ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Orange County Central Corridor Improvement Project

Resolution _____
(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 *Orange County Central Corridor Improvement Project*, effective on, _____ (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 (OCTA)*, and the Implementing Agency, *OCTA 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 *Orange County Central Corridor Improvement Project*, 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-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 and City of Santa Ana agrees to secure funds for any additional costs of the project.

4.6 The OCTA and 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 and 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 — Date 6/1/2020

Chief Executive Officer

Project Applicant

Darrell E. Johnson — Date 6/1/2020

Chief Executive Officer

Implementing Agency

Ryan Chamberlain — Date 6/2/2020

District Director

California Department of Transportation

Toks Omishakin — Date 6.9.20

Director

California Department of Transportation

Mitch Weiss — Date

Executive Director

California Transportation Commission

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

CITY OF SANTA ANA

Kristine Ridge
City Manager

ATTEST

Daisy Gomez
Clerk of the Council

APPROVED AS TO FORM
Sonia R. Carvalho, City Attorney

John M. Funk
Assistant City Attorney

RECOMMENDED FOR APPROVAL

Nabil Saba, P.E.
Acting 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: 5/12/20
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID**
12			2156		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
ORA	Main	N/A	N/A	Orange County Transportation Authority (OCTA)	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Cliff Thorne	(714) 560-5975	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	5

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	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)

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

Implementing Agency:

Proposed Total Project Cost ($1,000s)

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	345	0	0	0	0	345
R/W	0	0	0	0	0	0	0	0
CON	0	0	5,069	0	0	0	0	5,069
TOTAL	0	0	5,414	0	0	0	0	5,414

Notes:

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

Program Code:

Existing Funding ($1,000s)

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		276	0	0	0	276
R/W	0	0	0	0	0	0	0	0
CON	0	0		4,055	0	0	0	4,055
TOTAL	0	0	0	4,331	0	0	0	4,331

Funding Agency:

Proposed Funding ($1,000s)

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)			276					276
R/W								0
CON			4,055					4,055
TOTAL	0	0	4,331	0	0	0	0	4,331

Notes:

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.

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

Fund No. 2: Low Carbon Transit Operations Program (LCTOP)

Program Code

Existing Funding ($1,000s)

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

Funding Agency: OCTA through Caltrans

Proposed Funding ($1,000s)

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)			69					69
R/W								0
CON			1,014					1,014
TOTAL	0	0	1,083	0	0	0	0	1,083

Notes: Approved for 2018-19 LCTOP

Fund No. 3: Congestion Mitigation and Air Quality Improvement Program

Program Code

Existing Funding ($1,000s)

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		69	0	0	0	69
R/W	0	0	0	0	0	0	0	0
CON	0	0		1,014	0	0	0	1,014
TOTAL	0	0	0	1,083	0	0	0	1,083

Funding Agency: OCTA through FHWA/FTA

Proposed Funding ($1,000s)

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								0
TOTAL	0	0	0	0	0	0	0	0

Notes: Funds proposed but not programmed and subsequently replaced by LCTOP

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	0K670	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 Brotcke	Kurt Brotcke	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**	**MPO ID**		**Alt Proj. ID**
12						

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
ORA	Main	N/A	N/A	Orange County Transportation Authority (OCTA)	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Gary Hewitt	(714) 560-5715	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:	68, 69, 74	**Senate:**	34, 37	**Congressional:**	

Project Benefits

- 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**	**Unit**	**Total**
Intercity Rail/Mass Transit	Station improvements	each	23

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
Begin Environmental (PA&ED) Phase		N/A
Circulate Draft Environmental Document — **Document Type** CE		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

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	Main	0	0	0	0

Project Title: Route 53/553 Bus Stop Improvements

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 ($1,000s) — 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	344	0	0	0	344
TOTAL	0	0	0	344	0	0	0	344

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

Existing Funding ($1,000s)

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	Caltrans
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				344				344
TOTAL	0	0	0	344	0	0	0	344

Fund No. 2: — 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	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								0
TOTAL	0	0	0	0	0	0	0	0

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**	**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

Edginer 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

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)

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

Implementing Agency:

Proposed Total Project Cost ($1,000s)

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	6,196	0	0	0	0	6,196
TOTAL	0	0	6,196	0	0	0	0	6,196

Notes:

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

Program Code:

Existing Funding ($1,000s)

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

Funding Agency:

Proposed Funding ($1,000s)

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	4,957	0	0	0	0	4,957

Notes:

Fund No. 2: Local City Match

Program Code:

Existing Funding ($1,000s)

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

Funding Agency:

Proposed Funding ($1,000s)

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	1,239	0	0	0	0	1,239

Notes: 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	Kurt Brotcke	Director, Strategic Planning	1.20.20

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**	**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

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	MacArthur	0	1220000020	2176	0

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

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 ($1,000s)

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	3,689	0	0	0	0	3,689	
TOTAL	0	0	3,689	0	0	0	0	3,689	

Fund No. 1: Solutions for Congested Corridors - Local Share — **Program Code:**

Existing Funding ($1,000s)

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	0	0	0	0	0	0	0	

Proposed Funding ($1,000s)

Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Notes
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	2,951	0	0	0	0	2,951	

Fund No. 2: Local City Match — **Program Code:**

Existing Funding ($1,000s)

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	0	0	0	0	0	0	0	

Proposed Funding ($1,000s)

Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Notes
E&P (PA&ED)								0	Pending approval
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			738					738	
TOTAL	0	0	738	0	0	0	0	738	

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 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	Kurt Brotcke	Director, Strategic Planning	3/12/2020

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**	**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

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 ($1,000s)

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	5,115	0	0	0	0	5,115	
TOTAL	0	0	5,115	0	0	0	0	5,115	

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

Existing Funding ($1,000s)

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	0	0	0	0	0	0	0	

Proposed Funding ($1,000s)

Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Notes
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 ($1,000s)

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	0	0	0	0	0	0	0	

Proposed Funding ($1,000s)

Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Notes
E&P (PA&ED)								0	Pending approval
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 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	Kurt Brotcke	Director, Strategic Planning	4/28/2020

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	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	Implementing Agency
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

•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

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	Santa Clara	0	0	0	0

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

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 ($1,000s)

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	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 — **Program Code:**

Existing Funding ($1,000s)

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	0	0	0	0	0	0	0	

Proposed Funding ($1,000s)

Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Notes
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 — **Program Code:**

Existing Funding ($1,000s)

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	0	0	0	0	0	0	0	

Proposed Funding ($1,000s)

Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Notes
E&P (PA&ED)								0	Pending approval
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	

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 SCCP 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, Delgleize, Do, Hennessey, Hernandez, Moreno, Muller, Mark A. Murphy, Richard Murphy, Pulido, Steel, Wagner, and Winterbottom

NOES: None

ABSENT: None

ATTEST:

Laurena Weinert
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: 1/8/2020
Project Identifier (EA, PPNO, etc): 2156		

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:	lzhao@octa.net	Email Address:	lzhao@octa.net

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected Outcome	Projected 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	1,073,815	2040
	Reduction in Daily Vehicle Hours of Delay	Hours	NA	NA	
	Person-hours of time saved	Hours		282,669	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 Forms

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 Organize 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		4.55	

In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.

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

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 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.

Solutions for Congested Corridors Program
Benefits Forms

Project Information		
Project Title:	Orange County Central Corridor Improvement Project: Route 53/553 Bus Stop 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) 560-5494	Contact Person:	Louis Zhao Phone: (714) 560-5494
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 (bicycle)	Each	-	2,843	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 Forms

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

Orange County Transportation Authority
Route 53/553 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 boarding's 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 CO_2 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, PPNO, etc): 2177, SCCPSB1L-6071(150)		

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:	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	27,589	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	328,188	2040
	Reduction in Daily Vehicle Hours of Delay	Hours	NA	NA	
	Person-hours of time saved	Hours		419,796	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 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	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 Organize 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		6.37	
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
	The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis				
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 providing connectivity options to major transit hubs. The corridor traverses disadvantaged communities and employment dense areas.				

Solutions for Congested Corridors Program
Benefits Forms

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

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:	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	197,654	201,606	2040
	Reduction in Daily Vehicle Hours of Delay	Hours	NA	NA	
	Person-hours of time saved	Hours		272,060	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	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		15.2	
	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				

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 Organize 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		66	
	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.				
	The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis				
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 providing connectivity options to major transit hubs. The corridor traverses disadvantaged communities and employment dense areas.				

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, SCCPLSB1L-6071(148)

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:	lzhao@octa.net	Email Address:	lzhao@octa.net

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected Outcome	Projected 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		433,676	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		16.7	
	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 Forms

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 Organize Compounds (VOC)	Tons per year		8.2	
	Reduction in Sulphur 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.				
	The California Life-Cycle Benefit/Cost Analysis version 6.2 model (CAL-B/C) was used to conduct the analysis				
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 providing connectivity options to major transit hubs. The corridor traverses disadvantaged communities and employment dense areas.				

Solutions for Congested Corridors Program
Benefits Forms

Project Information		
Project Title:	Orange County Central Corridor Improvement Project: Santa Clara Bicyle and Pedestrian Improvements	Date: 6/8/2020
Project Identifier (EA, PPNO, etc):		

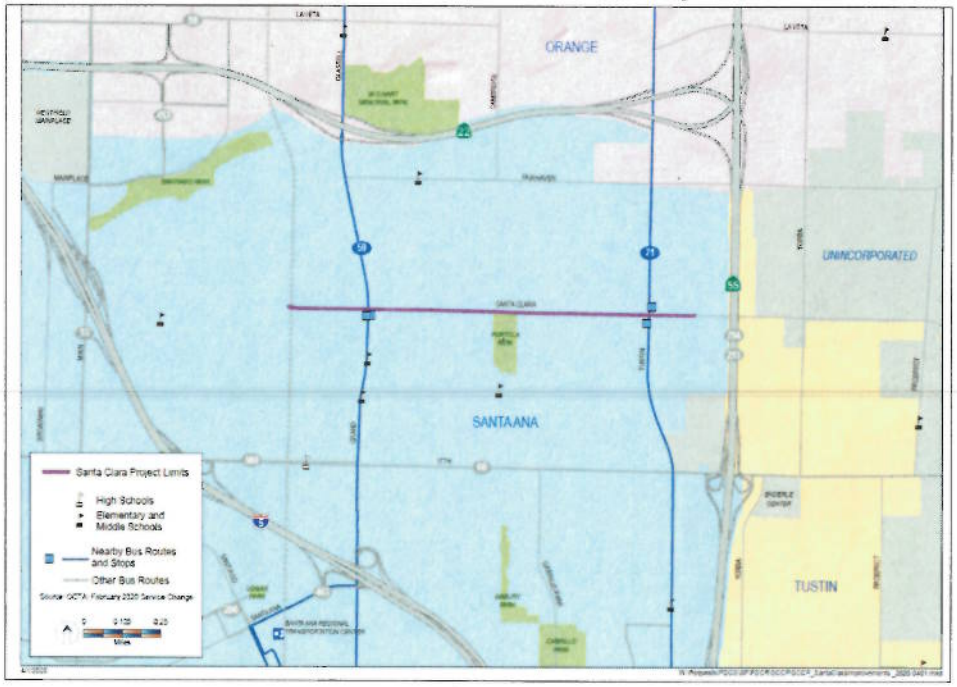
Contact Information					
Nominating Agency:	Orange County Transportation Authority (OCTA)		Agency Completing Form:	OCTA	
Contact Person:	Louis Zhao	Phone: (714) 560-5494	Contact Person:	Louis Zhao Phone:	(714) 560-5494
Email Address:	lzhao@octa.net		Email Address:	lzhao@octa.net	

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode (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	Miles	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 Forms

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

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.

Print Form

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));
- ☒ 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: Date: 4/29/2020 Title: Manager Trans. Planning

☒ Signed by Lead Agency ☒ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Print Form

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)

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.

