



BOARD OF DIRECTORS

*Andrew Do
Chairman*

*Mark A. Murphy
Vice Chairman*

*Lisa A. Bartlett
Director*

*Doug Chaffee
Director*

*Barbara Delgleize
Director*

*Katrina Foley
Director*

*Brian Goodell
Director*

*Patrick Harper
Director*

*Michael Hennessey
Director*

*Gene Hernandez
Director*

*Steve Jones
Director*

*Joseph Muller
Director*

*Tam Nguyen
Director*

*Vicente Sarmiento
Director*

*Tim Shaw
Director*

*Harry S. Sidhu
Director*

*Donald P. Wagner
Director*

*Ryan Chamberlain
Ex-Officio Member*

CHIEF EXECUTIVE OFFICE

*Darrell E. Johnson
Chief Executive Officer*

December 15, 2021

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

Subject: 2022 Regional Transportation Improvement Program Submittal

Dear Mr. Weiss:

The Orange County Transportation Authority (OCTA) is pleased to submit the Regional Transportation Improvement Program (RTIP) for the 2022 State Transportation Improvement Program (STIP). OCTA is proposing to utilize \$164.647 million in STIP funds to support seven high-priority projects in Orange County during the five-year 2022 STIP period, from fiscal years 2022-23 through 2026-27.

OCTA is proposing the following 2022 STIP program of projects:

- Interstate 5 (I-5) Improvement from Interstate 405 to Yale Avenue (\$95.338 million),
- State Route (SR) 74 gap closure for 0.9 mile and multimodal improvements (\$37.6 million),
- Transit Security and Operations Center (\$10.382 million - coronavirus relief STIP funding),
- SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line (\$6.5 million),
- Planning, programming, and monitoring (\$6.327 million),
- Replacement planting for the I-5 Improvement Project from SR-73 to El Toro Road (\$6 million), and
- Digital bus stop signs (\$2.5 million).

The overall strategy for the 2022 STIP is to maintain funding for existing projects already underway and implement a multimodal STIP. For the 2022 STIP, multiple projects were considered by OCTA, including active transportation projects, transit station improvements, and additional Measure M2 freeway projects.

Mr. Mitch Weiss
December 15, 2021
Page 2

The recommended projects are high priority for OCTA, ready to move forward in the delivery process, have limited funding opportunities, fit within the guidelines of the STIP, and serve as a balanced and multimodal approach to meet the transportation needs of Orange County.

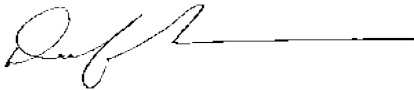
The proposed 2022 RTIP is also consistent with the Southern California Association of Government's Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.

Please find the details for OCTA's submittal in the attached template that includes the required submittal information, or online at:

<https://www.octa.net/Projects-and-Programs/Funding-Programs/State-Funding/State-Transportation-Improvement-Program/>

Thank you in advance for your consideration of OCTA's RTIP submittal. If you have any questions regarding OCTA's submittal, please contact Kia Mortazavi, Executive Director, Planning, at (714) 560-5741.

Sincerely,



Darrell Johnson
Chief Executive Officer

DJ:bk
Attachment

c: Teresa Favila, California Transportation Commission
Kacey Ruggiero, California Transportation Commission
Rambabu Bavirisetty, California Department of Transportation
Headquarters
James Anderson, California Department of Transportation Headquarters
Ryan Chamberlain, California Department of Transportation District 12
Naresh Amatya, Southern California Association of Governments
Kia Mortazavi, OCTA

2022
ORANGE COUNTY TRANSPORTATION
AUTHORITY
REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM
DECEMBER 2021



2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

Table of Contents

	<u>Page Number</u>
<u>Cover Letter</u>	
A. <u>Overview and Schedule</u>	
Section 1. Executive Summary	1
Section 2. General Information	2
Section 3. Background of Regional Transportation Improvement Program (RTIP)	3
Section 4. Completion of Prior RTIP Projects	3
Section 5. RTIP Outreach and Participation	4
B. <u>2022 STIP Regional Funding Request</u>	
Section 6. 2022 STIP Regional Share and Request for Programming	6
Section 7. Overview of Other Funding Included in Delivery of RTIP Projects	8
Section 8. Interregional Transportation Improvement Program (ITIP) Funding/Needs	10
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor	11
Section 10. Highways to Boulevards Conversion Pilot Program	12
C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u>	
Section 11. Regional Level Performance Evaluation	12
Section 12. Regional and Statewide Benefits of RTIP	14
D. <u>Performance and Effectiveness of RTIP</u>	
Section 13. Evaluation of the Cost Effectiveness of RTIP	18
Section 14. Project Specific Evaluation	20
E. <u>Detailed Project Information</u>	
Section 15. Overview of Projects Programmed with RIP Funding	20
F. <u>Appendices</u>	
Section 16. Project Programming Request (PPR) Forms	
Section 17. Board Resolution or Documentation of 2022 RTIP Approval	
Section 18. ITIP Hearing Comment Letter	

This page is left blank.

A. Overview and Schedule

Section 1. Executive Summary

The Orange County Transportation Authority (OCTA) is pleased to submit the Regional Transportation Improvement Program (RTIP) for the 2022 State Transportation Improvement Program (STIP). OCTA is proposing to utilize \$164.647 million in STIP funds to support seven high priority projects in Orange County during the five-year 2022 STIP program period, from fiscal years (FY) 2022-23 through 2026-27. The STIP funding will be utilized in combination with OCTA Measure M2 funds, as well as federal funds and other State funds to make significant improvements to the multi-modal regional transportation system.

Adjustments to Existing Projects

- Interstate 5 Improvement Project from Interstate 405 to Yale Avenue, Segment 1 (Construction {Con} Phase) (\$95.338 million in STIP)
 - Amended other funding sources to reflect future uncommitted estimates
- I-5 Improvements from State Route 73 (SR-73) to El Toro Road (replacement planting / landscaping) (\$6 million in STIP)
 - No Change
- Planning, Programming and Monitoring (\$6.327 million in STIP)
 - Added additional STIP Funding
- SR-74 Gap closure and multimodal improvements (\$37.600 million in STIP)
 - STIP funding for the Plans, Specifications & Estimates phase has been replaced with other funds and the phase has been advanced
 - Existing STIP and 2022 STIP funding proposed for Right of Way (ROW) and Con phases.
 - Additional funding, including future SB 1 funds, proposed for ROW and CON phases as match.

New Projects

- Transit Security and Operations Center (\$10.382 million in Covid Relief STIP funds for Con Phase)
- State Route 57 Truck Climbing Lane Phase II - Lambert Road to Orange County Line (\$6.5 million in STIP for Environmental Phase)
- Digital Bus Stop Signs (\$2.5 million in STIP for acquisition, installation, and testing)

Removal of Existing Project or Project Phase

- I-5 Managed Lane Extension from Avenida Pico to San Diego County Line
 - Remove \$5.5 million in STIP funds
 - Alternatively advanced with federal Surface Transportation Block Grant (STBG) funding

Section 2. General Information

Insert contact information in the text fields below.

- **Regional Agency Name**
Orange County Transportation Authority (OCTA)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://www.octa.net>

RTIP document link: <https://www.octa.net/Projects-and-Programs/Funding-Programs/State-Funding/State-Transportation-Improvement-Program/>

RTP link: <https://www.octa.net/Projects-and-Programs/Plans-and-Studies/Long-Range-Transportation-Plan/Overview/?frm=9707>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Darrell E. Johnson
Title Chief Executive Officer
Email djohnson@octa.net
Telephone (714) 560-5343

- **RTIP Manager Staff Contact Information**

Name Adriann Cardoso Title Department Manager, Capital Programming
Address 550 South Main Street,
City/State Orange, CA
Zip Code 92863
Email acardoso@octa.net
Telephone (714) 560-5915 Fax N/A

- **California Transportation Commission (CTC) Staff Contact Information**

Name Kacey Ruggiero Title Associate Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email Kacey.Ruggiero@catc.ca.gov
Telephone 916-653-0220 Fax 916-653-2134

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region. In the Southern California Association of Governments (SCAG) region Connect SoCal is the 2020-2045 RTP/Sustainable Communities Strategy (SCS) and these STIP projects collectively help meet SB 375 (Chapter 728, Statutes 20080) Green House Gas Goals.

