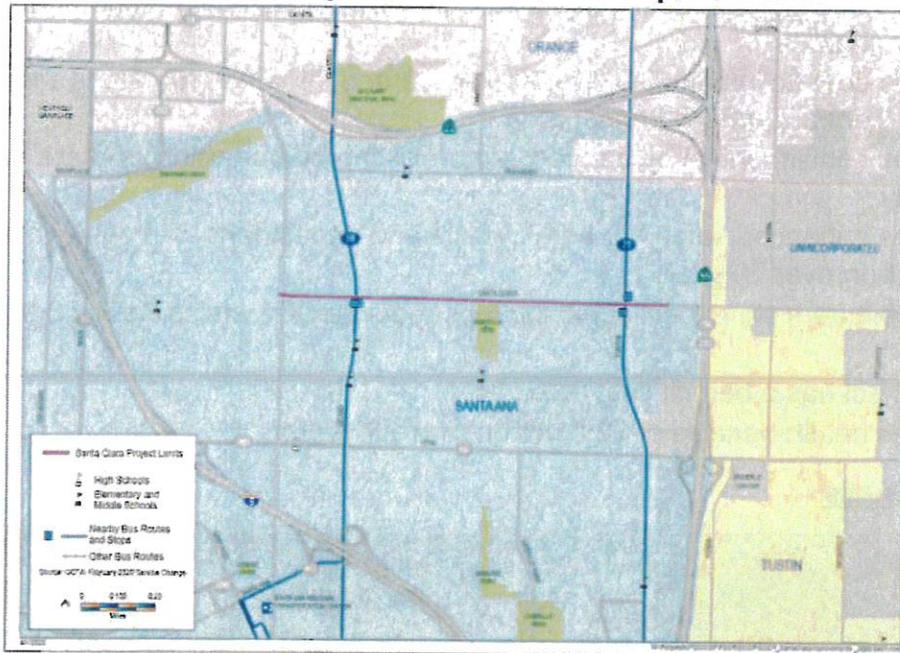
Economic Development	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio		1	
	Other	Each			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				

The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis.

Solutions for Congested Corridors Program
Benefits Form

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0	total over 20 years
	Reduction in Particulate Matter (PM10)	Tons per year	0	
	Reduction in Carbon Dioxide (CO2)	Tons per year	77	
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0	
	Reduction in Sulphur Oxides (SOx)	Tons per year	0	
	Reduction in Carbon Monoxide (CO)	Tons per year	0.2	
	Reduction in Nitrogen Oxide (NOx)	Tons per year	0	
In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
<p>The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis.</p>				
Efficient Land Use	In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts: Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation			
	The project provides a means to efficient land use by supporting mixed-use development and multi-modal choices.			

**City of Santa Ana
Santa Clara Bicycle and Pedestrian Improvements**



Project Scope and Location

The project will construct a new sidewalk, a new intersection pedestrian crossing, bulb outs, corner radius reductions, raised medians, and a bikeway facility on East Santa Clara Avenue between Lincoln Avenue and Pasadena Street (approximately 1.3 miles) in the City of Santa Ana.

Project Cost

Revised – All SCCP funds requested to be programmed in Fiscal Year 2020-21.

Fund Source/Phase (000's)	SB1 SCCP	City Funds	Total
Construction	\$3,243,013	\$425,554	\$3,668,567
Total	\$3,243,013	\$425,554	\$3,668,567

Project Schedule

Milestone	Date
CEQA Completion Date	4/15/2021
Design Completion	4/15/2021
Planned Allocation	6/15/2021
Construction Contract Award	12/15/2021
Construction Completion	12/15/2024
Project Closeout	12/15/2025

Benefits

- Provides access and connections to schools, parks, commercial centers, and residential areas.
- Provides connections to OC Bus Routes 59 and 71 which run along the Orange County Central Corridor Project area
- Reduces conflict points by connecting to existing overcrossing of State Route 55 Freeway
- Provides enhanced safety for both cyclists and pedestrians with safety benefits of \$0.9 million over 20 years
- Mode shift from short local vehicular trips reduces CO2 emissions by 3.9 tons per year
- The project has a benefit cost ratio of 1.1
- Provides health benefits of \$2.5 million over 20 years.

Additional Visuals

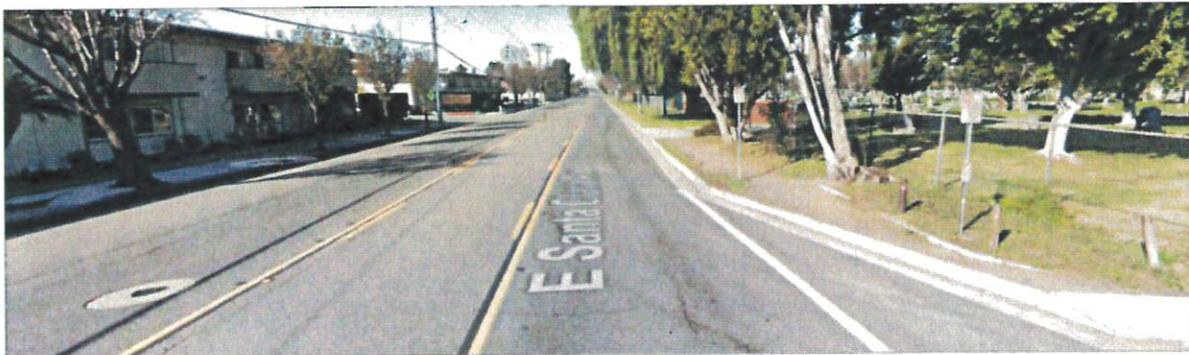


Image Above: East Santa Clara Avenue between Tustin Avenue and Ridgewood Avenue facing West



Image Above: East Santa Clara Avenue at the intersection of Wright Street. Location of future pedestrian crossing and signal.

ATTACHMENT B



Image Above: The east end of the project limit on Pasadena Street would close a gap by providing a connection to the existing Class II bike lanes located on an existing State Route 55 bridge overpass that does not connect to a freeway on-ramp or off-ramp.

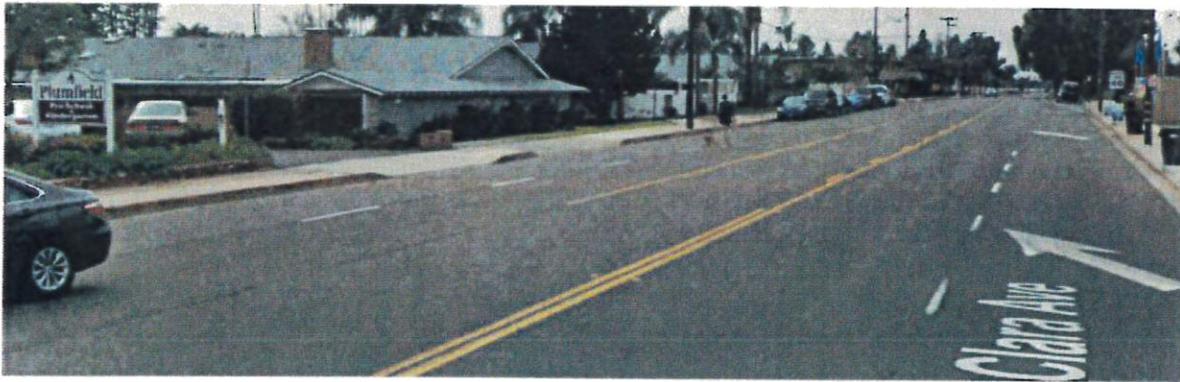


Image Above: East Santa Clara Avenue between Tustin Avenue and Ridgewood Street. Pedestrian jaywalking due to no suitable crossing points.

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: Orange
601 N. Ross Street
Santa Ana, CA 92701

From: (Public Agency):
Orange County Transportation Authority (OCTA)
550 S. Main St., Orange, CA 92863
(Address)

Project Title: Central Orange County Corridor - Bravo! Main Street Rapid Bus

Project Applicant: Orange County Transportation Authority

Project Location - Specific:
Service will take place in Orange County from the Anaheim Regional Transportation Intermodal Center (ARTIC) to MacArthur Boulevard in the cities of Anaheim, Orange, and Santa Ana.

Project Location - City: various Project Location - County: Orange

Description of Nature, Purpose and Beneficiaries of Project:
The purchase of five zero-emission, battery electric, 40-foot buses will provide a parallel transit route to State Route 55 and provide a direct route between ARTIC, which provided Metrolink and Amtrak services, and South Coast Metro which is a dense job area. Use of these zero-emission buses will help to improve air quality.

Name of Public Agency Approving Project: Orange County Transportation Authority

Name of Person or Agency Carrying Out Project: Orange County Transportation Authority

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
[X] Categorical Exemption. State type and section number: 15061(b)(3)
Statutory Exemptions. State code number:

Reasons why project is exempt:
The purchase and operation of the clean, alternative-fuel buses is covered by the common sense exemption. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment (Section 21083, Public Resources Code).

Lead Agency
Contact Person: Cliff Thorne Area Code/Telephone/Extension: 714-560-5975

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? [] Yes [] No

Signature: Charles Harwood Date: 4/29/2020 Title: Manager Trans. Planning

[X] Signed by Lead Agency [X] Signed by Applicant.

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21162, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: (Public Agency): Orange County Transportation Authority
550 S. Main St., Orange, CA 92868

County Clerk
County of: Orange
601 N. Ross Street
Santa Ana, CA 92701

(Address)

Project Title: Warner Avenue Regional Traffic Signal Synchronization Project

Project Applicant: Orange County Transportation Authority (OCTA)

Project Location - Specific:

The proposed project would synchronize 47 signals along approximately 14 miles of the Warner Avenue corridor from PCH to Tustin Ranch Road in Huntington Beach, Fountain Valley, and Santa Ana.

Project Location - City: various

Project Location - County: Orange

Description of Nature, Purpose and Beneficiaries of Project:

The objective of this project is to perform and implement optimized traffic signal timing and synchronization along the Warner Avenue corridor. Work will consist of performing traffic counts at key intersections, updating field equipment, performing signal timing analysis and installing/updating timing plans.

Name of Public Agency Approving Project: OCTA

POSTED

Name of Person or Agency Carrying Out Project: OCTA

DEC 24 2019

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number. Section 15302, Class 2
- Statutory Exemptions. State code number: _____

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY: NA DEPUTY

Reasons why project is exempt:

This project qualifies for a Class 2 Categorical Exemption since the project will consist of replacement or reconstruction of existing structures where the new structure will be located on the same site as the structure replaced and will have the same purpose and capacity as the structure replaced.

See Attachment A for project location.

Lead Agency

Contact Person: Kia Mortazavi

Area Code/Telephone/Extension: 714-560-5741

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 12.24.19 Title: Exec. Dir. Planning

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21162.1, Public Resources Code.