30-2019-1256

Name of Public Agency Approving Project: OCTA

Name of Person or Agency Carrying Out Project: OCTA

POSTED
DEC 24 2019
ORANGE COUNTY CLERK-RECORDER DEPARTMENT
BY: NA DEPUTY

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: 714-560-5741

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 21152.1, Public Resources Code.

Date Received for filing at OPR:

Recorded in Official Records, Orange County
Hugh Nguyen, Clerk-Recorder
NO FE
\$R001136896 7\$
201985001300 9:57 am 12/24/19
323 OR02 Z01
0.00 50.00 0.00 0.00 0.00 0.00 0.00 0.00

FILED
DEC 24 2019
ORANGE COUNTY CLERK-RECORDER DEPARTMENT
BY: NA DEPUTY

Revised 2011

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 | StartOver | Finalize&Email

RECEIPT NUMBER: 30-2019-1256

STATE CLEARINGHOUSE NUMBER *(If applicable)*: N/A

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

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

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
Orange	201985001300

PROJECT TITLE

WARNER AVENUE REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROJECT

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

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
550 S. MAIN ST.	ORANGE	CA	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	AGENCY OF FILING PRINTED NAME AND TITLE
X Nadia Al Obaidi	NADIA AL OBAIDI, DEPUTY CLERK

ORIGINAL - PROJECT APPLICANT | COPY - CDFW/ASB | COPY - LEAD AGENCY | COPY - COUNTY CLERK | DFW 753.5a (Rev. 2015/12/15)

Orange County
Clerk-Recorder's Office
Hugh Nguyen

601 N. Ross Street
92701

County

Finalization: 20190000469734
12/24/19 9:57 am
323 OR02

Item	Title	Count
1	ZO1	1

EIR: Exempt or Previously Paid

Document ID	Amount
DOC# 201985001300	50.00
Time Recorded 9:57 am	

Total	0.00

Payment Type	Amount
NO FEE	50.00
Amount Due	0.00

THANK YOU
PLEASE RETAIN THIS RECEIPT
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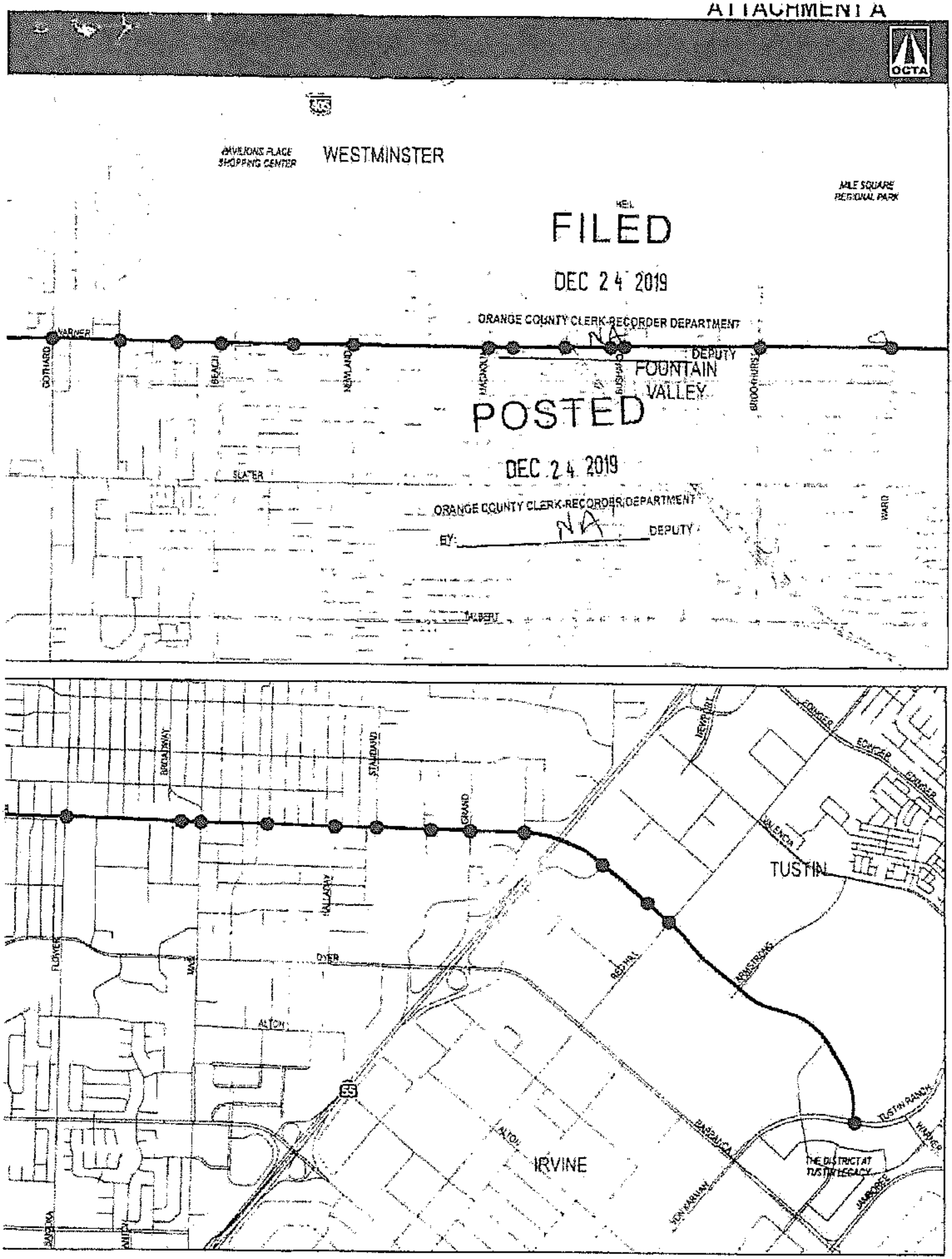
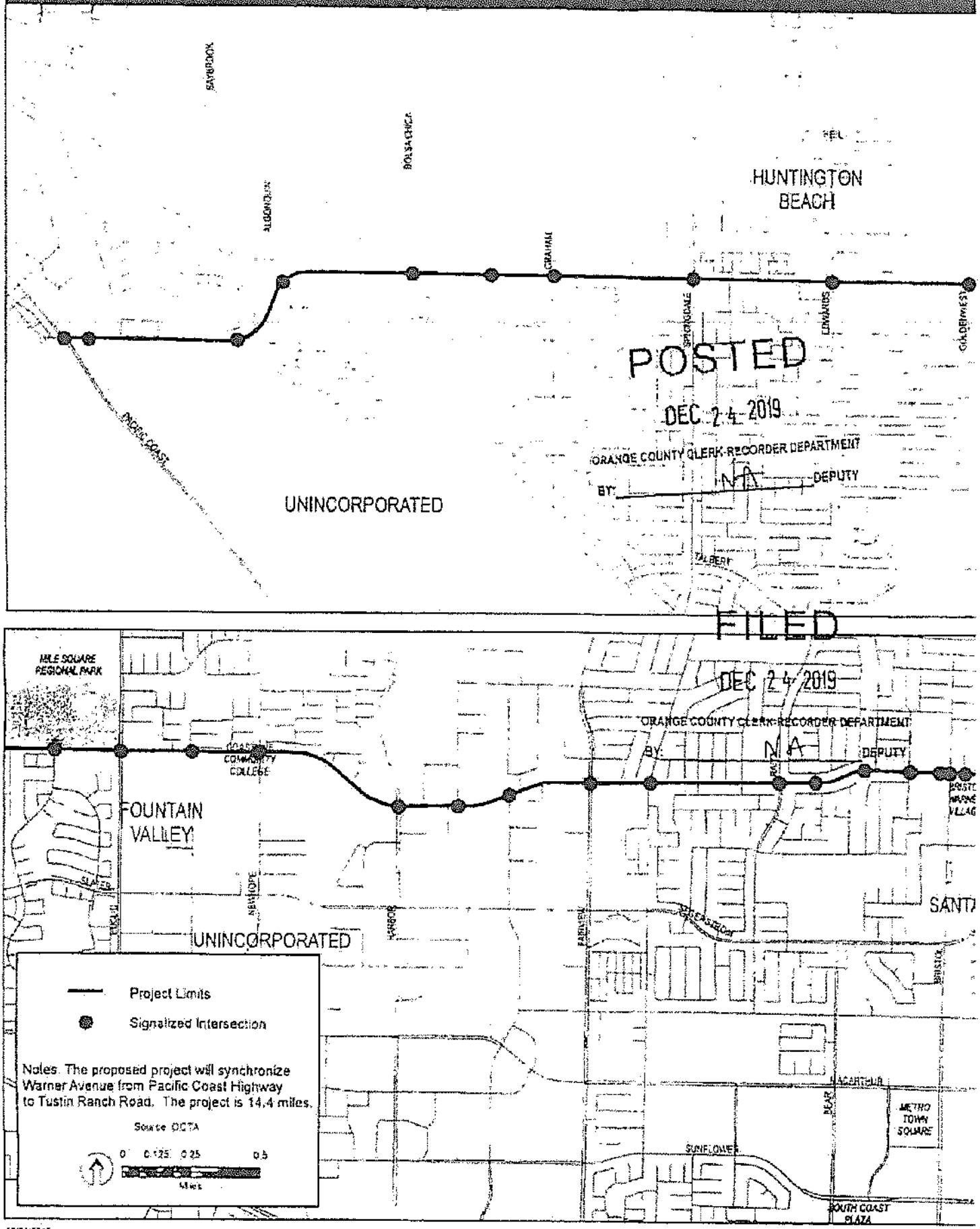
www.ocrecorder.com