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

OCTA is responsible for the development and programming of the STIP, which is submitted to the CTC for approval and adoption. OCTA dedicates STIP funds for use on projects of countywide significance, consistent with the OCTA Board of Directors (Board) adoption of the Capital Programming Policies, which includes Measure M2 freeway, commuter rail and fixed-guideway projects, OC Bus, planning/programming activities, and complementary activities which seek an equitable balance between freeways and transit capital and are consistent with state goals.

The overall strategy for the 2022 STIP is to maintain funding for existing projects and implement a multimodal program. Several projects were considered, including active transportation projects, transit station improvements, and additional freeway improvements. Projects were selected and proposed for funding based on OCTA's consideration of prior 2020 STIP projects, prior Board-approved funding commitments, project readiness, statewide goals for transportation, emission reduction per SB 375 (Chapter 728, Statutes 20080, and AB 32 (Chapter 488, Statutes 2006), freight mobility, consistency with STIP guidelines and performance measures. Projects are also consistent with the Connect SoCal (2020-2045 RTP/SCS plan). OCTA further collaborated with Caltrans to develop the OCTA 2022 RTIP submittal. The OCTA Regional Planning and Highways Committee and the OCTA Board reviewed and approved the proposed projects on September 2, 2021 and September 27, 2021 respectively. OCTA Board and Committee meetings are publicly noticed Brown Act meetings and offer an opportunity for the public to provide questions and comments.

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

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

There were no RTIP projects completed between the adoption of the 2020 STIP and the submittal of the 2022 STIP.

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
N/A	N/A	N/A

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
OCTA RP&H Committee approves 2022 RTIP Item	September 2, 2021
Caltrans identifies State Highway Needs	September 15, 2021
OCTA Board adopts 2022 RTIP	September 27, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

Provide narrative on your agency's public participation process and project selection process for your RTIP in the text field below.

Here are some specific examples of Public Participation:

- May 4, 2018 to June 15, 2018 – Public comment period for I-5 Improvement Project from I-405 to Yale Avenue – Segment 1 environmental document
- October 30, 2018 to November 20, 2018 – Public comment period for Transit Security and Operations Center environmental document
- June 3, 2019 to July 17, 2019 – Public comment period for the SR-74 Gap Closure project
- August 2, 2021 – 2022 STIP Overview presented to Regional Planning and Highways Committee
- August 23, 2021 – 2022 STIP Overview presented to OCTA Board of Directors
- September 2, 2021 – 2022 STIP Submittal presented to Regional Planning and Highways Committee

- September 27, 2021 - 2022 STIP Submittal presented to OCTA Board of Directors

Additionally, for the I-5 Improvement Project from I-405 to Yale, the approved environmental document included several extensive public participation activities and opportunities for public comment. These include creating a Project Development Teams (PDT) which incorporate stakeholders such as OCTA, Caltrans and the local agencies. The PDT made presentations to city councils and put on public hearings where concerns and issues are presented. The project team held two public information meetings, and consulted or met with Native American representatives, State Historic Preservation Officer, Historical groups, Transportation Conformity Working Group, United States (US) Fish and Wildlife Services, the US Army Corp of Engineer, and California Department of Fish and Wildlife. Also, circulation of the draft environmental document, noise barrier surveys and the establishment of information and feedback websites were done to help provide more info to the public. This project was also included in the transportation investment plan that is part of the Local Sales Tax - Measure M2 Ordinance no. 3 which was approved by a 70% super majority of the voters of Orange County in 2006.

For the TSOC, as part of the environmental document public comment period several state agencies such as the Public Utilities Commission, South Coast Air Quality Management District, Office of Planning and Research State Clearinghouse, as well as the City of Anaheim, County of Orange, Citizens and representatives from Native American Tribes all provided comments. Additional review opportunities for the environmental document was also provided to several State and Federal organizations such as US Fish and Wildlife Service, US Army Corp of Engineers, Federal Transit Administration, Native American Tribes, and Caltrans among others.

For the SR-74 gap closure project, Environmental phase outreach efforts included a public hearing that was held on June 25, 2019 in the City of San Juan Capistrano and a 45-day review period for the draft environmental document (held between June 3, 2019 and July 17, 2019).

Previously in 2011 during the project's Environmental Impact Report and after the Notice of Determination, the Hunt Club, a homeowners association representing a community adjacent to SR-74 within the project limits, filed a joint lawsuit to invalidate the certified EIR due to inadequate analysis. In November of 2011, Caltrans prepared a CEQA re-validation to the certified EIR to incorporate certain project features and improvements that were negotiated a Settlement Agreement. These requirements include: a traffic control signal at Hunt Club Drive, landscaping enhancements including additional trees were feasible, transparent sound attenuating material for the upper five feet of soundwalls, and additional considerations during construction. The Settlement Agreement was finalized on July 14, 2011. During the Design phase, the Settlement Agreement requires that Caltrans, the Hunt Club, and the City of San Juan Capistrano form an Aesthetic Committee to review the project as design is implemented, with a focus on landscaping aesthetics and the traffic control signal at Hunt Club Drive. This effort is on-going. In addition, the project team continues to work with its partners at the City of San Juan Capistrano to address local comments and concerns as they arise.

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

Insert the Caltrans District Number in the text field below.

Caltrans District: 12

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

- August 3, 2021 – OCTA and Caltrans District 12 staff met virtually to discuss 2022 STIP
- September 9, 2021 - OCTA staff presented 2022 STIP information to Caltrans District 12
- August – September 2021 – OCTA and Caltrans staff discussed 2022 STIP
- September 27, 2021 – OCTA presented 2022 STIP item to the OCTA Board. Caltrans District 12 Director Ryan Chamberlain serves the OCTA Board in an Ex-officio capacity.

2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below. COVID Relief shares should be listed separately from traditional STIP shares as they are being tracked separately.

2021 COVID Relief Share: \$10.382 million

Orange County 2022 STIP Total Target: \$24.595 million

Orange County 2022 STIP Maximum: \$42.895 million

Orange County 2022 STIP Total: \$118.797 (2020 STIP Prior), \$24.595 million (New 2022 STIP Capacity), \$10.382 million (2021 Unprogrammed COVID relief), and \$10.873 (over STIP Target) totals \$164.647 million

- B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

Project Name and Location	Project Description	Requested RIP Amount
I-5 Improvements from I-405 to Yale Avenue (Segment 1) (Construction Phase)	Add one mixed flow lane northbound from truck bypass on-ramp to SR 55; add one mixed flow lane southbound from SR 55 to truck bypass	\$95,338,000
I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping)	Replacement planting/landscaping	\$6,000,000
Planning, Programming, and Monitoring	Planning, Programming, and Monitoring	\$6,327,000
SR-74 Gap closure and multimodal improvements Project	Gap closure and Multimodal improvements on State Route 74/Ortega Highway between Calle Entradero and Reata Road.	\$37,600,000
Transit Security and Operations Center (TSOC) (CON)	New Transit Security and Operations Center	\$10,382,000 (COVID Relief Funding)
SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line (ENV)	Construct Truck Climbing lane from Lambert to LA county line	\$6,500,000
Digital Bus Stop Signs	Installation of real time displays and signage at up to 150 bus stops in Orange County	\$2,500,000
I-5 Managed Lane Extension from Avenida Pico to San Diego County Line	Remove Project from STIP. \$5,500,000 in STIP	-
Total		\$164,647,000

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

The following lists an overview of other funding by source:

- Federal STBG/CMAQ: \$52.357 million
- Local Measure M2: \$62.957 million
- Prior STIP: \$6.313 million
- Proposed SB-1 Local Partnership Program – Formula Funds: \$45.650 million (cycle 3 and cycle 4)
- Approved SB-1 Local Partnership Program – Formula Funds: \$7.395 million
- SHOPP: \$0.250 million
- Developer Fee: \$2.150 million
- Transit System Safety Security and Disaster Response Account: \$5.603 million
- Transportation Development Act: \$4.789 million
- SB-1 State of Good Repair: \$12.352 million
- Proposed Coronavirus Response and Relief Supplemental Appropriation Act funds: \$3.660 million
- Unfunded Need: \$22.200 million