Date Received for Filing at OPR: _____

Recorded in Official Records, Orange County
Hugh Nguyen, Clerk-Recorder



NO FE

FILED

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201985001300 9:57 am 12/24/19
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0.00 50.00 0.00 0.00 0.00 0.00 0.00 0.00

DEC 24 2019

Revised 2011

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY: NA DEPUTY

30-2019-1256



State of California - Department of Fish and Wildlife
2019 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (Rev. 01/01/18) Previously DFG 753.5a

RECEIPT NUMBER
30-2019 1258

STATE CLEARINGHOUSE NUMBER (if applicable)
N/A

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY: ORANGE COUNTY TRANSPORTATION AUTHORITY
 LEAD AGENCY EMAIL: _____ DATE: 12/24/2019

COUNTY/STATE AGENCY OF FILING: Orange
 DOCUMENT NUMBER: 201985001300

PROJECT TITLE: WARNER AVENUE REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROJECT

PROJECT APPLICANT NAME: OCTA
 PROJECT APPLICANT EMAIL: _____ PHONE NUMBER: (714) 560-5741

PROJECT APPLICANT ADDRESS: 550 S. MAIN ST.
 CITY: ORANGE STATE: CA ZIP CODE: 92868

PROJECT APPLICANT (Check appropriate box)
 Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$3,271.00 \$ 0.00
- Mitigated/Negative Declaration (MND)(ND) \$2,354.75 \$ 0.00
- Certified Regulatory Program document (CRP) \$1,112.00 \$ 0.00
- Exempt from fee
 - Notice of Exemption (attach)
 - CDFW No Effect Determination (attach)
 - Fee previously paid (attach previously issued cash receipt copy)

- Water Right Application or Petition Fee (State Water Resources Control Board only) \$850.00 \$ 0.00
- County documentary handling fee \$ 0.00
- Other \$ _____

PAYMENT METHOD:

Cash Credit Check Other TOTAL RECEIVED \$ 0.00

SIGNATURE: *x/nadia AlObaidi* AGENCY OF FILING PRINTED NAME AND TITLE: NADIA AL OBAIDI, DEPUTY CLERK

Orange County
Clerk-Recorder's Office
Hugh Nguyen

601 N. Ross Street
92701

County

Finalization: 20190000469734
12/24/19 9:57 am
323 ORO2

Item	Title	Count
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EIR: Exempt or Previously Paid Document ID	Amount
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DOC# 201985001300	50.00
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Time Recorded 9:57 am

Total	0.00
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Payment Type	Amount
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NO FEE	50.00
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Amount Due	0.00
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AVIATION PLACE
STOPPING CENTER

WESTMINSTER

MALE SQUARE
REGIONAL PARK

NEIL
FILED

DEC 24 2019

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

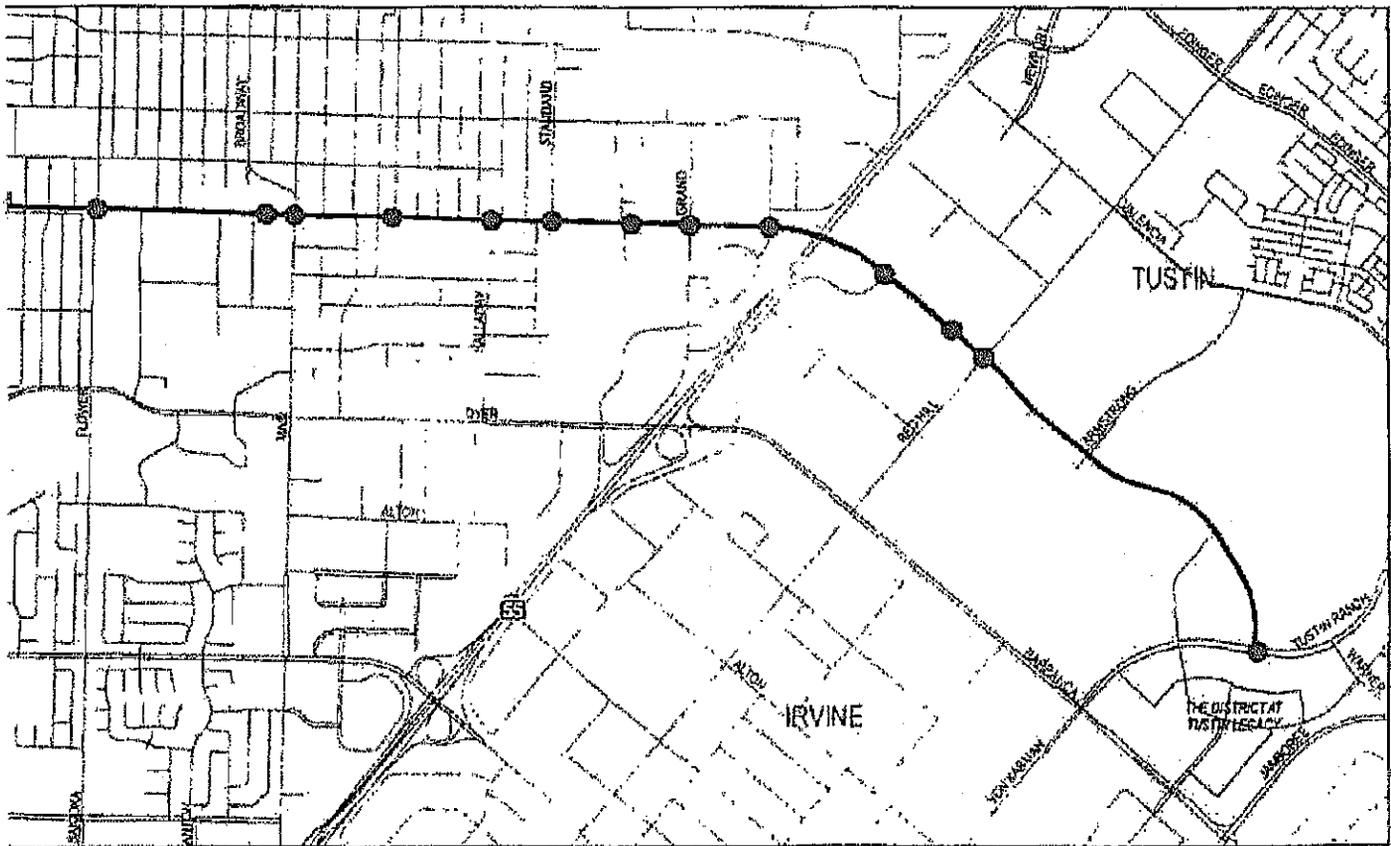
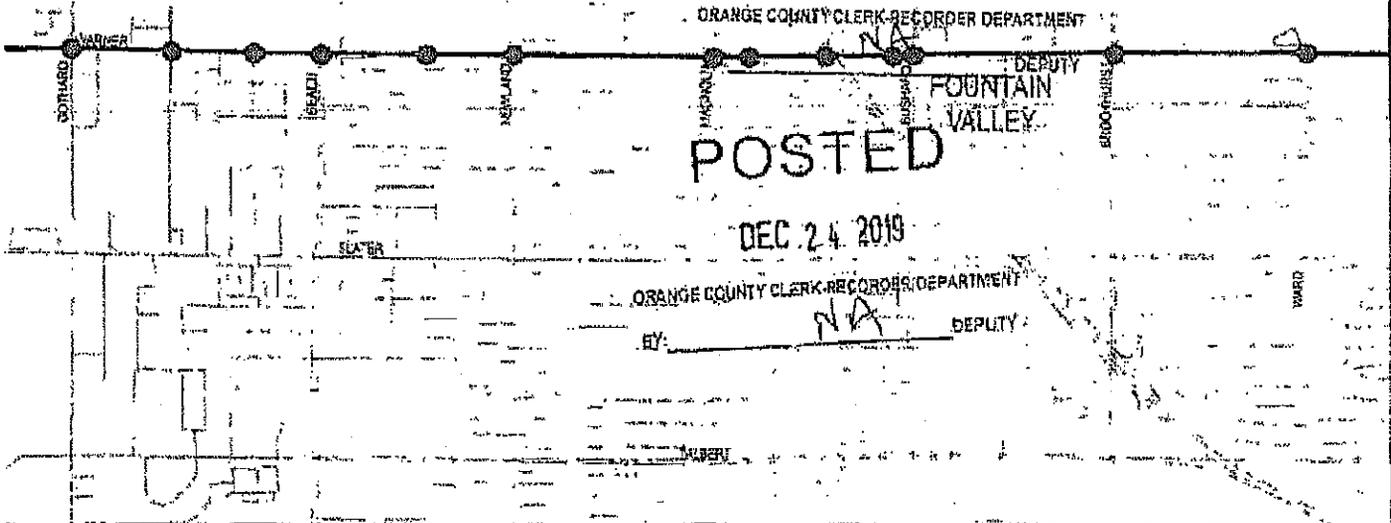
DEPUTY
FOUNTAIN
VALLEY

POSTED

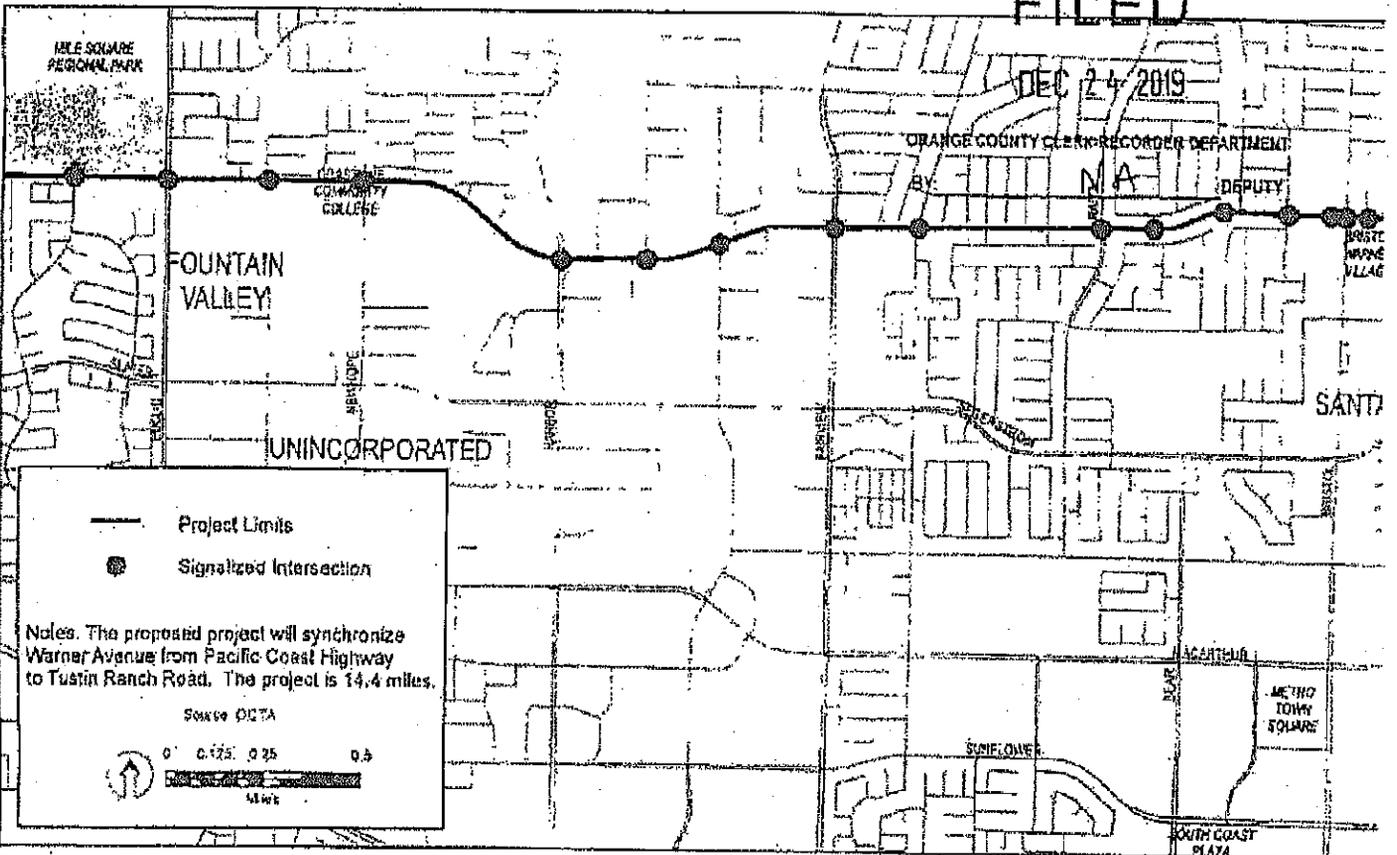
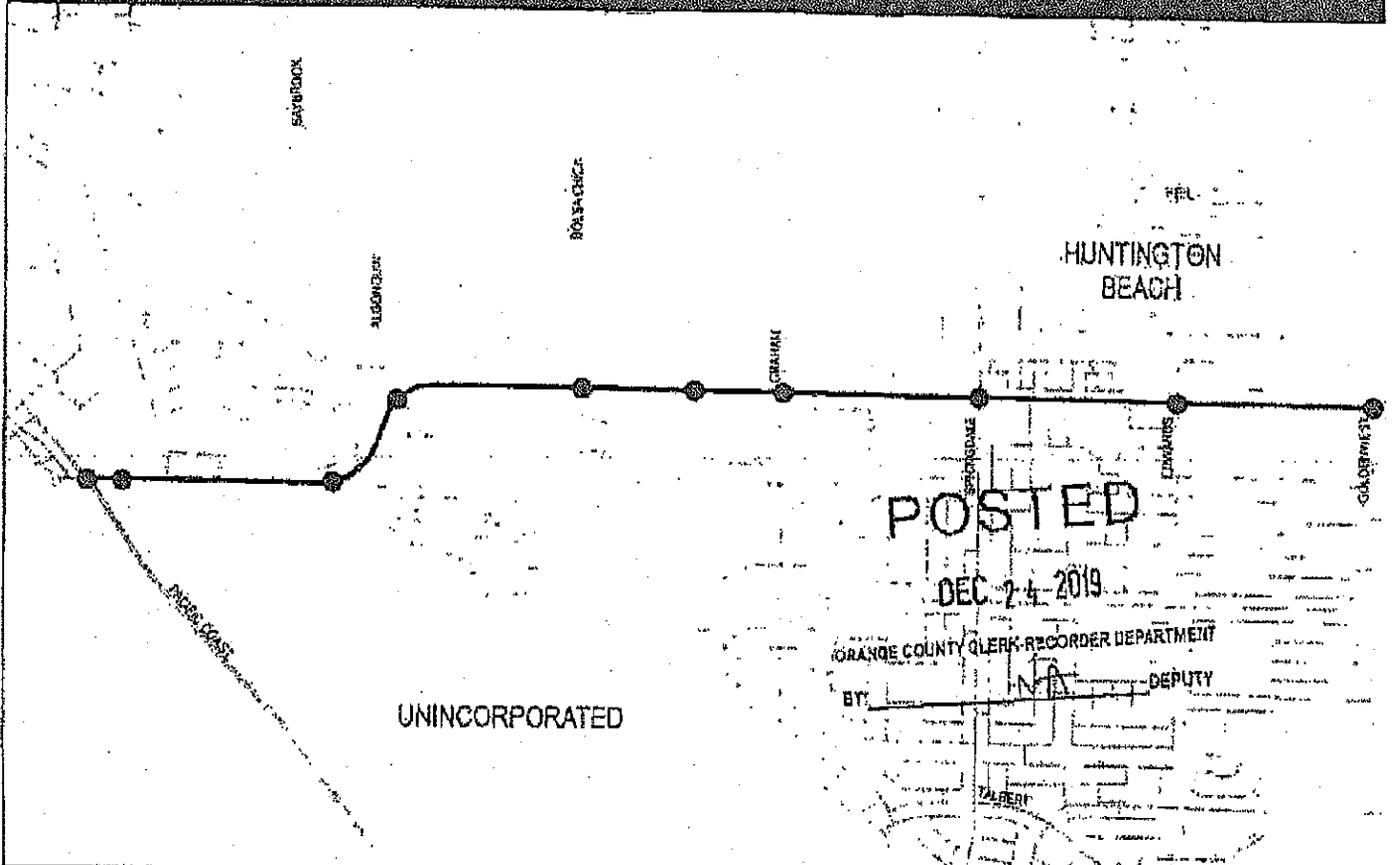
DEC 24 2019