ATTACHMENT A



Warner Avenue



POSTED
DEC 24 2019
ORANGE COUNTY CLERK-RECORDER DEPARTMENT
BY: N/A DEPUTY

FILED
DEC 24 2019
ORANGE COUNTY CLERK-RECORDER DEPARTMENT
BY: N/A DEPUTY

10/24/2019

Print Form

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)

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.

30-2019-12-58

POSTED

Name of Public Agency Approving Project: OCTA

Name of Person or Agency Carrying Out Project: OCTA

DEC 24 2019

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY: NA DEPUTY

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: 714-560-5741

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 21152.1, Public Resources Code.

Date Received for filing at OPR:

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

NO FE

* $ R 0 0 1 1 3 6 9 0 1 3 $ *

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

FILED

DEC 24 2019

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY: NA DEPUTY

Revised 2011

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 | StartOver | Finalize&Email

RECEIPT NUMBER:
30-2019-1258

STATE CLEARINGHOUSE NUMBER *(If applicable)*
N/A

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

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

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
Orange	201985001301

PROJECT TITLE
MACARTHUR/TALBERT REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROJECT

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

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
550 S. MAIN ST.	ORANGE	CA	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	AGENCY OF FILING PRINTED NAME AND TITLE
X /Nadia Alobaidi/	NADIA AL OBAIDI, DEPUTY CLERK

ORIGINAL - PROJECT APPLICANT | COPY - CDFW/ASB | COPY - LEAD AGENCY | COPY - COUNTY CLERK | DFW 753.5a (Rev. 20181215)