Funding Plan for Proposed 2022 STIP Projects													
							Other Funding						
2022 STIP (In Thousands)	2022-23	2023-24	2024-25	2025-26	2026-27	Total STIP	Prior STIP	STBG/ CMAQ	Local	SB-1 LPP-F ¹	Other ²	Unfunded Need	Total Project Cost
Carry Over Projects													
I-5 Improvement Project from I-405 to Yale Avenue - Segment 1 (CON)			95,338			95,338		52,357	49,392	33,395			230,482
I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping)			6,000			6,000			6,365				12,365
Augmented Projects													
Planning, Programming, and Monitoring	1,848	515	1,056	1,454	1,454	6,327							6,327
SR-74 Gap closure and multimodal improvements	-	13,000	-	24,600		37,600	6,313		7,200		2,400	22,200	75,713
Deleted Project													
I-5 Managed Lane from Avenida Pico to San Diego County Line (ENV)			-			-							-
Proposed New Projects													
Transit Security and Operations Center (TSOC) (CON)	10,382					10,382			4,789	19,650	21,615		56,436
SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line (ENV)				6,500		6,500							6,500
Digital Bus Stop Signs 13" Along High-Quality Transit Corridors (143 Sign)				2,500		2,500							2,500
2022 STIP total	12,230	13,515	102,394	35,054	1,454	164,647	6,313	52,357	67,746	53,045	24,015	22,200	390,323

1. Notes:

1. For the I-5 Improvement project from I-405 to Yale Ave - Segment 1 - \$7.395 million in LPP formula is approved as part of Cycle 3. Remaining \$26.000 million will be proposed for Cycle 4. For TSOC \$19.650 million will be proposed for Cycle 3 of the LPP-F
2. Other funds include \$12.352 million in SB-1 State of Good Repair, \$5.603 million in Transit System Safety, Security and Disaster Response Account , and \$3.660 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 for TSOC and \$0.25 million in SHOPP, \$2.15 million in Developer Fee for SR-74 Gap Closure project.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

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

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

OCTA requested Caltrans District 12 propose the SR-74 Gap closure and multimodal improvements for ITIP Funding. Please find OCTA's ITIP Program Hearing Comment Letter as Section 18.

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 20G).

The SR-74 Gap closure and multimodal improvements is identified as the most significant interregional highway need per OCTA's 2022 State Transportation Improvement Program item approved by the Board of Directors on September 27, 2021. The SR-74 is an important interregional project because it is one of two direct routes from Orange County to Riverside County and serves as a backup to the SR-91 in the event of an emergency. Additionally, it is one of the most heavily utilized local roads in the area.

Track improvements, rehabilitation and station work between the City of Irvine and San Clemente were considered priority intercity rail needs per the 2022 STIP item. Additionally, emergency repair work along the Los Angeles – San Diego – San Luis Obispo intercity rail ROW in the City of San Clemente to stabilize the railroad track near the Cyprus Shore area is an important project. The track was deemed unusable due to impacts of a land slide and ocean encroachment. The Southern California Regional Rail Authority's Metrolink commuter rail service and intercity passenger rail service were suspended for several weeks while emergency repairs were underway

OCTA recommended in our 2022 STIP ITIP Comment Letter that Caltrans consider supporting this emergency track stabilization project or future related work in the ITIP. Maintaining passenger rail service in emergency failures should be a priority for the state, and this project would be a good candidate for ITIP funding. Further, Caltrans should provide a minimum set aside of future funding through the ITIP or another state funding program to help manage the costs of emergency failures to passenger rail systems that may be the result of climate change.

Section 9. Projects Planned Within Multi-Modal Corridors

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

STIP Project	Projects within the Corridor	Status	Notes
I-5 Improvements from I-405 to Yale Avenue (Segment 1) Con Start: 9/25 Con Complete: 2/29	I-5 Yale Ave to SR-55 (Segment 2)	Con Start: TBD Con Complete: TBD	Segment 2 of the project. Construction would be concurrent
	SHOPP 4846 – SR-133 New Auxiliary Lane	Con Start: 3/31/22	Perpendicular project and Should be complete before STIP project begins. Will monitor
I-5 Improvements from SR-73 to El Toro Road (replacement Planting/landscaping) Con Start: 12/24 Con Complete: 6/26	I-5 SR-73 to El Toro (Segment 1,2, and 3)	Con Start: 11/19 Con Complete: 2/25	Segment 4 of the project. Construction will start near completion of the highway improvement project.
SR-74 Gap closure and multimodal improvements Con Start: 10/25 Con Complete: 11/29	None	N/A	N/A
Transit Security and Operations Center Con Start: 2/23 Con Complete: 1/25	None	N/A	N/A
SR-57 Truck Climbing Lane Phase II Lambert Road to County Line (ENV) Con Start: TBD Con Complete: TBD	SR-57 Truck Climbing Lane Phase I – Lambert Road Interchange	Start Con 1/19 Con Comp 9/23	This is Phase 2 of the Truck Climbing Lane Project.
Digital Bus Stop Signs	Various	Various	Project will modify bus stop signage and won't have a significant impact on streets and road projects

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 20G).

OCTA has recently completed studies for Pacific Coast Highway, Beach Boulevard, Bristol Street, and Harbor Boulevard which may include potential complete streets and active transportation elements. Full conversion as suggested in highways to boulevards was not studied.

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

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy) Goals

1. Encourage regional economic prosperity and global competitiveness
2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system
4. Increase person and goods movement and travel choices within the transportation system
5. Reduce greenhouse gas emissions and improve air quality
6. Support healthy and equitable communities
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options
10. Promote conservation of natural and agricultural lands and restoration of habitats

The tables below summarize the consistency between projects in the RTIP and the Connect SoCal 2020-2045 RTP/SCS Goals 1 through 8 (Goals 9 and 10 do not apply). The project benefits listed in the tables come from the benefit-cost analysis conducted for the projects. Because the purpose of the table is to demonstrate consistency with the RTP/SCS Goals, not all project benefits are listed in the table. BCA ratios for all projects are over 1.0. In addition, all projects are included in the 2020-2045 RTP/SCS which further demonstrates consistency of the RTIP with the RTP

2022 RTIP Projects and RTP/SCS Goals and Performance Outcomes: Consistency by Project					
RTP/SCS Goal Corresponding Performance Measures	I-5 Improvements from I-405 to Yale Avenue (Segment 1)	SR-74 Ortega Hwy Improvements from Calle Entradero to Reata Road	SR-57 Truck Climbing Lane Phase II – Lambert Road to County Line	Digital Bus Stop Signs	Transit Security and Operations Center (TSOC)
Economic Prosperity, Competitiveness, Person/Movement, & Travel Choices <i>To measure progress in meeting RTP/SCS Goal nos. 1 & 4</i>	\$69.8 million Average Annual Travel Time Savings. \$0.5 million Average Annual Vehicle Operating Cost Savings.	\$6.5 million Average Annual Travel Time Savings.	\$37.1 million Average Annual Travel Time Savings. \$3.8 million Average Annual Vehicle Operating Cost Savings.	\$1.7 million Average Annual Travel Time Savings. \$0.3 million Average Annual Vehicle Operating Cost Savings.	\$2.8 million Average Annual Vehicle Operating Cost Savings.
Mobility, Accessibility, Reliability, Safety, & Healthy/Equitable Communities <i>To measure progress in meeting RTP/SCS Goal nos. 2 & 6</i>	7,531,569 Average Annual Person-Hours of Time Saved. \$22.5 million Accident Cost Savings over 20 years.	572,887 Average Annual Person Hours of Time Saved.	4,388,149 Average Annual Person Hours of Time Saved. \$10.8 million Accident Cost Savings over 20 years.	92,261 Average Annual Person Hours of Time Saved.	Replacement facility needed to meet the continuous operation standard required of

					essential facilities.
Greenhouse Gas Emissions & Air Quality <i>To measure progress in meeting RTP/SCS Goal no. 5</i>	674,463 CO2 Emissions (tons) Saved over 20 years.	27,412 CO2 Emissions (tons) Saved over 20 years.	324,033 CO2 Emissions (tons) Saved over 20 years.	5,338 CO2 Emissions (tons) Saved over 20 years.	59,993 CO2 Emissions (tons) Saved over 20 years.
New Transportation Technologies, Adapt to Climate Change, & Integrated Transportation Network <i>To measure progress in meeting RTP/SCS Goal nos. 7 & 8</i>	\$45.5 million in Emission Cost Savings over 20 years.	\$1.8 million in Emission Cost Savings over 20 years. Project includes multimodal improvements.	\$26.6 million in Emission Cost Savings over 20 years.	\$0.3 million in Emission Cost Savings over 20 years. 990,000 Annual Average VMT Reduced.	\$2.6 million in Emission Cost Savings over 20 years. 12.4 million Annual Average VMT Reduced.
Preservation, Security, & Resilience <i>To measure progress in meeting RTP/SCS Goal no. 3.</i>	Project improves an existing facility to improve system performance.	Project improves an existing facility to improve system performance.	Project improves an existing facility to improve system performance.	Project improves an existing facility to improve system performance.	Project replaces a vital facility to meet building safety and future transit needs.