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY: NA DEPUTY



Warner Avenue



— Project Limits
 ● Signalized Intersection

Notes: The proposed project will synchronize Warner Avenue from Pacific Coast Highway to Tustin Ranch Road. The project is 14.4 miles.
 Source: OCTA

0 0.125 0.25 0.5
 Miles

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: Orange
801 N. Ross Street
Santa Ana, CA 92701

From: (Public Agency):
Orange County Transportation Authority
550 S. Main St., Orange, CA 92668
(Address)

Project Title: MacArthur/Talbert Regional Traffic Signal Synchronization Project

Project Applicant: Orange County Transportation Authority (OCTA)

Project Location - Specific: The proposed project would synchronize 26 signals along approximately eight miles of the MacArthur Ave/ Talbert Ave corridor from Shopping Center to SR-55 in Huntington Beach, Fountain Valley, and Santa Ana.

Project Location - City: various Project Location - County: Orange

Description of Nature, Purpose and Beneficiaries of Project: The objective of this project is to perform and implement optimized traffic signal timing and synchronization along the MacArthur/Talbert corridor. Work will consist of performing traffic counts at key intersections, updating field equipment, performing signal timing analysis and installing/updating timing plans.

POSTED

Name of Public Agency Approving Project: OCTA

Name of Person or Agency Carrying Out Project: OCTA

DEC 24 2019

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
Categorical Exemption. State type and section number: Section 15302, Class 2
Statutory Exemptions. State code number:

ORANGE COUNTY CLERK-RECORDER DEPARTMENT
BY: NA DEPUTY

Reasons why project is exempt: This project qualifies for a Class 2 Categorical Exemption since the project will consist of replacement or reconstruction of existing structures where the new structure will be located on the same site as the structure replaced and will have the same purpose and capacity as the structure replaced. See Attachment A for project location.

Lead Agency Contact Person: Kia Mortazavi Area Code/Telephone/Extension: 714-560-5741

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 12-24-19 Title: Exec Dir Planning

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21109, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Recorded in Official Records, Orange County
Hugh Nguyen, Clerk-Recorder

FILED



NO FE

DEC 24 2019

Revised 2011

201985001301 10:12 am 12/24/19
323 OR02 Z01
0.00 50.00 0.00 0.00 0.00 0.00 0.00 0.00

ORANGE COUNTY CLERK-RECORDER DEPARTMENT
BY: NA DEPUTY

30-2019-12-58



State of California • Department of Fish and Wildlife
2019 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (Rev. 01/01/18) Previously DFG 753.5a

Print Start Over Finalize & Email

RECEIPT NUMBER:
 30-2019 1258
 STATE CLEARINGHOUSE NUMBER (if applicable)
 N/A

SEE INSTRUCTIONS ON REVERSE, TYPE OR PRINT CLEARLY.

LEAD AGENCY ORANGE COUNTY TRANSPORTATION AUTHORITY		LEAD AGENCY EMAIL		DATE 12/24/2019	
COUNTY/STATE AGENCY OF FILING Orange				DOCUMENT NUMBER 201985001301	
PROJECT TITLE MACARTHUR/TALBERT REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROJECT					
PROJECT APPLICANT NAME OCTA		PROJECT APPLICANT EMAIL		PHONE NUMBER (714) 560-5741	
PROJECT APPLICANT ADDRESS 550 S. MAIN ST.		CITY ORANGE	STATE CA	ZIP CODE 92868	
PROJECT APPLICANT (Check appropriate box)					
<input checked="" type="checkbox"/> Local Public Agency <input type="checkbox"/> School District <input type="checkbox"/> Other Special District <input type="checkbox"/> State Agency <input type="checkbox"/> Private Entity					

CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$3,273.00 \$ 0.00
- Mitigated/Negative Declaration (MND)(ND) \$2,354.75 \$ 0.00
- Certified Regulatory Program document (CRP) \$1,112.00 \$ 0.00
- Exempt from fee
 - Notice of Exemption (attach)
 - CDFW No Effect Determination (attach)
 - Fee previously paid (attach previously issued cash receipt copy)
- Water Right Application or Partition Fee (State Water Resources Control Board only) \$850.00 \$ 0.00
- County documentary handling fee \$ 0.00
- Other \$

PAYMENT METHOD:

- Cash
 Credit
 Check
 Other
 TOTAL RECEIVED \$ 0.00

SIGNATURE *X / Nadia Al Obaidi* AGENCY OF FILING PRINTED NAME AND TITLE
 NADIA AL OBAIDI, DEPUTY CLERK

Orange County
Clerk-Recorder's Office
Hugh Nguyen

601 N. Ross Street
92701

County

Finalisation: 20190060469763
12/24/19 10:12 am
323 OR02

Item	Title	Count
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DOC# 201985001301		50.00
Time Recorded 10:12 am		

Total 0.00

Payment Type	Amount
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NO FEE	50.00
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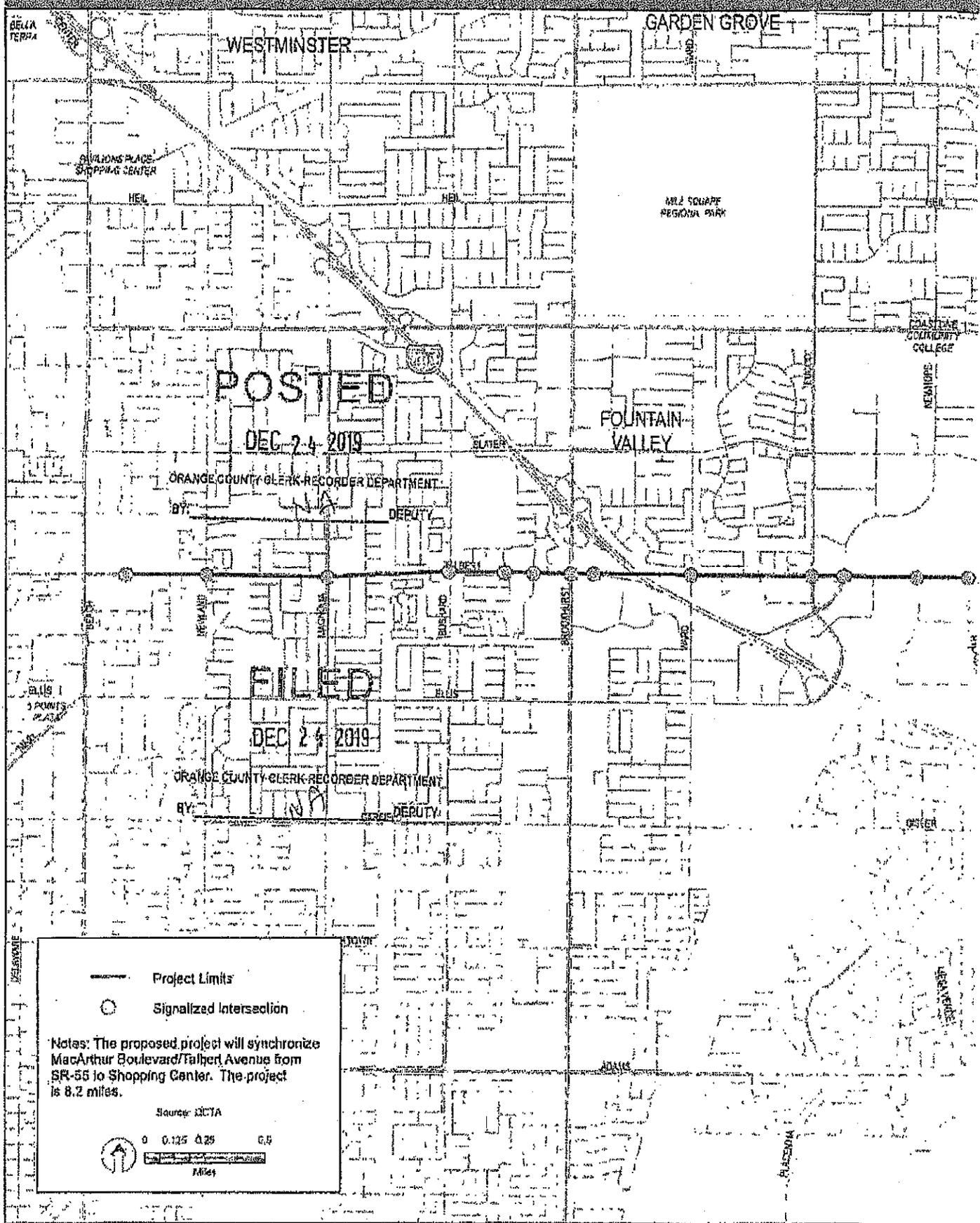
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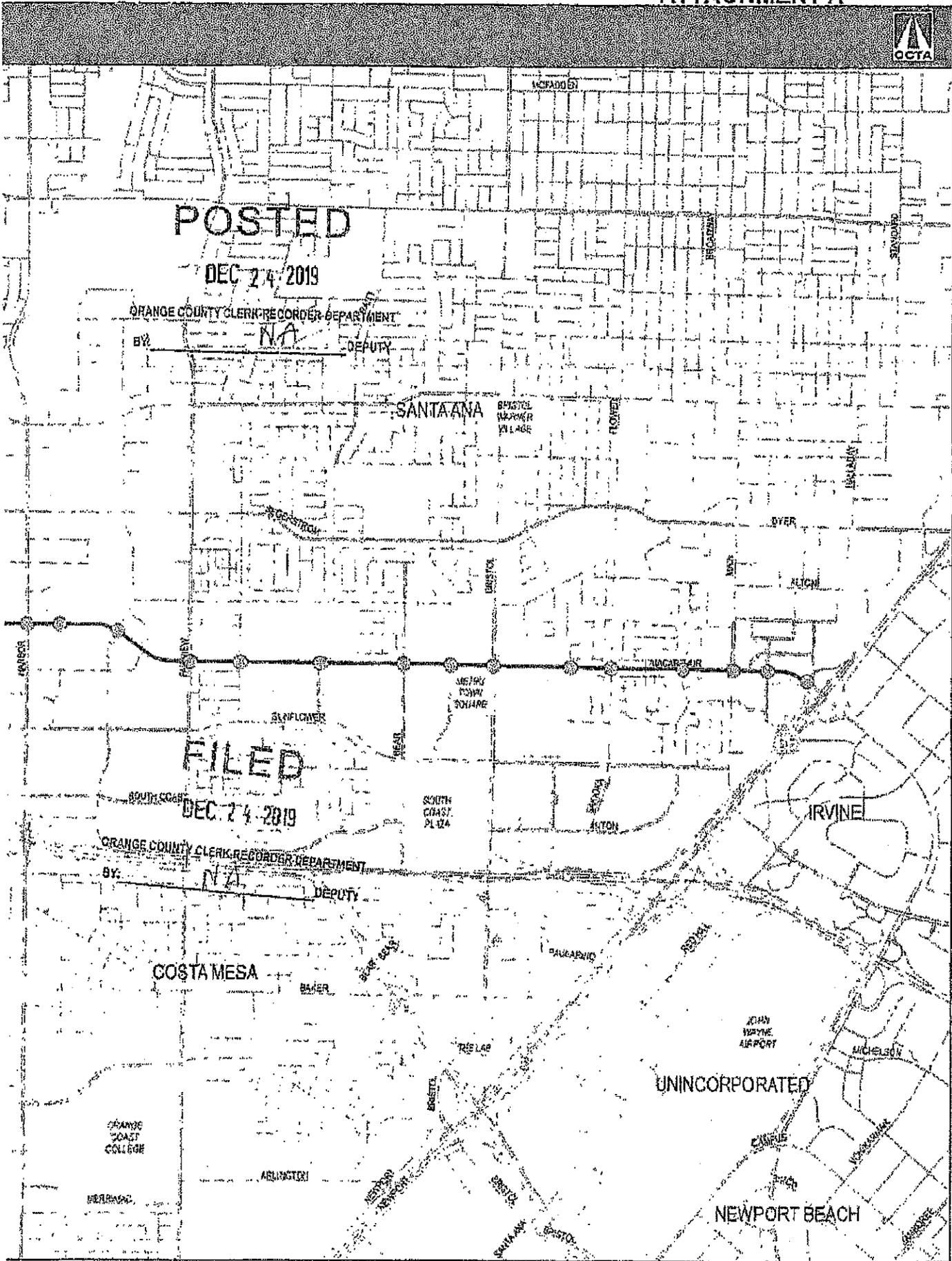
THANK YOU
PLEASE RETAIN THIS RECEIPT
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ORANGE COUNTY CLERK-RECORDER'S OFFICE