Orange County
Clerk-Recorder's Office
Hugh Nguyen

601 N. Ross Street
92701

County

Finalization: 20190000469763
12/24/19 10:12 am
323 OR02

Item	Title	Count
1	Z01	1

EIR: Exempt or Previously Paid

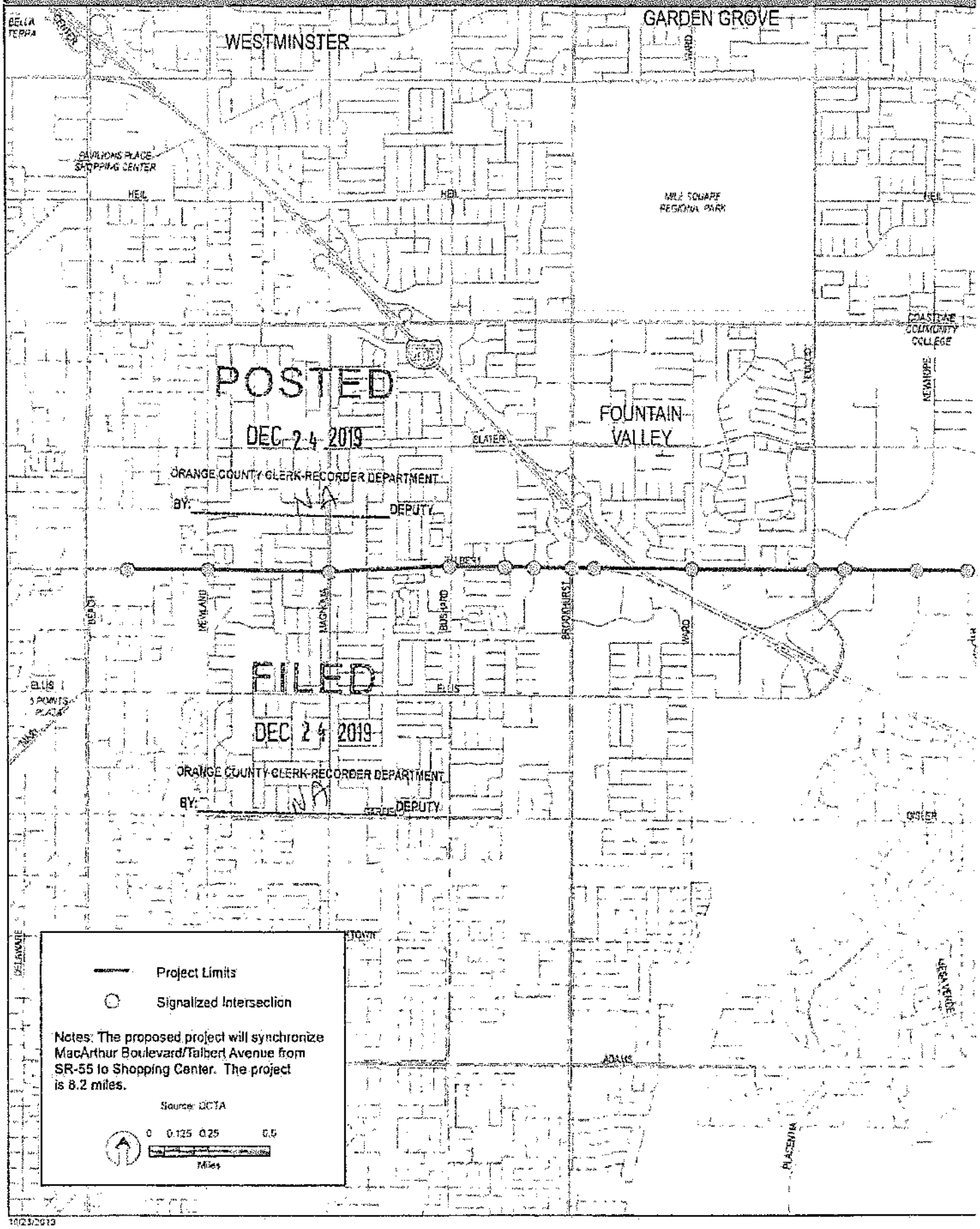
Document ID	Amount
DOC# 201985001301	50.00
Time Recorded 10:12 AM	