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

N/A

Section 12. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

2022 STIP-RTIP SCAG Regional Level Performance Evaluation

Pursuant to the State Transportation Improvement Program (STIP) guidelines recently adopted by the California Transportation Commission (Commission), the Southern California Association of Governments (SCAG) is pleased to submit the requested regional performance evaluation for SCAG region’s 2022 STIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. SCAG region’s STIP includes several, often partial projects included in SCAG’s 2020 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS). The RTP/SCS meets the GHG targets established by the California Air Resources Board (CARB) pursuant to Senate Bill 375 (SB 375) specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2022 STIP-RTIP:

- The STIP-RTIP does not include system wide preservation investments. As such, it does not impact asset conditions on the State Highway System (SHS), local roads, or transit

assets. However, life-cycle costs are considered in the analysis for the capital projects proposed by these STIP-RTIP Submittals.

- This STIP-RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, several involving pricing on High Occupancy Toll (HOT) lanes. These projects work best in tandem with SCAG's RTP/SCS Travel Demand Management (TDM) strategies. As such, TDM strategies are included in the analysis.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).

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

Investment Effectiveness

The 2022 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several general categories, including:

- Savings resulting from reduced travel delay,
- Accident cost savings,
- Air quality improvements and,
- Reduction in vehicle operating costs

For these categories, SCAG's travel demand model results are used to estimate the benefits of the 2022 STIP *Build* planning scenario compared with the *No Build* planning scenario. Model data for the 2022 STIP were summarized to facilitate analysis. Consistent with the overall STIP performance evaluation, benefits associated with SCAG's 2020 RTP/SCS TDM strategies are reflected in the analysis. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Costs included in the analysis reflect estimates of lifecycle costs including capital and ongoing operations and maintenance costs. The 2022 STIP provides a regional network-level benefit/cost ratio of 5.54. Benefits and costs are estimated over the planning period of fifty years.

3		INVESTMENT ANALYSIS SUMMARY RESULTS																																																																										
<table border="1"> <tr> <td>Life-Cycle Costs (mil. \$)</td> <td>\$1,065.1</td> </tr> <tr> <td>Life-Cycle Benefits (mil. \$)</td> <td>\$5,900.5</td> </tr> <tr> <td>Net Present Value (mil. \$)</td> <td>\$4,835.5</td> </tr> <tr> <td>Benefit / Cost Ratio:</td> <td>5.54</td> </tr> <tr> <td>Rate of Return on Investment:</td> <td>n/a</td> </tr> <tr> <td>Payback Period:</td> <td>n/a</td> </tr> </table>		Life-Cycle Costs (mil. \$)	\$1,065.1	Life-Cycle Benefits (mil. \$)	\$5,900.5	Net Present Value (mil. \$)	\$4,835.5	Benefit / Cost Ratio:	5.54	Rate of Return on Investment:	n/a	Payback Period:	n/a	<table border="1"> <thead> <tr> <th rowspan="2">ITEMIZED BENEFITS (mil. \$)</th> <th colspan="2">Total Over</th> <th colspan="2">Average</th> </tr> <tr> <th>20 Years</th> <th>Annual</th> <th>20 Years</th> <th>Annual</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td>\$5,022.7</td> <td>\$251.1</td> <td></td> <td></td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td>\$519.1</td> <td>\$26.0</td> <td></td> <td></td> </tr> <tr> <td>Accident Cost Savings</td> <td>\$148.9</td> <td>\$7.4</td> <td></td> <td></td> </tr> <tr> <td>Emission Cost Savings</td> <td>\$199.0</td> <td>\$10.0</td> <td></td> <td></td> </tr> <tr> <td>Other Cost Savings (e.g., residual value, journey quality)</td> <td>\$54.2</td> <td>\$2.7</td> <td></td> <td></td> </tr> <tr> <td>TOTAL BENEFITS</td> <td>\$5,943.9</td> <td>\$297.2</td> <td></td> <td></td> </tr> <tr> <td>Person-Hours of Time Saved</td> <td>661,218,693</td> <td>33,060,935</td> <td></td> <td></td> </tr> <tr> <td>Fatalities Avoided</td> <td>n/a</td> <td>n/a</td> <td></td> <td></td> </tr> <tr> <td>Injuries Avoided</td> <td>n/a</td> <td>n/a</td> <td></td> <td></td> </tr> <tr> <td>PDO Avoided</td> <td>n/a</td> <td>n/a</td> <td></td> <td></td> </tr> </tbody> </table>				ITEMIZED BENEFITS (mil. \$)	Total Over		Average		20 Years	Annual	20 Years	Annual	Travel Time Savings	\$5,022.7	\$251.1			Veh. Op. Cost Savings	\$519.1	\$26.0			Accident Cost Savings	\$148.9	\$7.4			Emission Cost Savings	\$199.0	\$10.0			Other Cost Savings (e.g., residual value, journey quality)	\$54.2	\$2.7			TOTAL BENEFITS	\$5,943.9	\$297.2			Person-Hours of Time Saved	661,218,693	33,060,935			Fatalities Avoided	n/a	n/a			Injuries Avoided	n/a	n/a			PDO Avoided	n/a	n/a		
Life-Cycle Costs (mil. \$)	\$1,065.1																																																																											
Life-Cycle Benefits (mil. \$)	\$5,900.5																																																																											
Net Present Value (mil. \$)	\$4,835.5																																																																											
Benefit / Cost Ratio:	5.54																																																																											
Rate of Return on Investment:	n/a																																																																											
Payback Period:	n/a																																																																											
ITEMIZED BENEFITS (mil. \$)	Total Over		Average																																																																									
	20 Years	Annual	20 Years	Annual																																																																								
Travel Time Savings	\$5,022.7	\$251.1																																																																										
Veh. Op. Cost Savings	\$519.1	\$26.0																																																																										
Accident Cost Savings	\$148.9	\$7.4																																																																										
Emission Cost Savings	\$199.0	\$10.0																																																																										
Other Cost Savings (e.g., residual value, journey quality)	\$54.2	\$2.7																																																																										
TOTAL BENEFITS	\$5,943.9	\$297.2																																																																										
Person-Hours of Time Saved	661,218,693	33,060,935																																																																										
Fatalities Avoided	n/a	n/a																																																																										
Injuries Avoided	n/a	n/a																																																																										
PDO Avoided	n/a	n/a																																																																										
<p>Should benefit-cost results include:</p> <p>1) Induced Travel? (y/n) <input type="text" value="Y"/> <small>Default = Y</small></p> <p>2) Vehicle Operating Costs? (y/n) <input type="text" value="Y"/> <small>Default = Y</small></p> <p>3) Accident Costs? (y/n) <input type="text" value="Y"/> <small>Default = Y</small></p> <p>4) Vehicle Emissions? (y/n) <input type="text" value="Y"/> <small>Default = Y</small> includes value for CO₂e</p>		<table border="1"> <thead> <tr> <th rowspan="2">EMISSIONS REDUCTION</th> <th colspan="2">Tons</th> <th colspan="2">Value (mil. \$)</th> </tr> <tr> <th>Total Over 20 Years</th> <th>Average Annual</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>CO Emissions Saved</td> <td>5,333</td> <td>267</td> <td>\$0.5</td> <td>\$0.0</td> </tr> <tr> <td>CO₂ Emissions Saved</td> <td>2,812,521</td> <td>140,626</td> <td>\$76.8</td> <td>\$3.8</td> </tr> <tr> <td>NO_x Emissions Saved</td> <td>3,444</td> <td>172</td> <td>\$101.0</td> <td>\$5.1</td> </tr> <tr> <td>PM₁₀ Emissions Saved</td> <td>31</td> <td>2</td> <td>\$9.0</td> <td>\$0.5</td> </tr> <tr> <td>PM_{2.5} Emissions Saved</td> <td>29</td> <td>1</td> <td></td> <td></td> </tr> <tr> <td>SO_x Emissions Saved</td> <td>25</td> <td>1</td> <td>\$2.4</td> <td>\$0.1</td> </tr> <tr> <td>VOC Emissions Saved</td> <td>644</td> <td>32</td> <td>\$1.4</td> <td>\$0.1</td> </tr> </tbody> </table>				EMISSIONS REDUCTION	Tons		Value (mil. \$)		Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual	CO Emissions Saved	5,333	267	\$0.5	\$0.0	CO ₂ Emissions Saved	2,812,521	140,626	\$76.8	\$3.8	NO _x Emissions Saved	3,444	172	\$101.0	\$5.1	PM ₁₀ Emissions Saved	31	2	\$9.0	\$0.5	PM _{2.5} Emissions Saved	29	1			SO _x Emissions Saved	25	1	\$2.4	\$0.1	VOC Emissions Saved	644	32	\$1.4	\$0.1																											
EMISSIONS REDUCTION	Tons		Value (mil. \$)																																																																									
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual																																																																								
CO Emissions Saved	5,333	267	\$0.5	\$0.0																																																																								
CO ₂ Emissions Saved	2,812,521	140,626	\$76.8	\$3.8																																																																								
NO _x Emissions Saved	3,444	172	\$101.0	\$5.1																																																																								
PM ₁₀ Emissions Saved	31	2	\$9.0	\$0.5																																																																								
PM _{2.5} Emissions Saved	29	1																																																																										
SO _x Emissions Saved	25	1	\$2.4	\$0.1																																																																								
VOC Emissions Saved	644	32	\$1.4	\$0.1																																																																								