Talbert Avenue / MacArthur Boulevard





POSTED

DEC 24 2019

ORANGE COUNTY CLERK/RECORDER DEPARTMENT

BY: NA DEPUTY

SANTA ANA

BPISTOL SQUARE PLAZA

FILED

DEC 24 2019

ORANGE COUNTY CLERK/RECORDER DEPARTMENT

BY: NA DEPUTY

COSTA MESA

IRVINE

UNINCORPORATED

NEWPORT BEACH

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: Orange
601 N. Ross Street
Santa Ana, CA 92701

From: (Public Agency):
Orange County Transportation Authority
550 S. Main St., Orange, CA 92868
(Address)

POSTED

DEC 24 2019

HUGH NGUYEN, CLERK-RECORDER
BY: [Signature] DEPUTY

Project Title: Edinger Avenue Regional Traffic Signal Synchronization Project

Project Applicant: Orange County Transportation Authority (OCTA)

Project Location - Specific:

The proposed project would synchronize 40 signals along the approximately 12-mile Edinger Avenue corridor from Bolsa Chica Street to Auto Mall Drive in the cities of Huntington Beach, Fountain Valley and Westminster.

Project Location - City: various

Project Location - County: Orange

Description of Nature, Purpose and Beneficiaries of Project:

The objective of this project is to perform and implement optimized traffic signal timing and synchronization along the Edinger Avenue corridor. Work will consist of performing traffic counts at key intersections, updating field equipment, performing signal timing analysis and installing/updating timing plans.

Name of Public Agency Approving Project: OCTA

Name of Person or Agency Carrying Out Project: OCTA

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
Categorical Exemption. State type and section number: Section 15302, Class 2
Statutory Exemptions. State code number:

Reasons why project is exempt:

This project qualifies for a Class 2 Categorical Exemption since the project will consist of replacement or reconstruction of existing structures where the new structure will be located on the same site as the structure replaced and will have the same purpose and capacity as the structure replaced.

See Attachment A for project location.

Lead Agency

Contact Person: Kia Mortazavi

Area Code/Telephone/Extension: 714-660-5741

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 12.24.19 Title: Exec. Dir. Planning

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21106, 21162, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Recorded in Official Records, Orange County
Hugh Nguyen, Clerk-Recorder



NO FE

FILED

DEC 24 2019

Revised 2011

201985001299 9:54 am 12/24/19

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0.00 50.00 0.00 0.00 0.00 0.00 0.00 0.00

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY: [Signature] DEPUTY

30-2019-1257



State of California - Department of Fish and Wildlife
2019 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (Rev. 01/01/18) Previously DFG 753.5a

RECEIPT NUMBER: 30-2019 1257
STATE CLEARINGHOUSE NUMBER (if applicable) N/A

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY ORANGE COUNTY TRANSPORTATION AUTHORITY	LEAD AGENCY EMAIL	DATE 12/24/2019
COUNTY/STATE AGENCY OF FILING Orange	DOCUMENT NUMBER 201985001299	

PROJECT TITLE
EDINGER AVENUE REGINAL SYNCHRONIZATION PROJECT

PROJECT APPLICANT NAME OCTA	PROJECT APPLICANT EMAIL	PHONE NUMBER (714) 560-5741
PROJECT APPLICANT ADDRESS 550 S. MAIN ST	CITY ORANGE	STATE CA
		ZIP CODE 92868

PROJECT APPLICANT (Check appropriate box)

Local Public Agency
 School District
 Other Special District
 State Agency
 Private Entity

CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$3,271.00 \$ _____ 0.00
- Mitigated/Negative Declaration (MND)(ND) \$2,354.75 \$ _____ 0.00
- Certified Regulatory Program document (CRP) \$1,112.00 \$ _____ 0.00
- Exempt from fee
 - Notice of Exemption (attach)
 - CDFW No Effect Determination (attach)
- Fee previously paid (attach previously issued cash receipt copy)
- Water Right Application or Petition Fee (State Water Resources Control Board only) \$850.00 \$ _____ 0.00
- County documentary handling fee \$ _____ 0.00
- Other \$ _____

PAYMENT METHOD:

Cash
 Credit
 Check
 Other

TOTAL RECEIVED \$ _____ 0.00

SIGNATURE X	AGENCY OF FILING PRINTED NAME AND TITLE ROBERTO URIOSTEGUI, DEPUTY CLERK
----------------	---

Orange County
Clerk-Recorder's Office
Hugh Nguyen

601 N. Ross Street
92701

County

Finalization: 20190800469718
12/24/19 9:46 am
135 11

Item	Title	Count
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	Time Recorded 9:46 am	

Total 28.00

Payment Type Amount

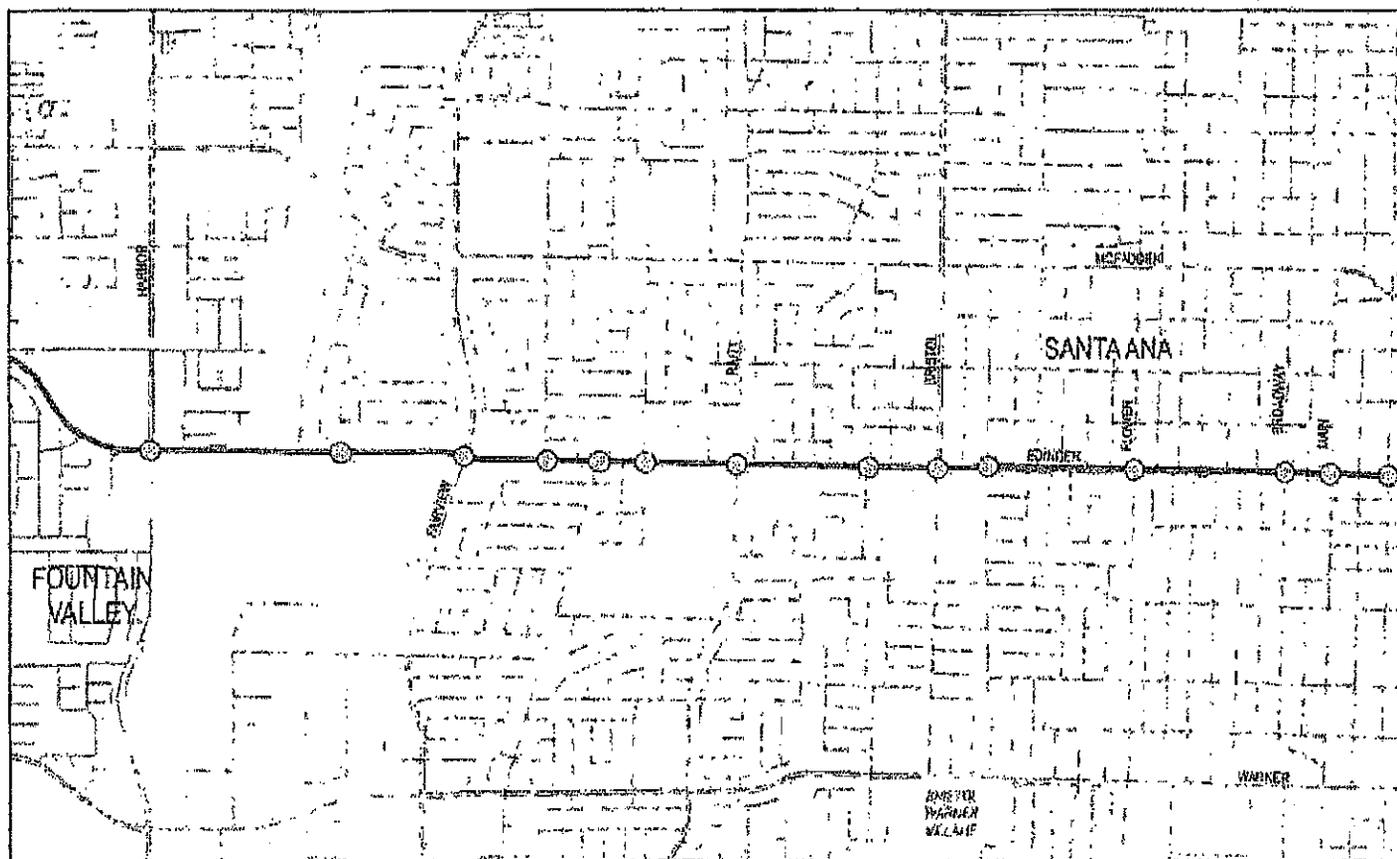
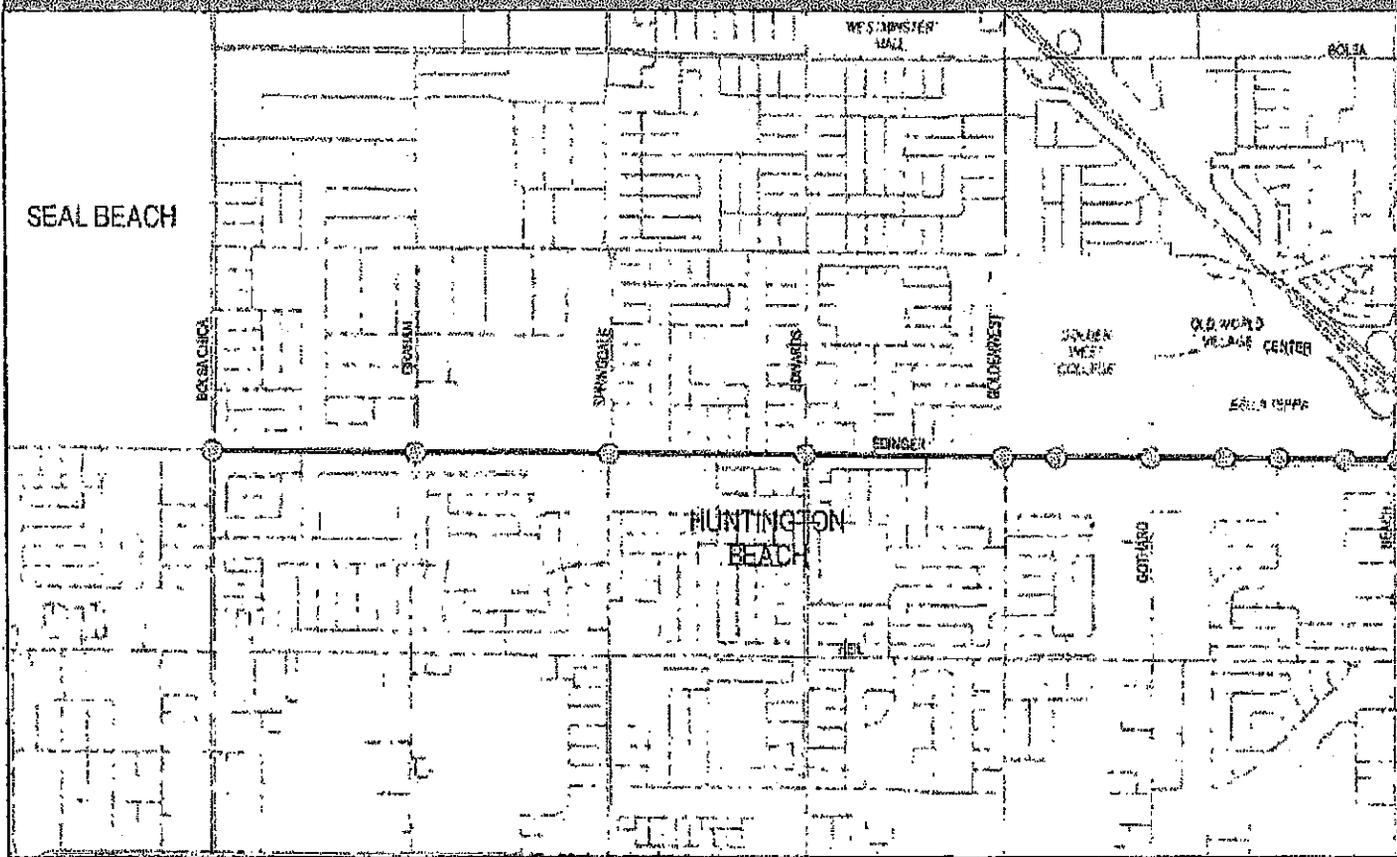
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Amount Due 0.00