Total	0.00

Payment Type	Amount
NO FEE	50.00
Amount Due	0.00

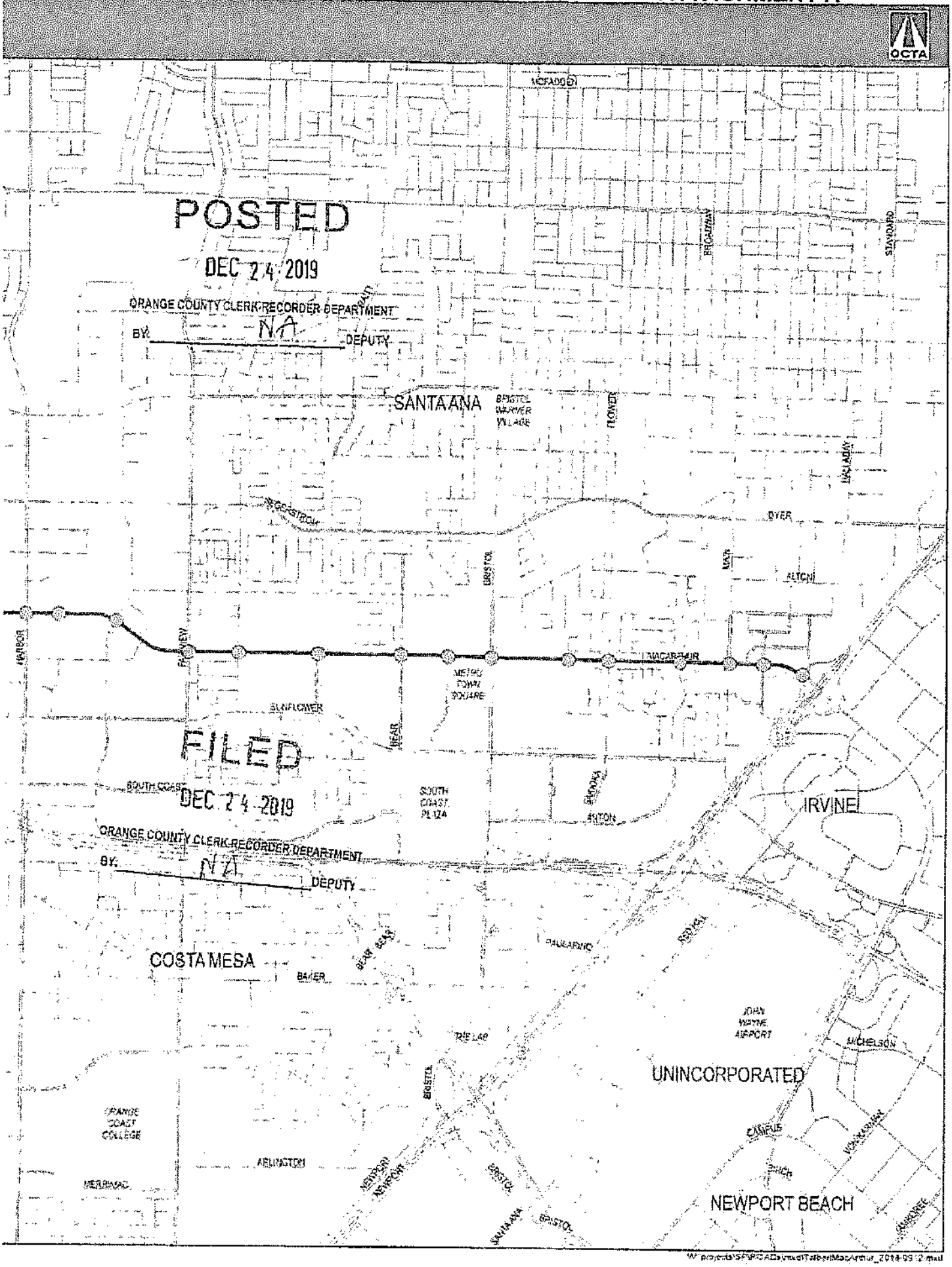
THANK YOU
PLEASE RETAIN THIS RECEIPT
FOR YOUR RECORDS

Talbert Avenue / MacArthur Boulevard



10/23/2019

ATTACHMENT A



Print Form

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: _____ 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.

30-2019-1257

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: 714-560-5741

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: _____ 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 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Recorded in Official Records, Orange County
Hugh Nguyen, Clerk-Recorder
NO FE
$R001136896 1$
201985001299 9:54 am 12/24/19
135 11 Z01
0.00 50.00 0.00 0.00 0.00 0.00 0.00 0.00

FILED
DEC 24 2019
ORANGE COUNTY CLERK-RECORDER DEPARTMENT
BY: _____ DEPUTY

Revised 2011

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

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
Orange	201985001299

PROJECT TITLE
EDINGER AVENUE REGINAL SYNCHRONIZATION PROJECT

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

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
550 S. MAIN ST	ORANGE	CA	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	AGENCY OF FILING PRINTED NAME AND TITLE
X	ROBERTO URIOSTEGUI, DEPUTY CLERK

ORIGINAL - PROJECT APPLICANT COPY - CDFW/ASB COPY - LEAD AGENCY COPY - COUNTY CLERK DFW 753.5a (Rev. 20151215)

Orange County
Clerk-Recorder's Office
Hugh Nguyen

601 N. Ross Street
92701

County

Finalization: 20190000469718
12/24/19 9:46 am
135 11

Item	Title	Count
1	C06	1

Certified Copy: Birth (Public)