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

VMT per Capita

Impacts are projected to reduce VMT per capita by 0.004 miles or 0.02 percent per day (compared to the 2045 No Build scenario as previously discussed)

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 0.02 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain No Build scenario conditions.

Asset Conditions (State Highway and Local Streets)

Based on the 2018 California Asset Management Plan, 14.4 percent of the State Highway System (SHS) lane miles are in poor conditions. The average Pavement Condition Index (PCI) for the region's local roads is 70 based on the 2020 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

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

Not applicable

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

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

Fatalities

Not applicable

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

The full implementation of the region's STIP projects will maintain the No Build scenario percentage of housing and jobs within 0.5 miles of frequent transit service.

Mean commute travel time (to work or school)

Impacts are projected to maintain No Build scenario conditions.

Change in acres of agricultural land

Not applicable

GHG Impacts

CO2 emissions/capita are projected to be reduced by 0.001 pounds per capita daily.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

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

Table B2 Evaluation Cost-Effectiveness Indicators and Measures					
Goal	Indicator/Measure	Future Level of Performance (No Build planning scenario)		Projected Performance Improvement (2045)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.679		Decrease in VMT per capita = 0.004 miles per day	
	Reduce Percent of congested VMT (at or below 35 mph)	7.79%		Reduction of 0.02%	
	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to Work: Maintains No Build scenario conditions.	Travel to School: Maintains No Build scenario conditions.
	Vehicle Trips Drive Alone	66.91%	9.96%		
	Vehicle Trips 2 Person Carpool	9.04%	1.49%		
	Vehicle Trips 3+ Person Carpool	6.52%	0.66%		
	Auto Passenger Trips	7.34%	52.71%		
	Transit Trips	6.03%	10.79%		
Non-Motorized Person Trips	4.16%	24.29%			
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable			
	Improve Pavement Condition Index (local streets and roads)	Not applicable		Not applicable	
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable		Not applicable	
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable		Not applicable	
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Future conditions cannot be modeled		Improvement cannot be modeled	
Safety	Reduce fatalities and serious injuries per capita (daily)	Not applicable		Not applicable	

	Reduce fatalities and serious injuries per VMT	Not applicable	Not applicable
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 59.81% Jobs % = 69.26%	Household % = No change Jobs % = No change
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 27.74 mins Auto School = 10.28 mins Transit Home Based Work = 69.52 mins Transit School = 20.68 mins	Maintains No Build scenario conditions
Environmental Sustainability	Change in acres of agricultural land	Not applicable	Not applicable
	CO ₂ emissions reduction per capita (daily)	9,383 lbs	Daily Reduction per capita = 0.001 lbs

SCAG certifies that the proposed 2022 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies.

Per Section 19C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles	Miles	1.3 (truck climbing lane)
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements	Digital Bus Stop Signs Transit Security and Operation Center	Up to 150 new signs One new center
	New or reconstructed bridges		

Section 14. Project Specific Evaluation (Required per Section 19D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

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

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

The table below summarizes the results of the benefit cost analysis (BCA) for each project in the RTIP. OCTA generated the BCA for all projects (Caltrans did not generate a BCA for any of the projects). All projects help protect the state's most vulnerable population by reducing emissions including CO2 Greenhouse Gas emissions that are summarized in the table in Section 11.

Investment Analysis Summary	I-5 Improvements from I-405 to Yale Avenue (Segment 1)	SR-74 Gap closure and multimodal improvements	Transit Security and Operations Center (TSOC)
Life-Cycle Costs (mil.\$)	\$217.0	\$59.5	\$45.2
Life-Cycle Benefits (mil.\$)	\$1,474.9	\$117.6	\$58.0
Net Present Value (mil.\$)	\$1,257.9	\$58.1	\$12.8
Benefit/Cost Ratio	6.8	2.0	1.3

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

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

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

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

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

This project will replace planting and add landscaping for the three segments of the I-5 Improvement Project from SR-73 to El Toro Road.

Planning, Programming, and Monitoring (PPM)

Orange County is impacted by severe congestion on many regional and interregional facilities. Examination of the problem and potential solutions are necessary for the future construction of improvements. STIP funds will be used to support studies that are directly used in the development of the long-range transportation plan and to develop project study reports, thus creating a shelf of projects for the future. Specific examples of studies that are supported using STIP PPM include Freeway Chokepoint Study, Freeway Bus Rapid Transit Concepts Study, Bristol Street Transit Corridor Study, and OC Mobility Hub study. The California Transportation Commission (CTC) sets aside five percent of the STIP for regional agencies to carry out planning activities.

SR-74 Gap closure and multimodal improvements

This project will widen SR-74/Ortega Highway from two/three to four lanes by adding one lane, new bike lanes, and reconstruction of sidewalk in each direction in the City of San Juan Capistrano from Calle Entradero (postmile 1.0) to Reata Road (postmile 2.1).

The project preliminary plans include installing a traffic signal at Via Cordova and Hunt Club Drive, providing a 12-foot-wide striped median, a five- to eight-foot shoulder on each side to accommodate a Class II bicycle lane, and reconstructing the existing sidewalk. The project also requires seven retaining walls.

Due to the lack of alternative east west roadways in the vicinity the SR-74/Ortega Highway Widening Project is an important project for the region and one of the most heavily utilized local roads in the area. The SR-74 connects the community to public services such as schools and provides countywide benefit by providing access to the landfill and operates as regional connector for trips from South Orange County to Riverside County. Currently, the existing traffic demand exceeds capacity, and the roadway operates at a level of service (LOS) E and is anticipated to operate at a LOS F in the year 2025.

Transit Security and Operations Center (TSOC)

Engineering studies determined that the building that houses the OCTA's Transit Police Services, Operations Support, and Central Communications cannot be expanded to accommodate OCTA's projected needs as the transportation system expands. Further, the structure does not currently

meet the continuous operation standard, which is required of essential facilities in California. To ensure OCTA is able to provide for more effective management of OCTA's expanding transportation network, for continuity of operations, and for disaster response transportation that can move people, goods, emergency personnel, and equipment in the aftermath of a disaster, OCTA is working to replace OCTA's control center facility, known as the Garden Grove Annex, which is currently located at 11800 Woodbury Road in the City of Garden Grove, California.