THANK YOU
PLEASE RETAIN THIS RECEIPT
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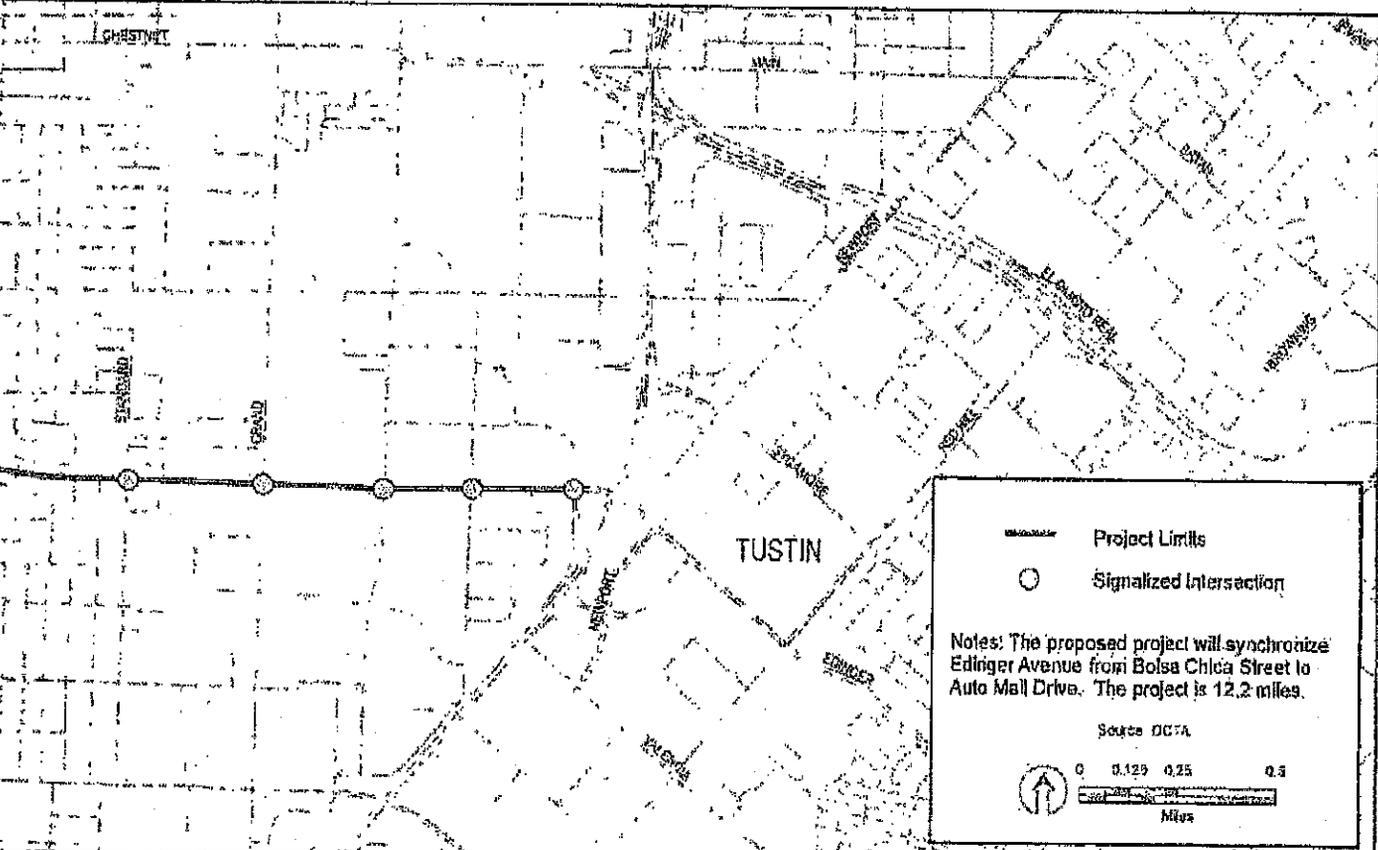
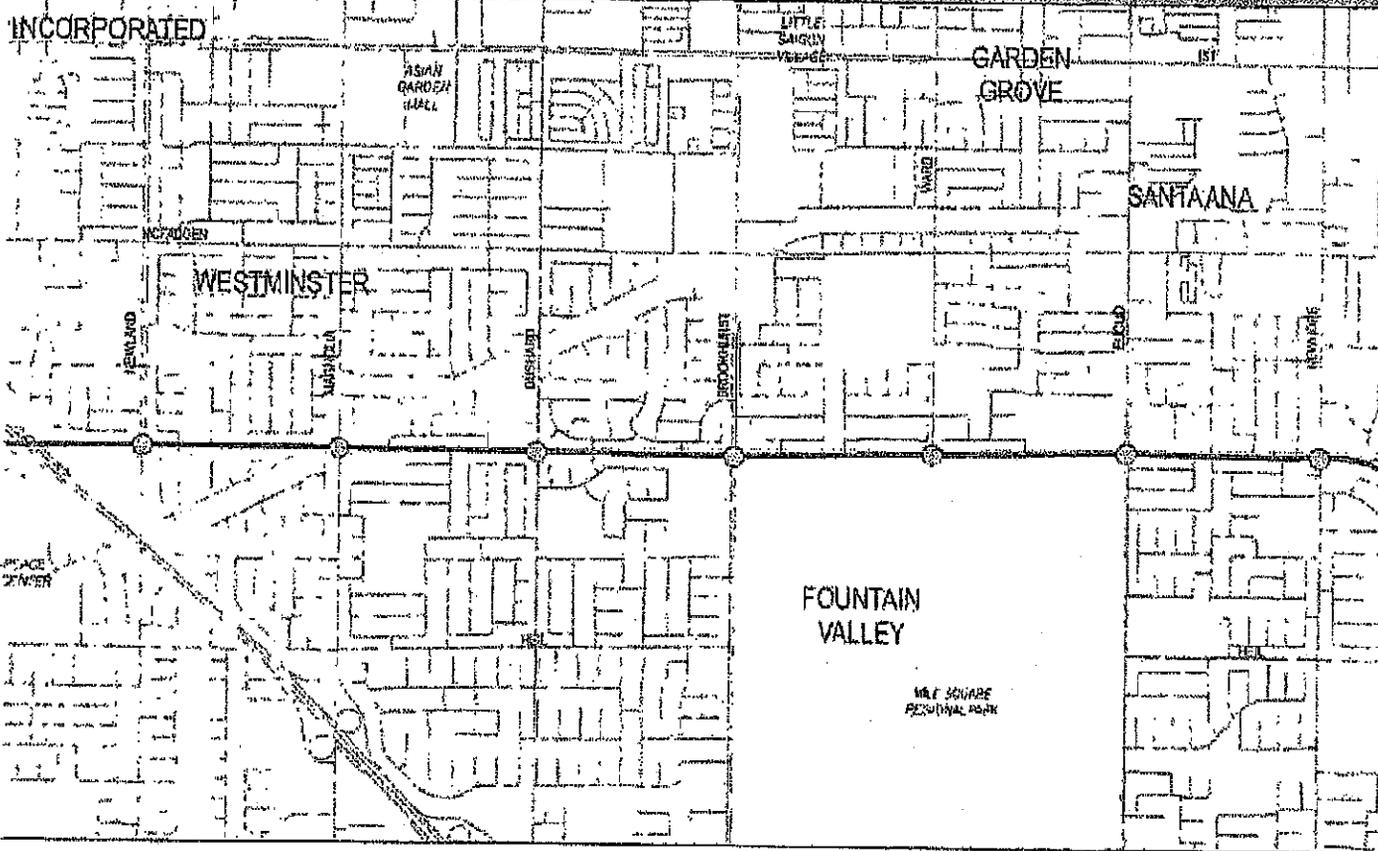
Edinger Avenue



ATTACHMENT A



INCORPORATED



 Project Limits
 Signalized Intersection

Notes: The proposed project will synchronize Edinger Avenue from Bolsa Chica Street to Auto Mall Drive. The project is 12.2 miles.

Source: OCTA

 0 0.125 0.25 0.5
 Miles



BOARD OF DIRECTORS

Steve Johns
Chairman

Anthony De
Vita Chairman

Lisa A. Bartlett
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Director

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CHIEF EXECUTIVE OFFICE

Darrell S. Johnson
Chief Executive Officer

May 18, 2020

Mr. Mitchell Weiss
Executive Director
California Transportation Commission
Mail Station 52, Room 2231
1120 N Street
Sacramento, CA 95814

RE: Orange County Transportation Authority Solutions for Congested Corridor Program Amendment Request

Dear Mr. Weiss:

The Orange County Transportation Authority (OCTA) is respectfully requesting that the California Transportation Commission (CTC) approve a project amendment to replace five projects from OCTA's Orange County Central County Improvement Project (OCCCIP) funded under the SB 1 (Chapter 5, Statutes of 2017) Solutions for Congested Corridors Program (SCCP) and direct the programmed funding to two Orange County projects at the June 24-25, 2020 CTC meeting.