Document ID	Amount
DOC# 116869	28.00

Time Recorded 9:46 am

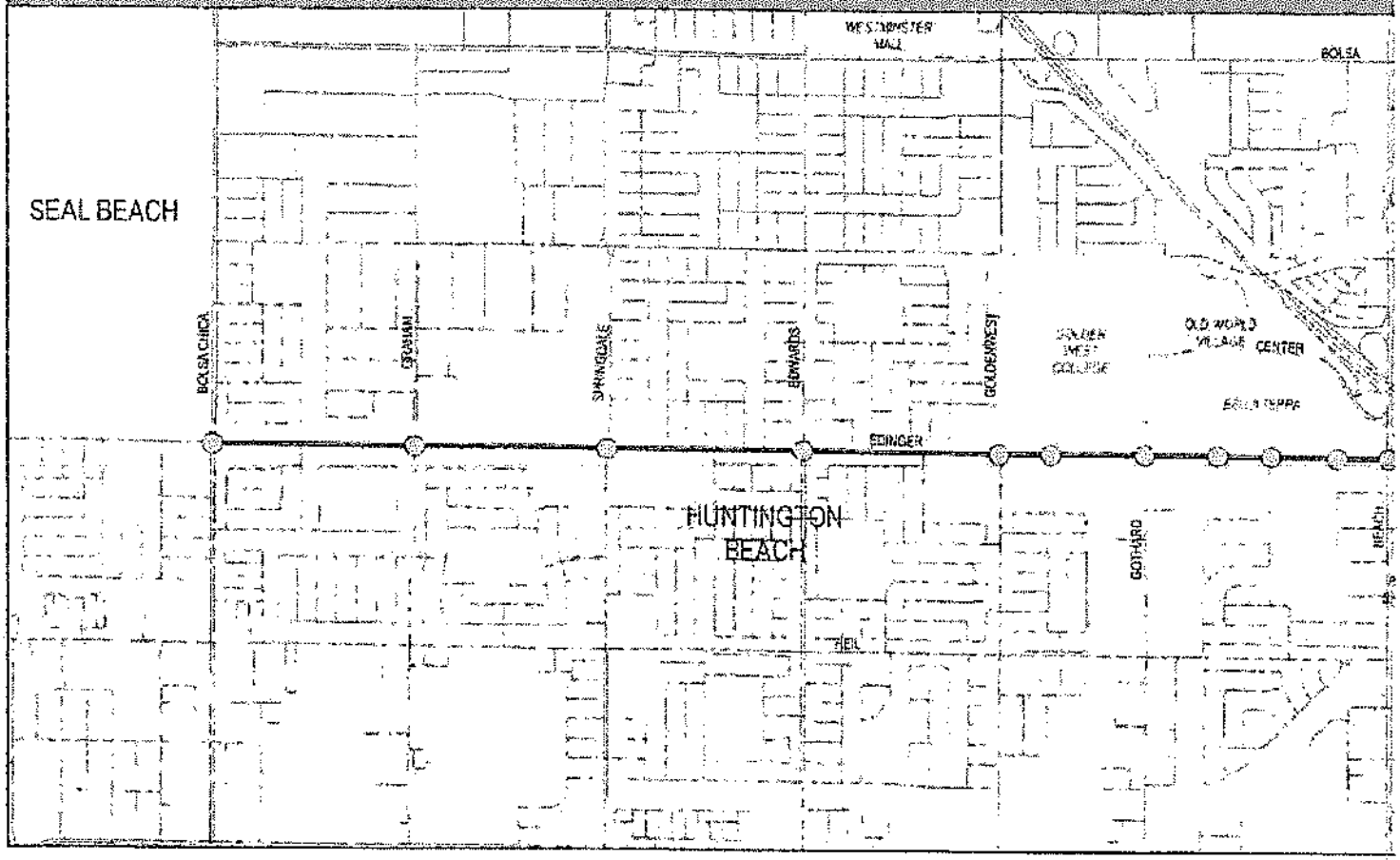
Total	28.00

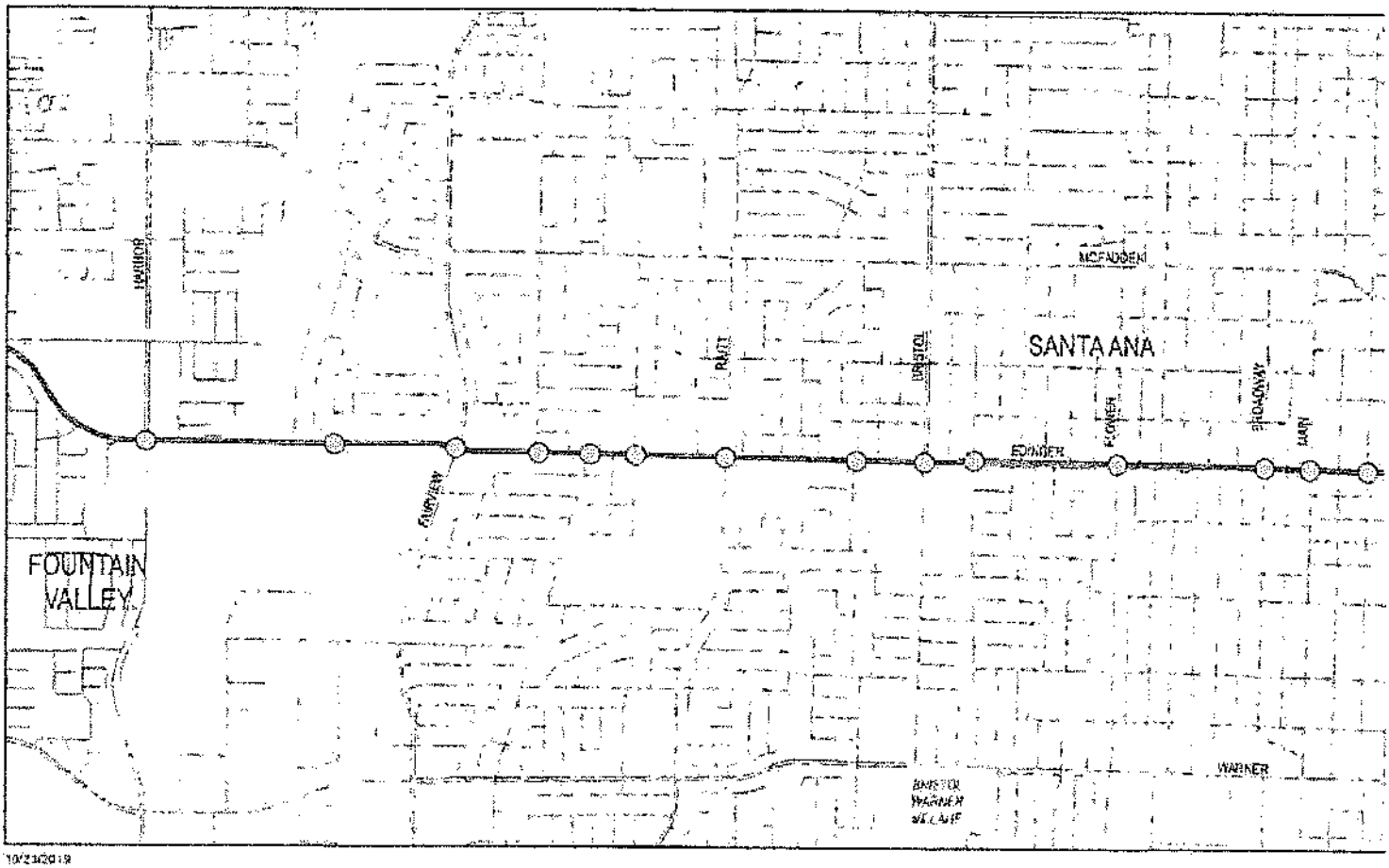
Payment Type		Amount
Check # 64	tendered	28.00