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

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

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

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

This project will result in the completion of the environmental studies required to improve the SR-57. One of the potential projects would construct a truck climbing lane on the SR-57 from the Lambert Road undercrossing to just north of the Orange County/Los Angeles County line. A climbing lane would improve truck traffic travel speeds and would increase the throughput of the northbound SR-57. The final design for the project is still to be determined and will not be known until the design is completed.

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

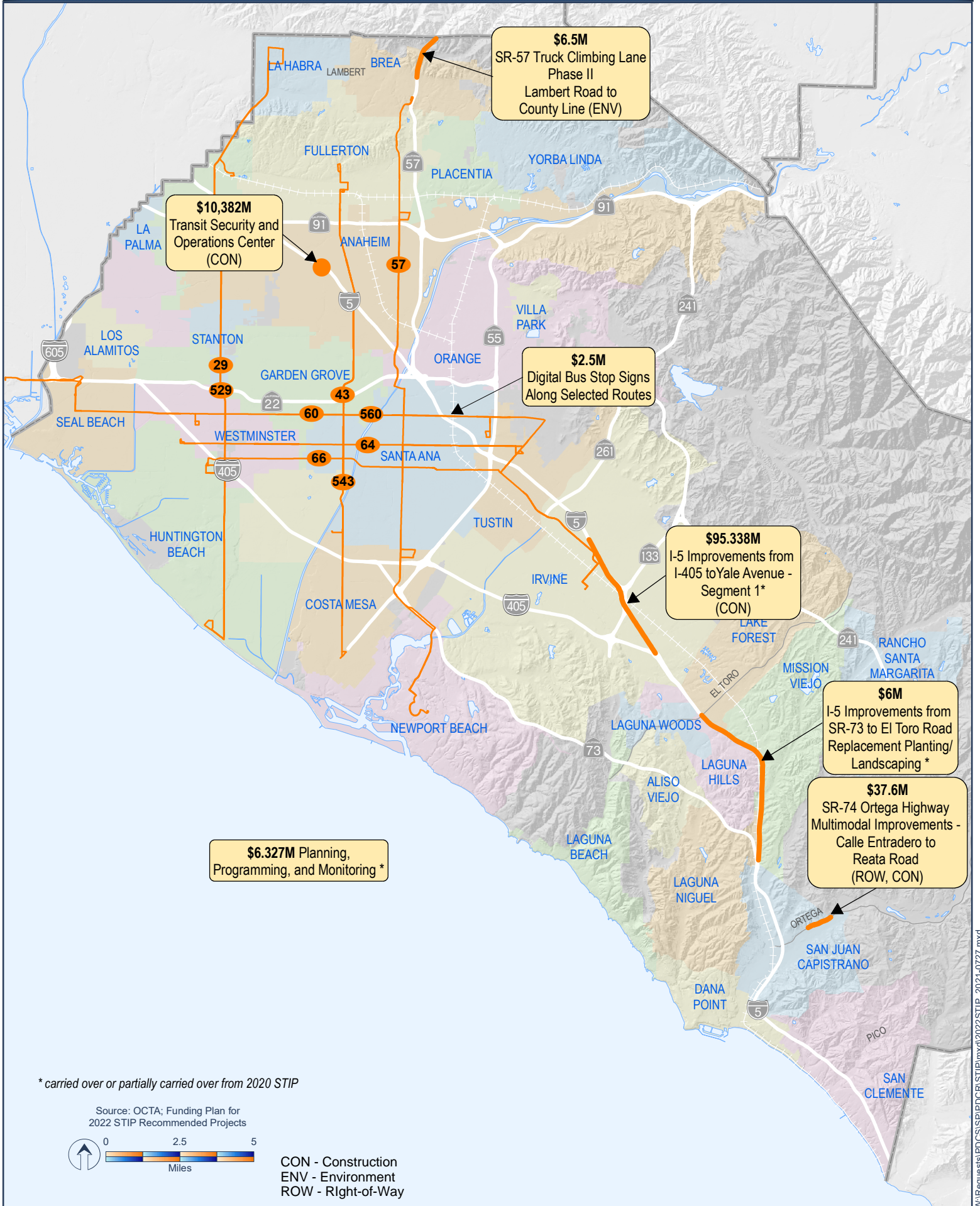
The project will result in the installation of real-time displays and signage at up to 143 bus stops along OC Bus routes 29, 43, 57, 60, 64, 66, 529, 543, 560 and at select routes based on customer demand in Orange County. It will enhance transit accessibility, lowers barriers to use public transit, provide real time information on the next bus arriving, identify Orange County's Rapid Bus Service, display service advisory messages, and where applicable provide information regarding connections to Metrolink Stations which provide service into Los Angeles, Riverside, San Bernardino, and Ventura counties, as well as service up to San Luis Obispo.

F. Appendices

Section 16. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

Section 17. Board Resolution or Documentation of 2022 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 18. ITIP Hearing Comment Letter



* carried over or partially carried over from 2020 STIP

Source: OCTA; Funding Plan for 2022 STIP Recommended Projects



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

MINUTES

Board of Directors' Meeting

Call to Order

The Monday, September 27, 2021, regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Vice Chairman Murphy at 9:01 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

Gina Ramirez, Clerk of the Board, Senior (COBS), conducted an attendance Roll Call and announced a quorum of the Board of Directors (Board) as follows:

Via Teleconference:

- Mark A. Murphy, Vice Chairman
- Lisa A. Bartlett
- Doug Chaffee
- Barbara Delgleize
- Katrina Foley
- Brian Goodell
- Patrick Harper
- Michael Hennessey
- Gene Hernandez
- Steve Jones
- Joseph Muller
- Tam Nguyen
- Vicente Sarmiento
- Tim Shaw
- Harry S. Sidhu
- Donald P. Wagner
- Ryan Chamberlain

Directors Absent: Andrew Do, Chairman

Staff Present:

- Darrell E. Johnson, Chief Executive Officer
- Gina Ramirez, Clerk of the Board Specialist, Senior
- Allison Cheshire, Clerk of the Board Specialist, Senior
- James Donich, General Counsel

Invocation

Director Hennessey gave the Invocation.

Pledge of Allegiance

Director Harper led the Pledge of Allegiance.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 1 through 14)

Vice Chairman Murphy commented on Item 1 and stated that while approving this resolution allows the Board to continue meeting virtually, beginning with the October 11 Board meeting, all Board meetings will be held in-person at the Orange County Transportation Authority (OCTA) headquarters. He noted that all health and safety protocols would be in place.

He also noted that Board committees would be at the discretion of the Committee Chair, in consultation with the CEO and General Counsel, whether to meet virtually or in person.

Vice Chairman Murphy stated that matters on the Consent Calendar are to be approved in one motion unless a Board Member or a member of the public requests separate action on a specific item.

Orange County Transportation Authority Consent Calendar Matters

1. Ralph M. Brown Act Board Resolution for Teleconference Meetings

Director Foley pulled this item to inquire about Assembly Bill (AB-361) and the ability to continue holding teleconferencing meetings and allowing access to the public to participate via teleconference.

James Donich, General Counsel, responded with an overview of AB-361 and new requirements should the Board choose to utilize provisions of the new law.

A motion was made by Director Foley, seconded by Director Sarmiento, and following a roll call vote, declared passed 16-0, to adopt Board of Directors Resolution 2021-083.

2. Approval of Minutes

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of September 13, 2021.

3. Agreement for Public Outreach Consultant Services during the Environmental Phase of the Interstate 5 Improvement Project from San Diego County Line to Avenida Pico

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to:

- A. Approve the selection of McCormick-Busse, Inc., doing business as MBI Media, as the firm to provide public outreach consulting services during the Environmental Phase of the Interstate 5 Improvement Project from the San Diego County Line to Avenida Pico.

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3353 between the Orange County Transportation Authority and McCormick-Busse, Inc., doing business as MBI Media, in the amount of \$298,450, for a three-year initial term, effective through October 31, 2024, with an option term of up to 24 months, to provide public outreach consulting services during the Environmental Phase of the Interstate 5 Improvement Project from the San Diego County Line to Avenida Pico.

4. State Legislative Status Report

Director Wagner pulled this item, asked for clarification on the programs, and inquired if they were all pending further negotiations.

Lance Larson, Executive Director of Government Relations, noted this applied to all programs and that a more detailed report would be forthcoming in October.