In May 2018, the CTC adopted the SSCP Program of Projects that included \$19.918 million in SSCP funds for OCCCIP including:

- Traffic signal synchronization on MacArthur Blvd/Talbert Avenue, Warner Avenue, and Edinger Avenue (\$12.000 million)
- Purchase five hydrogen-electric buses for Bravol rapid bus service (\$4.331 million)
- Four active transportation projects in the City of Tustin (Tustin) and one in the City of Santa Ana (Santa Ana [\$3.587 million]).

The five active transportation projects include:

- Tustin – Santa Ana – Santa Fe Flood Control Channel Class I Bikeway (\$1.021 million)
- Tustin – Newport Avenue Class II Bikeway (\$0.485 million)
- Tustin – Red Hill Avenue Class II Bikeway (\$0.383 million)
- Tustin – Main Street Bikeway Improvements (\$0.255 million)
- Santa Ana – Warner Avenue Class II Bikeway Project (\$1.443 million)

Mr. Mitchell Weiss
May 18, 2020
Page 2

The City of Tustin has informed OCTA that they will no longer be moving forward with the subject projects at this time due to community concerns and have requested that they be deleted from the SCCP Program of Projects. Santa Ana has requested to reprogram the funds from the Warner Avenue Class II Bikeway to another high-priority active transportation project. Recent roadway improvements made by Tustin in the Warner Avenue project area would need to be removed to increase roadway capacity for the bikeway, resulting in increased costs that make it infeasible for Santa Ana to deliver the project.

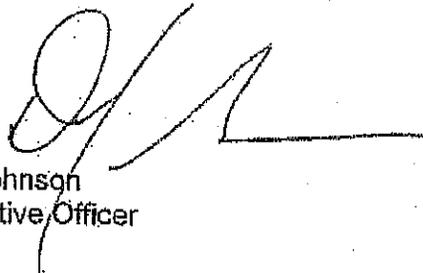
OCTA is proposing two new projects to which the funding can be programmed:

- Santa Clara Bicycle and Pedestrian Improvements (\$3.243 million)
- Routes 53/553 (Bravo/ Main Street) – Bus Stop Improvements (\$0.344 million)

The new projects will enhance the existing investment that CTC is making within the Orange County central corridor. Please find attached supporting documentation related to this request.

If you have any questions or need additional information, please contact Adriann Cardoso, Capital Programming Manager, at (714) 560-5915 or acardoso@octa.net. Thank you for your consideration of OCTA's request.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:da
Attachments

c: Teresa Favila, CTC
Sharon Bertozzi, Caltrans Local Assistance
Tifini Tran, Caltrans Local Assistance
Zednek Kekula, City of Santa Ana

Orange County Central County Corridor Improvement Project

Discrepancies between Baseline Project and Approved Project

Approvals/Awards

In February 2018, the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) submitted the Orange County Central Corridor Improvement Project (OC-CCIP), requesting \$101.98 million in funding. The OC-CCIP is a multi-modal package of projects designed to relieve congestion along the Central Orange County Corridor. The projects include:

- SR-55 high-occupancy vehicle (HOV) lanes between I-405 and I-5 - \$75 million,
- Warner Avenue Signal Synchronization - \$4.092 million
- Edinger Avenue Signal Synchronization - \$4.957 million
- MacArthur Boulevard/Talbert Avenue Signal Synchronization - \$2.951 million
- Bravo! Main Street – Five Zero-Emission Buses - \$4.330 million
- Eleven active transportation projects in the cities of Anaheim, Fullerton, Irvine, Santa Ana, Tustin, and the County of Orange - \$10.590 million.

The California Transportation Commission (CTC) partially funded the project for \$19.917 million, which includes the following projects:

- Bravo! Main Street – Five Zero-Emission Buses - \$4.330 million
- Warner Avenue Signal Synchronization - \$4.092 million
- Edinger Avenue Signal Synchronization - \$4.957 million
- MacArthur Boulevard/Talbert Avenue Signal Synchronization - \$2.951 million
- City of Santa Ana – Warner Class II Bikeway - \$1.443 million
- City of Tustin – Main Street Class II Bikeway - \$225,200
- City of Tustin – Newport Avenue Class II Bikeway - \$484,900
- City of Tustin – Santa Ana-Santa Fe Channel Class I Bikeway - \$1.021 million
- City of Tustin – Red Hill Class II Bikeway - \$382,800

Program Amendments

City of Tustin requested to withdraw the following projects:

- City of Tustin – Main Street Class II Bikeway - \$225,200
- City of Tustin – Newport Avenue Class II Bikeway - \$484,900
- City of Tustin – Santa Ana-Santa Fe Channel Class I Bikeway - \$1.021 million
- City of Tustin – Red Hill Class II Bikeway - \$382,800

City of Santa Ana requested to withdraw the following projects:

- City of Santa Ana – Warner Class II Bikeway - \$1.443 million

In place of the above and consistent with CTC direction, the following projects are requested to be added to the program of projects program a program amendment that has been submitted for consideration at the June 2020 CTC meeting:

- Santa Clara Bicycle and Pedestrian Improvements - \$3.243 million
- Bus Stop Improvements on Routes 53/553 (Bravo! Main Street) - \$0.344 million

The total SCCP program award remains the same.

Technical Changes

Bravo! Main Street – Five Zero-Emission Buses

- Change from hydrogen fuel-cell to battery electric. With the changes in the State mandates, OCTA needs to accelerate testing between zero-emission technologies. There is no impact to benefits as battery-electric buses are still zero-emission.

Project Programming Requests Updates

Warner Avenue Signal Synchronization - \$4.092 million

- Updates to schedule to match allocation, contract award, and actual CEQA filing.
- Updates to the Project Manager/Contacts. Original Project Manager retired.
- Add "Design-Build" in scope. This project was approved as a design build in the application.

Edinger Avenue Signal Synchronization - \$4.957 million.

- Updates to schedule to match allocation, contract award, and actual CEQA filing.
- Updates to the Project Manager/Contacts. Original Project Manager retired.
- Add "Design-Build" in scope. This project was approved as a design build in the application.

MacArthur Boulevard/Talbert Avenue Signal Synchronization - \$2.951 million

- Updates to schedule to match allocation, contract award, and actual CEQA filing.
- Updates to the Project Manager/Contacts. Original Project Manager retired.
- Add "Design-Build" in scope. This project was approved as a design build in the application.

Bravo! Main Street – Five Zero-Emission Buses - \$4.330 million

- Updates to scope from Hydrogen Fuel-Cell to Battery-Electric.
- Updates schedule to advance project.
- No changes to benefits as both fuel types are zero-emission.

Add the following Project Programming Requests

- Santa Clara Bicycle and Pedestrian Improvements - \$3.243 million
- Bus Stop Improvements on Routes 53/553 (Bravo! Main Street) - \$0.344 million

Orange County Central Corridor Improvement Project

Background

- In February 2018, the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) submitted the Orange County Central Corridor Improvement Project (OC-CCIP), requesting \$101.980 million in funding.
- OCTA received a partial award of \$19.918 million for selected components of the submitted project.

Requested Change

- In December 2019, OCTA received a request from the City of Tustin to withdraw their four active transportation projects from the SCCP program.
 - The projects are located close to the Tustin Legacy. The area and roadways have been undergoing development for several years. For example, Edinger Avenue has been consistently under construction, which has caused construction fatigue amongst members of the community.
 - Projects also run through Orange County Flood Control District (OC Flood) right-of-way, where they have yet to study the ultimate capacity of the flood channel to determine future width requirements. Constructing the flood channels to the future width may require the removal of the bikeway.
 - The removal of the four Tustin projects leaves \$2.144 million available which, if approved by CTC, could be used toward alternative projects with similar benefits.
- The City of Santa Ana is requesting to reprogram the SCCP funds that were awarded to the Warner Avenue Class II Bikeway to another high priority active transportation project along Santa Clara Avenue.
 - The City of Tustin recently constructed improvements in the Warner Avenue project area that will need to be removed to increase roadway capacity for the bikeway. The City of Santa Ana is unable to support the required cost increase therefore, it cannot deliver the Warner Avenue Project.
 - The removal of this Santa Ana project leaves \$1.443 million available, which if approved by the CTC, could be used toward alternative projects with similar benefits.
- OCTA is requesting CTC approval to replace the four City of Tustin and the City of Santa Ana's Warner Avenue project with the City of Santa Ana's Santa Clara Bicycle and Pedestrian Improvement Project and the OCTA led Route 53/553 (Bravo! Main Street) Bus Stop Improvements to the Orange County Central Corridor Improvement Project.
 - OCTA is requesting that the CTC allow the City of Santa Ana to use \$3.243 million in SCCP funds in FY2020-21 to the Santa Clara Bicycle and Pedestrian Improvement Project on East Santa Clara Avenue between Lincoln Avenue and Pasadena Street (approximately 1.3 miles) in the City of Santa Ana. The project will construct a new sidewalk, a new intersection pedestrian crossing (at Wright Street) and a bikeway facility. The total construction cost for the project is approximately \$3.669 million.

ATTACHMENT A

Orange County Central Corridor Improvement Project

- o OCTA is requesting that the CTC allow OCTA to use \$0.344 million in SCCP funds in FY2020-21 for the Route 53/553 (Bravo! Main Street) – Bus Stop Improvements project. This project will support passenger amenities such as bus shelters, real-time arrival electronic displays, and signage. The total project cost is \$0.344 million.

The following table shows the submitted application, the grant award and the requested amendment:

Orange County 2018 SCCP Project Components - (\$000's)				
Implementing Agency	Project Title	Submitted Application	Grant Award	Grant Amendment
Caltrans	State Route 55 (Interstate 405 to Interstate 5) High Occupancy Vehicle Lanes	\$70,000	-	-
OCTA	Warner Avenue Signal Synchronization	\$4,092	\$4,092	\$4,092
OCTA	Edinger Avenue Signal Synchronization	\$4,957	\$4,957	\$4,957
OCTA	MacArthur Boulevard/Talbert Avenue signal synchronization	\$2,951	\$2,951	\$2,951
City of Santa Ana	Warner Avenue Class II Bikeway	\$1,443	\$1,443	-
	Main Street Class II Bikeway	\$1,094	-	-
	Chestnut Avenue Class II Bikeway	\$711	-	-
	Fairhaven Avenue Class IV Bikeway	\$1,011	-	-
	Santa Clara Avenue Bicycle and Pedestrian Improvements	-	-	\$3,243
City of Tustin	Main Street Class II Bikeway	\$255	\$255	-
	Newport Avenue Class II Bikeway	\$485	\$485	-
	Santa Ana-Santa Fe Channel Class I Bikeway	\$1,021	\$1,021	-
	Red Hill Avenue Class II Bikeway	\$383	\$383	-
Orange County Public Works	OC Loop Segment D	\$6,428	-	-
City of Fullerton	Nutwood Avenue Undercrossing	\$1,940	-	-
City of Anaheim	Bluegum Street and Miraloma Avenue Sidewalks	\$880	-	-
OCTA	Bravo! Main Street, Five zero-emission buses	\$4,331	\$4,331	\$4,331
OCTA	Bravo! Main Street, Bus Stop Amenities	-	-	\$344
TOTAL		\$101,980	\$19,918	\$19,918

Orange County Central Corridor Improvement Project

Justification

- The amendment will provide the same overall benefits in most categories consistent with the originally awarded project components.
- As noted in the application, each of the remaining project components have independent utility, and individually provide improvements to the corridor.
 - The traffic signal synchronization projects provide an east-west connection along the corridor area, providing service from dense housing areas to dense job locations along the corridor.
 - The Bravo! Main Street rapid bus services on Main Street between South Coast Metro and the Anaheim Regional Transportation Intermodal Center runs parallel with the whole Central Orange County Corridor. The segment includes transit connections to and from job centers, disadvantaged and low-income communities, and ARTIC; providing further connections throughout Orange, Los Angeles, Riverside, San Bernardino, Ventura, and San Diego.
 - The bus stop improvements in the Route 53/533 (Bravo! Main Street) corridor will enhance bus ridership in the Main Street corridor.
 - The City of Santa Ana led active transportation project will provide a first-last mile connection in the surrounding areas.
- None of the remaining components will be hindered from moving forward as a result of this requested change. Most of the components are ready-to-list and awaiting approval of the baseline agreement to move forward.