Amount Due 0.00

THANK YOU
PLEASE RETAIN THIS RECEIPT
FOR YOUR RECORDS

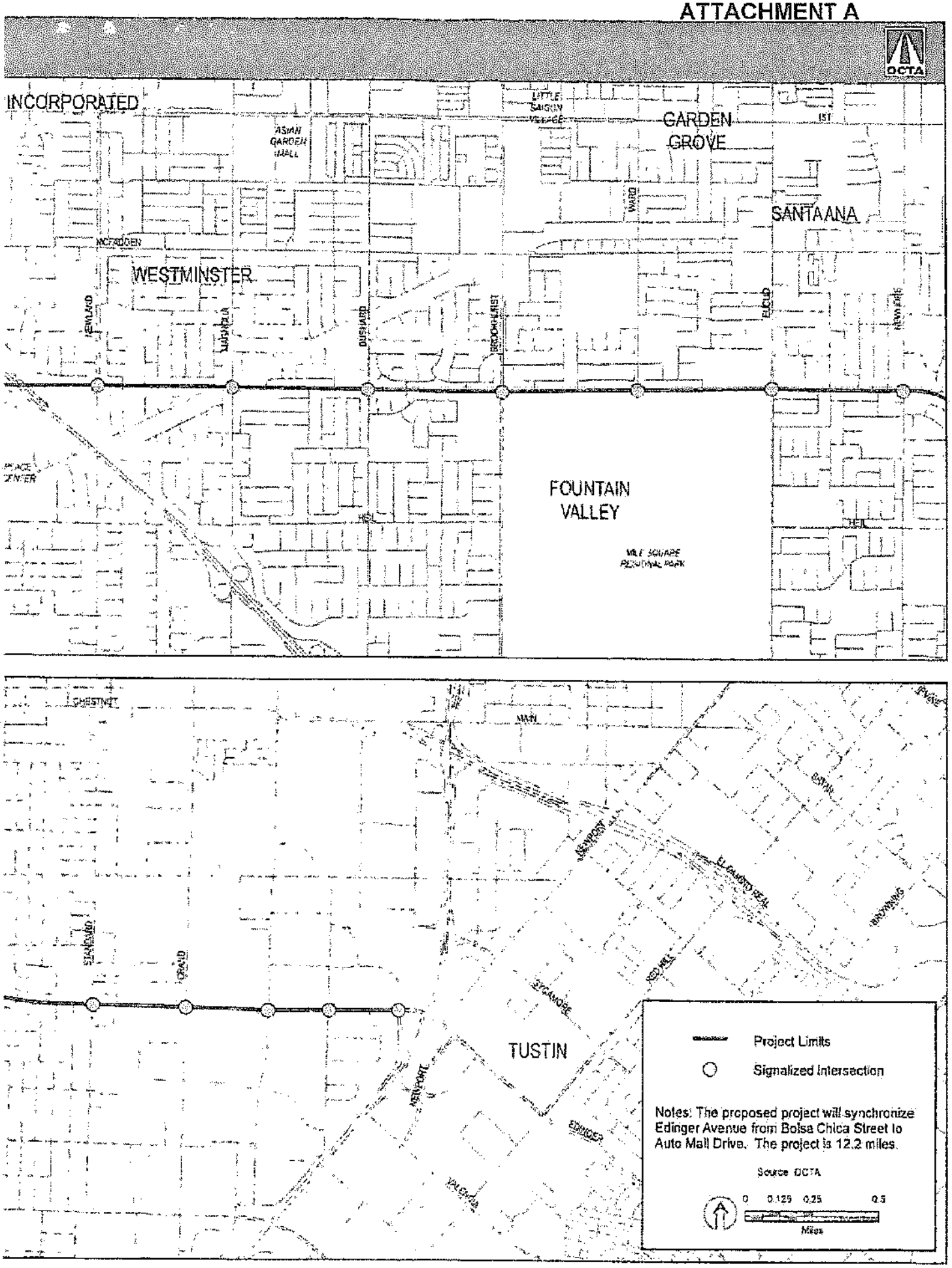
Edinger Avenue





10/23/2019

ATTACHMENT A



W:\projects\SPWRDADs\mxd\Edinger_2018-0906.mxd

OCTA

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)

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

ATTACHMENT A

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

- 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 Amend-ment**
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.

- 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.

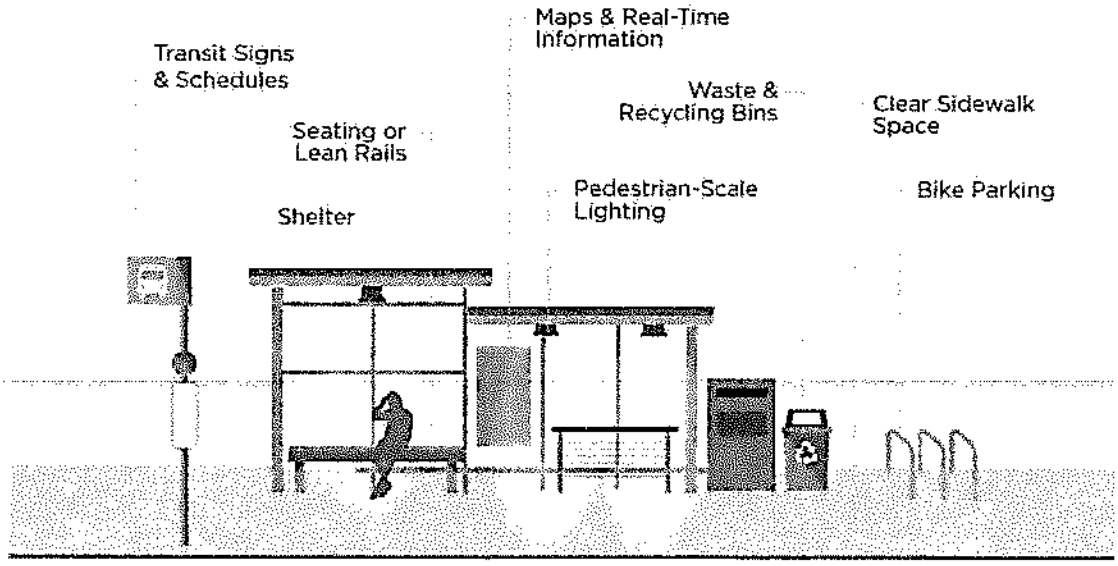
Bravo! Main Street Bus Stop Amenities

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

- 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.

ATTACHMENT A

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 ! Main Street	Warner Avenue Class II - *Removed*	Tustin Projects - *Removed*	TOTAL Awarded - *Original*	Route 533/553 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	5.7mil	N/A	N/A	28.2mill	-	N/A	28.2mill

Orange County Central Corridor Improvement Project

over 20 Years								
Average Annual Person-Hours of Time Saved	1.1mill	0.3mil	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	CO_2	NO_x	PM_{10}	$PM_{2.5}$	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	(285.8)	(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.