Director Foley inquired about AB-1499.

Mr. Larson responded that the governor had taken a lot of actions. He stated that staff plans on doing an end-of-year report, which is a compilation of all the bills that were acted on or not, at the Legislative and Communications Committee next month.

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to receive and file as an information item.

5. Federal Legislative Status Report

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to receive and file as an information item.

6. Cooperative Agreement with the Southern California Regional Rail Authority for Railroad Track Stabilization in the City of San Clemente

Staff pulled this item and continued it to the October 11, 2021, Board meeting.

Director Muller discussed his concerns for the Capo Beach area tracks and stated that OCTA should involve other agencies such as the Orange County (OC) parks and any other relevant agency to develop preventive measures. Instead of always going back and doing an emergency authorization for a coastal development plan, he also suggested to drop the riprap in or build a seawall.

Director Bartlett thanked staff for being proactive and taking measures to shore up that area in San Clemente. She concurred with Director Mueller and wanted to note that she's had conversations with Darrell E. Johnson, Chief Executive Officer, (CEO), and staff to work with OC Parks and the County's public works department to look at a long-term plan for that area. She noted that the County and OCTA are very proactive relative to the entire coastal region from the Cyprus Shores area where the riprap is and up through the Serra Siding project and beyond.

Mr. Johnson, CEO, stated staff could present to either the Committee or the entire Board on the rail defense against climate study, focused on the seven miles of the coastal rail corridor. OCTA has done a fair amount of work in that area, and it was done with the planning grant from the California Department of Transportation and had a lot of stakeholder input. He anticipates returning in two weeks with this funding request for the work going on today.

7. Long-Range Transportation Plan Challenges and Goals

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to receive and file as an information item.

8. Draft 2021 Orange County Congestion Management Program Report Release for Public Review

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to direct staff to release the draft 2021 Orange County Congestion Management Program Report for public review and set November 22, 2021, as a public hearing date for adoption of the final 2021 Orange County Congestion Management Program.

Orange County Transit District Consent Calendar Matters

9. 2021 Title VI Plan Triennial Report

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to:

- A. Review, approve, and direct staff to submit the 2021 Title VI Plan Triennial Report to the Federal Transit Administration's Regional Office of Civil Rights on or before October 1, 2021.
- B. Review and approve the results of the Service Standards and Policies monitoring in Section 4 of the 2021 Title VI Plan Triennial Report.

Orange County Local Transportation Authority Consent Calendar Matters

10. Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3642 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$500,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

11. Amendment to Cooperative Agreement with the City of Westminster for the Interstate 405 Improvement Project

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-5-3615 between the Orange County Transportation Authority and the City of Westminster, in the amount of \$998,652, for additional city services for the Interstate 405 Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total value of \$3,661,331.

12. Approval to Release Request for Proposals for the OC Streetcar Ticket Vending Machines

Staff pulled this item and continued it to the October 11, 2021 Board meeting.

13. 2021 Measure M2 Sales Tax Forecast

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to receive and file as an information item.

14. Amendments to On-Call Traffic Engineering and Intelligent Transportation Systems Services Agreements

A motion was made by Director Foley, seconded by Director Shaw, and following a roll call vote, declared passed 16-0, to authorize the Chief Executive Officer to negotiate and execute amendments between the Orange County Transportation Authority and the following consultants for on-call traffic engineering and intelligent transportation systems services agreements: Agreement No. C-9-1513 with DKS Associates, Inc.; Agreement No. C-9-1810 with AGA Engineers, Inc.; Agreement No. C-9-1811 with KOA Corporation; and Agreement No. C-9-1812 with Iteris, Inc., in a shared amount of \$10,547,425. This will increase the maximum obligation for all the on-call firms for a total combined aggregate contract value of \$15,875,425.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

15. 2022 State Transportation Improvement Program

Darrell Johnson, Chief Executive Officer, provided opening comments and introduced Adriann Cardoso, Section Manager, Strategic Planning, who provided a PowerPoint presentation.

Director Shaw noted that he is excited about north Orange County's truck climbing lane on State Route 57 (SR-57) going through the Brea Canyon area. He also stated the on-and off-ramps at Lambert and SR-57 are under construction. He inquired on what project the \$6.5 million in phase two is going to fund.

Ms. Cardoso responded that this project is considered phase two, and the project that Director Shaw referred to is considered phase one. The phases are planned together, and each project finds the other in terms of the delivery of the project. The \$6.5 million will support the initial phase of the plan, acceptance, and the environmental document.

15. (Continued)

A motion was made by Director Harper, seconded by Director Goodell, and following a roll call vote, declared passed 15-0, to:

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

Director Sarmiento was not present to vote on this item.

16. Appeal to the Board of Directors to Protest Proposed Award of Contract: Request for Proposals 0-2690 Contractor Selection for the Back-Office System and Customer Service Center Operations for the 405 Express Lanes in Orange County

Director Shaw stated that due to the Levine Act, he would not participate.

James Donich, General Counsel provided opening comments and discussed the ruling on the protest and the background of the Board voting to award the contract to Cofiroute, USA. The protest was received from WSP USA Services, Inc. (WSP) and under the appeal process, WSP is allowed to offer an appeal to the Board.

Director Wagner inquired on who would determine what is allowable for the Board to hear and why Mr. Johnson, CEO, denied the appeal.

Mr. Donich responded that he would monitor the information presented today, and Mr. Johnson, CEO, and staff were available for comments.

16. (Continued)

Vice Chairman Murphy inquired if there were any public comments.

The Clerk of the Board read public comments into the record: from Michael McKnight and David Roberts and the comments emailed to the Board earlier this morning and noted they would be part of the record for today's meeting.

Lou Cornell, CEO of WSP, provided comment.

Mike Rizzo, General Counsel for WSP provided comment.

Mr. Donich responded and discussed the following:

- The evaluation process is to utilize the Board-adopted evaluation criteria and following those criteria by the evaluation committee, a recommendation is made. The Board Committee then recommends to the Board, but the Board Committee cannot decide for the Board.
- The statute discussed by WSP's counsel does not apply to OCTA as it is a local agency and not a state agency.
- The Board has the discretion to award a contract to whoever it wants regardless of the recommendation by staff or a committee.

Mr. Johnson CEO, stated the protest procedures allow for staff to make a presentation as well but no other public comments on this item, and that WSP has technical staff available.

Director Foley recused herself as she was unable to determine if any campaign contribution conflicts existed.

Kirk Avila, General Manager of the 91 Express Lanes, outlined the original staff recommendation as presented to the Board; provided a review of the evaluation committee recommendation to staff/committee, and the overview of how and why the recommendation was made.

Director Harper inquired about the CEO's analysis of protest.

Mr. Johnson, CEO, responded that this protest focused entirely on the decision-making of the Board and was not under his ability/authority to decide and noted it did not focus on anything within his responsibilities of management of the staff, the evaluation process, the quality of the proposal, the scoring, or the analysis.

Director Bartlett made a motion, seconded by Vice Chairman Murphy to hold a closed session at the next meeting to discuss the matter further.

Director Hennessey stated that the Board has been clear on their position regarding the contract award for this project and recommends moving this agreement forward.

16. (Continued)

Director Hernandez stated he appreciated the information shared today. However, not enough information was shared today by WSP to decide to overturn the decision.

Director Chaffee inquired if the decision to overturn this item allows Cofiroute USA, LLC to have the same option to file a protest.

Mr. Donich responded that Cofiroute would have the same option to file a protest.

Director Chaffee supported the closed session discussion.

Director Wagner stated that he is not sure discussing in a closed session would change the decision. He said WSP lobbied some of the Board Members as Cofiroute did. He noted WSP is an excellent company, and there is no doubt they could do the job as outlined.

Director Wagner noted his concerns about asking the Board to overturn their decision based on experience and knowledge as best possible does a disservice to the people of Orange County. He stated good companies lose contracts all the time.

Director Harper stated that the Board has the discretion to agree with the Committee or go in a different direction. He said it is essential to listen to the protest and evaluate the information presented. If there is any new information that would affect the previous decision, then it should be considered.

Director Hennessey inquired about the process of voting on the substitute motion.

Mr. Donich noted that OCTA's practice has been that the substitute motion is acted upon first.