Santa Clara Bicycle and Pedestrian Improvements

- This segment of approximately 1.3 miles provides improved access to John Muir Fundamental Elementary School via Portola Park.
- Currently, a portion of the segment has no sidewalk or bikeway, which requires users to walk and bike either along an uneven, narrow, dirt path, or on the street on which parking lanes may limit visibility and may increase risk of driveway related collisions.
- Additionally, there are no existing pedestrian crossings on the segment between Grand Avenue and Tustin Avenue, which may encourage unsafe practices such as jaywalking.
- The City has previously conducted walk audits specifically directed to students and families with concerns about barriers that prevent safely walking and biking to school. Identified concerns were directly related to the project: lack of sidewalks, no delineated spaces for cyclists, which forces them onto the road with vehicular traffic, and inconvenient proximity to the nearest suitable crossing point.
- The project will encourage more walking and cycling by the community and school children by providing safer and currently non-existent facilities along a route that will allow access to the local school, park, and their homes in place of short distance vehicle trips as a result of no vehicular access through East Santa Clara Avenue from some adjacent communities.
- The improvements will also serve the senior population and those with specialized mobility needs.

Orange County Central Corridor Improvement Project

- Eliminating these short vehicular trips by shifting mode selection to cyclist or pedestrian trips also provides environmental benefits by reducing the emissions that would have been associated with the vehicular trips.
- The project improvements are a mile or less from two major arterials Grand Avenue and Tustin Avenue which are primarily commercial use.
- The project will provide safer bicycle and pedestrian facilities that connect to existing OC Bus transit service, on both Grand Avenue and Tustin Avenue where they intersect with East Santa Clara Avenue, serving the transit dependent population.
- The new bike lane facilities will connect to the existing Class I bike lanes along Grand Avenue on the west end of the project limits and to the Class II bike lanes along East Santa Clara Avenue on the east end starting on Pasadena Street. This connection is essential because it includes an existing overpass of the State Route 55 Freeway, reducing the high-speed and low-visibility risks associated with bicyclists and pedestrians crossing freeway on-ramps and off-ramps.

Bravo! Main Street Bus Stop Amenities

- The enhanced passenger amenities would provide further comfort in the space where there is a high transit dependency



Shelters



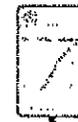
Seating



Waste Bins



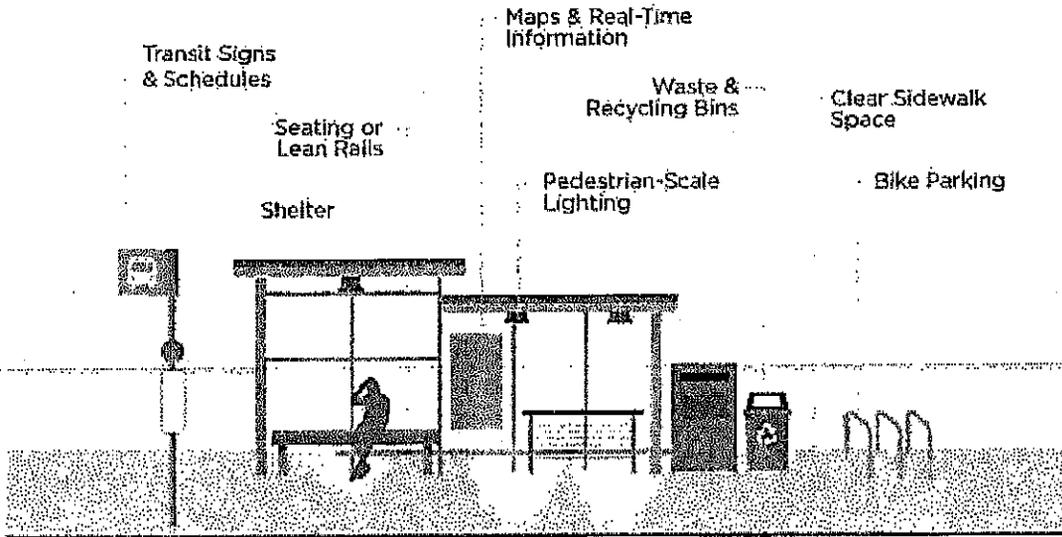
Real-Time
Information



Maps and
Schedules

- The OC Bus line where these improvements would be implemented is part of the approved SCCP Bravo! Main Street project.
- Passenger amenities were identified as near-term implementation strategies as part of Orange County's Transit Plan OC Transit Vision.

Orange County Central Corridor Improvement Project



ATTACHMENT A

Orange County Central Corridor Improvement Project

Benefits

The benefits of the awarded SCCP-supported project components are shown in the following tables as well as the revised benefits from removing the Tustin projects and adding the Santa Clara Bicycle and Pedestrian Improvement Project and the Route 53/553 Bus Stop Improvement Project.

BCA Results from the Cal B/C Model 6.2	Signal Synch	Bravo I Main Street	Warner Avenue Class II Removed	Tustin Projects Removed	TOTAL Awarded Original	Route 53/553 Bus Stops NEW	Santa Clara NEW	TOTAL Revised
Life-Cycle Costs (mil. \$)	\$15.8	\$10.2	\$1.5	2.6	\$30.1	\$0.3	\$3.9	\$30.2
Life-Cycle Benefits (mil. \$)	\$241.7	\$64.1	\$1.8	12.1	\$319.7	\$0.4	\$3.8	\$310.0
Net Present Value (mil. \$)	\$225.9	\$53.9	\$0.3	\$9.5	\$289.6	\$-	\$(-.01)	\$279.8
Benefit/cost ratio:	15.3	6.3	1.2	2.2 to 9.5	10.6	1.1	1.0	10.3
Travel Time Savings	\$ 211.9	\$52.4	N/A	N/A	\$264.3	-	N/A	\$264.3
Vehicle Operating Cost Savings	\$24.3	\$13.2	N/A	N/A	\$37.5	0.3	N/A	\$37.8
Accident Cost Savings	\$-	\$(-2.2)	N/A	N/A	\$(-2.2)	0.1	N/A	\$(-2.1)
Emission Cost Savings	\$5.5	\$0.7	N/A	N/A	\$6.2	\$-	N/A	\$6.2
Journey Quality	N/A	N/A	\$ 0.5	\$4.1	\$4.7	N/A	\$0.4	\$0.4
Additional Delay Savings	N/A	N/A	\$ -	\$-	\$-	N/A	\$-	\$-
Additional Safety Benefits	N/A	N/A	\$-	\$0.2	\$0.2	N/A	\$0.9	\$0.9
Health Benefits	N/A	N/A	\$1.2	\$7.7	\$8.9	N/A	\$2.5	\$2.5
TOTAL BENEFITS (mil. \$)	\$241.7	\$64.1	\$1.8	\$12.0	\$319.6	\$0.4	\$3.8	\$310.0
Person-Hours of Time Saved	22.5mill	5.7mill	N/A	N/A	28.2mill	-	N/A	28.2mill

ATTACHMENT A

Orange County Central Corridor Improvement Project

over 20 Years								
Average Annual Person-Hours of Time Saved	1.1mill	0.3mill	N/A	N/A	1.4mill	-	N/A	1.4mill

- By removing the Tustin and Warner Avenue projects and adding the Santa Clara Bicycle and Pedestrian Improvement Project and Route 53/553 Bus Stop Improvements project, the benefit cost ratio is slightly decreased from 10.6 to 10.3, a change of 3.4%.
- Similarly, the total itemized benefits over 20 years are reduced from \$319.6 million to \$310.0 million, a reduction of only 3.0%.

Emissions Reduction		CO	CO₂	NO_x	PM₁₀	PM_{2.5}	SO_x	VOC
Total over 20 years (tons)	Signal Synchronization (Three corridors)	259	129,253	13.16	1.06	1.06	1.16	22.73
	Bravo! Main Street	54	14,641	4.55	0.08	0.07	0.14	2.07
	Warner Avenue Class II	0	93	0	0	0	0	0
	Tustin Projects	1	532	0.1	0	0	0	0.06
	TOTAL Reduction - Awarded	314	144,519	17.75	1.14	1.13	1.30	24.86
	Santa Clara	0.2	77.2	0.01	0	0	0	0.01
	Bus Stop Improvements	1	262	0	0	0	0	0
	TOTAL Reduction - Revised	314.2	144,233	17.72	1.14	1.13	1.30	24.81
	Change	0.2	(286.8)	(0.09)	0	0	0	(0.05)
% Change	(0.06)	(0.2)	(0.5)	0	0	0	(0.2)	

The change in emissions reduction by removing the Tustin and Warner Avenue projects and adding the Santa Clara and bus stops projects varies from 0 to 0.5%, which is not a significant difference.

Directors Signature Request

SB-1 Project Baseline Agreement:

The Commission adopted the original SB-1 Accountability and Transparency Guidelines on March 21, 2018, and a revised version on May 16, 2018. The Guidelines require the development of project baseline agreements for Commission adopted SB-1 programs, subject to certain cost thresholds and conditions. The baseline agreement is to be signed by the Project Applicant, Implementing Agency, Caltrans District Director, Caltrans Director of Transportation, and the Executive Director of the California Transportation Commission. It is anticipated that the Commission will approve the baseline agreement at their meeting scheduled for: [Click or tap to enter a date.](#)

Attached baseline agreement is for Project:

Click here to enter text.

Project is funded from the following SB-1 Program(s):

- SHOPP TCEP SCCP LPP ATP

- Baseline Agreement Review & Approval:** Signature confirms package from Project Applicant is complete and consistent with Approved Project Application, adopted Commission Program(s), and Project Report and Environmental Document, as applicable. Conflicts between Approved Project Application adopted Program and Project Report/Environmental Document must be addressed in writing by the Project Applicant and Approved by the Commission before circulating the Baseline Agreement for Director's Signature. Multi-jurisdictional projects must be approved by respective Division Chief(s).

Lead HQ Division: Project Management Rail & Mass Transportation Local Assistance

Reviewer's Name: [Click here to enter text.](#)

Jeff Wiley
Project Management

Acting Division Chief Signature: _____ Date: _____

Kyle Gradinger
Rail & Mass Transportation

Division Chief Signature: _____ Date: _____

Dee Lam
Local Assistance


Acting Division Chief Signature: _____ Date: 5/29/2020

- Concurrence by:** Signature acknowledges Program responsibilities with regards to Project and that appropriate staff have been assigned to support the delivery of the project.