Mr. Rizzo disagreed with legal advice given to the Board. He stated that OCTA should not publish a process and ask bidders to bid and go through the process and then disregard the process and make a selection based on criteria not published.

A substitute motion was made by Director Wagner, seconded by Director Sidhu, and following a roll call vote, failed 5-8, to deny the protest from WSP USA Services, Inc.

Due to the Levine Act, Directors Foley and Shaw did not vote or participate in this item.

Director Sarmiento was not present to vote on this item.

16. (Continued)

A substitute motion was made by Director Hennessey, seconded by Director Hernandez, and following a roll call vote, failed 7-6, to uphold the protest from WSP USA Services, Inc. and award the contract to WSP USA Services, Inc.

Due to the Levine Act, Directors Foley and Shaw did not vote or participate in this item.

Director Sarmiento was not present to vote on this item.

After a lengthy discussion ensued on the matter, a motion was made by Director Bartlett, seconded by Vice Chairman Murphy, and following a roll call vote passed 11-2 to schedule a Closed Session to discuss potential litigation on the WSP Protest at the October 11, 2021, Board of Directors meeting.

Due to the Levine Act, Directors Foley and Shaw did not vote or participate in this item.

Director Sarmiento was not present to vote on this item.

Discussion Items

17. Public Comments

1. Charles Johnson, Teamsters Local 952 Union representative and Coach Operator, commented that the coach operators could not enforce the mask mandate. They also fear exposure to the Coronavirus and asked the Board to consider their concerns.

18. Chief Executive Officer's Report

Mr. Johnson, CEO, reported the following:

September Employees of the Month

- Freddy Garcia - Operations Employee of the Month
 - Freddy is a coach operator at the Santa Ana base who started his driving career with OCTA in 1995.
 - Earlier this year, he achieved an incredible 25 years of safe driving.
- David Sanchez - Maintenance Employee of the Month
 - David is a journeyman mechanic at the Santa Ana base who joined OCTA in 2019.
 - He was instrumental in standardizing the engine air intake hose lengths on some of the buses in the fleet, which has dramatically enhanced engine-life performance.
- Robert Davis - Administrative Employee of the Month
 - Robert is the Treasury and Public Finance Department Manager, and he joined OCTA in 2019.

18. (Continued)

- Robert successfully led the effort to complete the rate reset of OCTA's \$629 million Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the Interstate 405 Improvement Project that will ultimately save more than \$158 million over the life of the loan.

Congratulations to OCTA's September Employees of the Month.

Mobility 21 Annual Transportation Summit

- The Mobility 21 summit takes place this Thursday and Friday. The summit will be held virtually again this year.
- For details about the summit, please advise Mr. Johnson.

19. Directors' Reports

Director Foley requested an item be agendaized for the next meeting, on an overview of the Coach Operators and why they are unable to enforce the mask mandate.

Mr. Johnson, CEO, responded that OCTA has had extensive conversations with the Transit Committee about mask requirements. There is a Coronavirus update that goes to every other Board meeting and if there is a need for an entire report, staff can follow the Committee process and bring the information to the Transit Committee then on to the Board. He also noted that he disagreed with Mr. Johnson's assessment and the issue has been discussed multiple times with the Transit Committee.

Director Foley inquired about having a virtual meeting.

Mr. Donich stated that in regards to AB-361, the resolution adopted by the Board today grants the Board the ability to continue to meet virtually during a declared emergency. The Board is scheduled to meet in person on October 11, and not availing ourselves of those rules is a decision by the Chairman of the Board. The Chairman determines all points of order according to the administrative code, and he wants the Board to be in person. The Board could meet virtually if the Chairman decided it would be a virtual meeting.

Director Foley inquired if the Board has the authority to override the Chair when it comes to public health.

Mr. Donich responded the Board has the authority through the administrative code to override the Chair's determination by a majority vote of nine when the Chair is making a point of order.

Director Wagner inquired if a Special Board meeting was possible to have the Closed Session and agendaize the mask issues that Director Foley discussed.

19. (Continued)

Director Wagner made a motion to reconsider Item #1, seconded by Director Foley to accept the reconsideration of a previously agenzized item.

Mr. Donich clarified that the resolution under Item #1 states that the Board makes specific findings and can continue to meet virtually. If the Board does not approve the resolution, they can't continue to meet virtually.

Director Wagner withdrew his motion to reconsider Item #1.

20. Closed Session

There were no Closed Sessions scheduled.

21. Adjournment

The meeting adjourned at 11:04 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, October 11, 2021**, at the Orange County Transportation Authority Headquarters, Board Room – Conference Room 07-08, 550 South Main Street, Orange, California.

ATTEST:

Gina Ramirez
Clerk of the Board Specialist, Senior

Mark Murphy
Vice Chairman



BOARD OF DIRECTORS

*Andrew Do
Chairman*

*Mark A. Murphy
Vice Chairman*

*Lisa A. Bartlett
Director*

*Doug Chaffee
Director*

*Barbara Delgleize
Director*

*Katrina Foley
Director*

*Brian Goodell
Director*

*Patrick Harper
Director*

*Michael Hennessey
Director*

*Gene Hernandez
Director*

*Steve Jones
Director*

*Joseph Muller
Director*

*Tam Nguyen
Director*

*Vicente Sarmiento
Director*

*Tim Shaw
Director*

*Harry S. Sidhu
Director*

*Donald P. Wagner
Director*

*Ryan Chamberlain
Ex-Officio Member*

CHIEF EXECUTIVE OFFICE

*Darrell E. Johnson
Chief Executive Officer*

November 15, 2021

Mr. James Anderson
Chief, Division of Financial Programming
California Department of Transportation
1120 N Street, MS-82
Sacramento, CA 95814

Subject: Interregional Transportation Improvement Program Hearing Comments

Dear Mr. Anderson:

The Orange County Transportation Authority (OCTA) would like to express its appreciation regarding the California Department of Transportation's (Caltrans) Interregional Transportation Improvement Program (ITIP) recent public hearing and allowing agencies to provide written comments by November 15, 2021.

Per the 2022 ITIP proposal, Caltrans staff is recommending an additional \$23.4 million for the plans, specifications, and estimates, and right-of-way (ROW) phases for the Interstate 5 Managed Lane Project (PPNO 2833C). OCTA believes that programming funding for future phases is premature and should be considered as part of the 2024 State Transportation Improvement Program funding cycle because the environmental phase for the project is not expected to be completed for another two or more years. The request by Caltrans at this time questions whether Caltrans will be approaching the environmental process with an open mind. This request by Caltrans can have the appearance that Department is pre-committed to a particular outcome and defeating the fundamental purposes of the environmental review process that has yet to be initiated. In addition, the request for ITIP funding for design and ROW can undermine the ability of Caltrans to defend a legal challenge against any project decision resulting from the environmental review process and compounded by the fact that Caltrans is the lead agency for the environmental work and the design work.

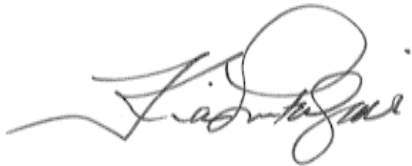
OCTA would also like to draw your attention to emergency repair work along the Los Angeles – San Diego – San Luis Obispo intercity rail ROW in the City of San Clemente to stabilize the railroad track near the Cyprus Shore area. The track was deemed unusable due to impacts of a land slide and ocean encroachment. The Southern California Regional Rail Authority's Metrolink commuter rail service and intercity passenger rail service were suspended for several weeks while emergency repairs were underway.

Mr. Anderson
November 15, 2021
Page 2

OCTA recommends that Caltrans consider supporting this emergency track stabilization project or future related work in the ITIP. Maintaining passenger rail service in emergency failures should be a priority for the state, and this project would be a good candidate for ITIP funding. Further, Caltrans should provide a minimum set aside of future funding through the ITIP or another state funding program to help manage the costs of emergency failures to passenger rail systems that may be the result of climate change.

OCTA appreciates Caltrans consideration for this request. If you have any question or comments, please feel free to contact Adriann Cardoso, Capital Programming Manager at (714) 560-5915 or at acardoso@octa.net

Sincerely,

A handwritten signature in black ink, appearing to read "Kia Mortazavi". The signature is fluid and cursive, with a large loop at the end.

Kia Mortazavi
Executive Director, Planning

KM:bk

c: Adriann Cardoso, OCTA