On-System Projects

Mike Keever Date
Project Delivery

Off-System Projects



Jeanie Ward-Waller Date: 6/5/20
Planning & Modal Programs

- Concurrence by:** Programming and Chief Financial Officer Concurrence (All Projects):



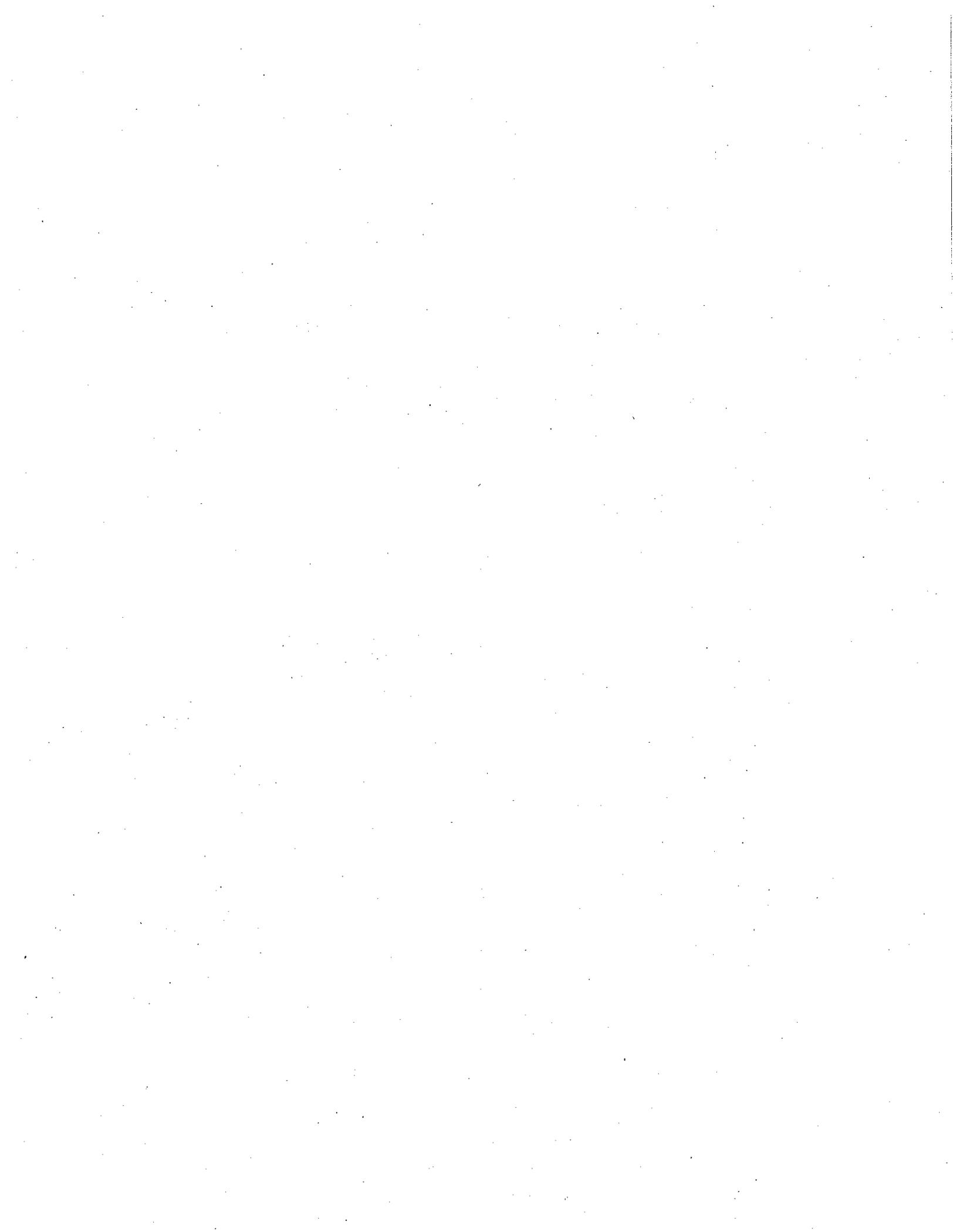
Bruce de Terra Date: 6-8-20
Transportation Programming



Steven Keck Date: 6/8/2020
Chief Financial Officer

Next Steps:

- To SB-1 Office for Director's Signature
- SB-1 Office to return Commission signed copy of Baseline Agreement to Lead HQ Division
- SB-1 Office to return Commission Signed copy of Baseline Agreement to Transportation Programming for all Projects, except ATP





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Darrell E. Johnson
Chief Executive Officer

May 18, 2020

Mr. Mitchell Weiss
Executive Director
California Transportation Commission
Mail Station 52, Room 2231
1120 N Street
Sacramento, CA 95814

RE: Orange County Transportation Authority Solutions for Congested Corridor Program Amendment Request

Dear Mr. Weiss:

The Orange County Transportation Authority (OCTA) is respectfully requesting that the California Transportation Commission (CTC) approve a project amendment to replace five projects from OCTA's Orange County Central County Improvement Project (OCCCIP) funded under the SB 1 (Chapter 5, Statutes of 2017) Solutions for Congested Corridors Program (SCCP) and direct the programmed funding to two Orange County projects at the June 24-25, 2020 CTC meeting.

In May 2018, the CTC adopted the SCCP Program of Projects that included \$19.918 million in SCCP funds for OCCCIP including:

- Traffic signal synchronization on MacArthur Blvd/Talbert Avenue, Warner Avenue, and Edinger Avenue (\$12.000 million)
- Purchase five hydrogen-electric buses for Bravo! rapid bus service (\$4.331 million)
- Four active transportation projects in the City of Tustin (Tustin) and one in the City of Santa Ana (Santa Ana [\$3.587 million])

The five active transportation projects include:

- Tustin – Santa Ana – Santa Fe Flood Control Channel Class I Bikeway (\$1.021 million)
- Tustin – Newport Avenue Class II Bikeway (\$0.485 million)
- Tustin – Red Hill Avenue Class II Bikeway (\$0.383 million)
- Tustin – Main Street Bikeway Improvements (\$0.255 million)
- Santa Ana – Warner Avenue Class II Bikeway Project (\$1.443 million)

Orange County Transportation Authority

550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

Mr. Mitchell Weiss
May 18, 2020
Page 2

The City of Tustin has informed OCTA that they will no longer be moving forward with the subject projects at this time due to community concerns and have requested that they be deleted from the SCCP Program of Projects. Santa Ana has requested to reprogram the funds from the Warner Avenue Class II Bikeway to another high-priority active transportation project. Recent roadway improvements made by Tustin in the Warner Avenue project area would need to be removed to increase roadway capacity for the bikeway, resulting in increased costs that make it infeasible for Santa Ana to deliver the project.

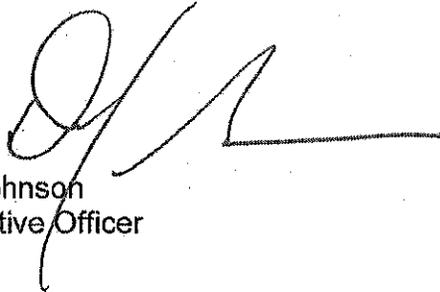
OCTA is proposing two new projects to which the funding can be programmed:

- Santa Clara Bicycle and Pedestrian Improvements (\$3.243 million)
- Routes 53/553 (Bravo! Main Street) – Bus Stop Improvements (\$0.344 million)

The new projects will enhance the existing investment that CTC is making within the Orange County central corridor. Please find attached supporting documentation related to this request.

If you have any questions or need additional information, please contact Adriann Cardoso, Capital Programming Manager, at (714) 560-5915 or acardoso@octa.net. Thank you for your consideration of OCTA's request.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DEJ:da
Attachments

c: Teresa Favila, CTC
Sharon Bertozzi, Caltrans Local Assistance
Tifini Tran, Caltrans Local Assistance
Zednek Kekula, City of Santa Ana

Orange County Central County Corridor Improvement Project

Discrepancies between Baseline Project and Approved Project

Approvals/Awards

In February 2018, the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) submitted the Orange County Central Corridor Improvement Project (OC-CCIP), requesting \$101.98 million in funding. The OC-CCIP is a multi-modal package of projects designed to relieve congestion along the Central Orange County Corridor. The projects include:

- SR-55 high-occupancy vehicle (HOV) lanes between I-405 and I-5 - \$75 million,
- Warner Avenue Signal Synchronization - \$4.092 million
- Edinger Avenue Signal Synchronization - \$4.957 million
- MacArthur Boulevard/Talbert Avenue Signal Synchronization - \$2.951 million
- Bravo! Main Street – Five Zero-Emission Buses - \$4.330 million
- Eleven active transportation projects in the cities of Anaheim, Fullerton, Irvine, Santa Ana, Tustin, and the County of Orange - \$10.590 million.

The California Transportation Commission (CTC) *partially* funded the project for \$19.917 million, which includes the following projects:

- Bravo! Main Street – Five Zero-Emission Buses - \$4.330 million
- Warner Avenue Signal Synchronization - \$4.092 million
- Edinger Avenue Signal Synchronization - \$4.957 million
- MacArthur Boulevard/Talbert Avenue Signal Synchronization - \$2.951 million
- City of Santa Ana – Warner Class II Bikeway - \$1.443 million
- City of Tustin – Main Street Class II Bikeway - \$225,200
- City of Tustin – Newport Avenue Class II Bikeway - \$484,900
- City of Tustin – Santa Ana-Santa Fe Channel Class I Bikeway - \$1.021 million
- City of Tustin – Red Hill Class II Bikeway - \$382,800

Program Amendments

City of Tustin requested to withdraw the following projects:

- City of Tustin – Main Street Class II Bikeway - \$225,200
- City of Tustin – Newport Avenue Class II Bikeway - \$484,900
- City of Tustin – Santa Ana-Santa Fe Channel Class I Bikeway - \$1.021 million
- City of Tustin – Red Hill Class II Bikeway - \$382,800

City of Santa Ana requested to withdraw the following projects:

- City of Santa Ana – Warner Class II Bikeway - \$1.443 million

In place of the above and consistent with CTC direction, the following projects are requested to be added to the program of projects program a program amendment that has been submitted for consideration at the June 2020 CTC meeting:

- Santa Clara Bicycle and Pedestrian Improvements - \$3.243 million
- Bus Stop Improvements on Routes 53/553 (Bravo! Main Street) - \$0.344 million

The total SCCP program award remains the same.

Technical Changes

Bravo! Main Street – Five Zero-Emission Buses

- Change from hydrogen fuel-cell to battery electric. With the changes in the State mandates, OCTA needs to accelerate testing between zero-emission technologies. There is no impact to benefits as battery-electric buses are still zero-emission.

Project Programming Requests Updates

Warner Avenue Signal Synchronization - \$4.092 million

- Updates to schedule to match allocation, contract award, and actual CEQA filing.
- Updates to the Project Manager/Contacts. Original Project Manager retired.
- Add "Design-Build" in scope. This project was approved as a design build in the application.

Edinger Avenue Signal Synchronization - \$4.957 million.

- Updates to schedule to match allocation, contract award, and actual CEQA filing.
- Updates to the Project Manager/Contacts. Original Project Manager retired.
- Add "Design-Build" in scope. This project was approved as a design build in the application.

MacArthur Boulevard/Talbert Avenue Signal Synchronization - \$2.951 million

- Updates to schedule to match allocation, contract award, and actual CEQA filing.
- Updates to the Project Manager/Contacts. Original Project Manager retired.
- Add "Design-Build" in scope. This project was approved as a design build in the application.

Bravo! Main Street – Five Zero-Emission Buses - \$4.330 million

- Updates to scope from Hydrogen Fuel-Cell to Battery-Electric.
- Updates schedule to advance project.
- No changes to benefits as both fuel types are zero-emission.

Add the following Project Programming Requests

- Santa Clara Bicycle and Pedestrian Improvements - \$3.243 million
- Bus Stop Improvements on Routes 53/553 (Bravo! Main Street) - \$0.344 million

Baier, Juanita F@DOT

From: Bertozzi, Sharon@DOT
Sent: Friday, June 5, 2020 3:14 PM
To: De Terra, Bruce W@DOT
Cc: Baier, Juanita F@DOT; Espinoza, Jaime@DOT
Subject: OCTA Baseline for SCCP projects
Attachments: Baseline Agreement - OCCIP Project Changes.docx; SCCP Amendment Request.pdf

Hi Bruce,

I understand you are reviewing the baseline for the Orange County Central Corridor Improvements project. Just a little history....

- This was originally approved with 9 segments totaling \$19.918M in Cycle 1 SCCP funds
- Of the 9 segments 1 was a Bus Purchase, 3 were Traffic Synchronization projects and 5 were Bikeway (ATP type) projects.
- The 5 Bikeway projects were removed
- 1 new Bikeway project was added
- 1 new Bus Stop Improvement project was added
- Now they have 6 segments still totaling \$19.918M in SCCP funds
- OCTA worked with the Department and CTC on this change

I have attached 2 documents to this email that are from OCTA discussing the project. Both are a part of the Baseline Agreement (at the end).

Please let me know if you have further questions.

Thank you!
Sharon

916-337-7628

