CTC-0001 (NEW 05/2018)

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 PROJECT BASELINE AGREEMENT

Orange County Central Corridor Improvement Project

	Change County Country Country in the Country C
	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,
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 I Accountability and Transparency Guidelines.
- 4.9 All signatorics 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	6/1/2020 Date
Chief Executive Officer	
Project Applicant Darrell E. Johnson	@/1/2020
Chief Executive Officer	
Implementing Agency	
06 60	6/2/2020
Ryan Chemberlain	Date
District Director	
California Department of Transportation Toks Omishakin	6.9.20 Date
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

ATTEST

Kristine Ridge

City Manager

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Payiead July 2017)

DIF-0001 (Rev	ised July 2017)						Gen	erai instructions	
Amendment (E)	kisting Project) No					Da	ate:	5/12/20	
District	t EA	Projec	t ID	PPNO	MPO	ID		Alt Proj. ID	
12				2156					
County	Route/Corridor	PM Bk	PM Ahd		Project	Sponsor/	Lead Agen	су	-
ORA	Main	N/A	N/A	Ora	ange County	Transporta	ation Author	ity (OCTA)	
				MF	0		Eler	nent	
				SC	AG		Local As	sistance	
		Ph	one			E-mail Ad	dress		
Cli	ff Thorne	(714) 5	60-5975		. 0	thorne@o	cta.net	W/W-11111-1111	
Project Title									
Central Orang	je County Corridor -	Bravo! Ma	n Street Rap	oid Bus				XAMERICAN TO THE STATE OF THE S	
									N
Bravo! Main	Street Rapid Bus	from Ana	heim Regio	nal Transpor	tation Intermo	dal Cente	r to MacArt	hur Boulevard in t	the
branded bus	ses (four buses pil	is one spa	ire).						
Component				Impler	nentina Aae	ncv			
		(
	ОСТА								
Right of Wa	v N/A				110000000000000000000000000000000000000			ANIANA MARIA M	
				Termobian missing				W-1997-000	
Legislative Dis	tricts					V50-05	NEW YORK		manana
Assembly:	68, 69, 74	Sen	ate:	34, 37	Congress	ional:		45, 46, 48	
Project Benefit	ts						Strategic .		
Project bene	efits include:								
1. Provides a	a parallel transit ro	ute to the	SR-55, off	ering an alter	native to the	freeways			
							(ARTIC) ar	nd South Coast	
Metro									
3. Improves	air quality by using	zero-em	ission buse	s					
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) BY ORA Main N/A N/A Orange County Transportation Authority (OCTA) WHO Element 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									
The second secon									
						ovides Me	trolink and	Amtrak services t	0
Los Angeles		ernardino	, Oceansid						
					comes		98.0107	1,200,000	
Intercity Rail/Ma	ass Transit	Rail	cars/ transit v	ehicles			each	5	
THE STATE OF THE S									

Category	Outputs/Outcomes	Unit	Total
Intercity Rail/Mass Transit	Rail cars/ transit vehicles	each	5
ADA Improvements No	Bike/Ped Improvements No	Reversible Lane and	alvsis No

	A CONTRACTOR OF THE PROPERTY O	Maria Carlo Contraction of the C
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 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 Mile	estone) 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 PPNO District County Route EΑ Project ID Alt Proj ID 12 ORA Main Q 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 22/23 23/24+ Total Implementing Agency 20/21 21/22 E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) 345 R/W CON Ū 5,069 5.069 TOTAL O O 5,414 0 0 5,414 Proposed Total Project Cost (\$1,000s) Notes Component Prior 18/19 19/20 20/21 21/22 22/23 23/24+ Total E&P (PA&ED) Ò PS&E Ö R/W SUP (CT) CON SUP (CT) 345 345 R/W 0 CON 5,069 5,089 TOTAL 5,414 0 5.414

Fund No. 1:	Solutions for	r Congested (Corridors - Lo	cal 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	Ö	0	0 (100)	0	
PS&E	Ö	Õ	0	0	a	0	0	O	
RAW SUP (CT)	o	o	0	Ō	0	O	Ō	0	
CON SUP (CT)	Ö	ō		276	0	Ő	0	276	
RW	o	0	ō	0	0	0	0	Ō	
CON	0	0		4,055	0	0	0	4,055	
TOTAL	0	0	0	4,331	0	0	0	4,331	
			Proposed	Funding (\$1	,000s)				Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Request to advance the funds into
E&P (PA&ED)				******				0	June, one month prior to the start of
PS&E			ŕ			·		ő	the approved program year. OCTA
R/W SUP (CT)			·			·		Ö	completed design for the buses earlier and released a request for
CON SUP (CT)	· ·		278			·		276	proposals in May 2020.
R/W								0	F F
CON	· · · · ·		4,055					4:055	
TOTAL	0	0.000	4,331	0		o d	D	4,331	

STATE OF CALIFORNIA . DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 5/12/20

District	COL	inty	KO	ute	EA	Proje	ctID	/**** P P	NO	Alt Proj ID
12	OI	RA:	Ma	ain	0	()	21	.56	.0
Project Title:	Central Orang	je County Cor	ridor - Brayo! N	vlain Street R	apid Bus					
Fund No. 2:	Low Carbon	Transit Opera	ations Progra	m (LCTOP)					F	rogram Code
			Existing	Funding (\$1,	000s)					
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Fi	unding Agency
E&P (PA&ED)	D	0	Ö	0	0	0	0	O Section	OCTA through	Caltrans
PS&E	0	0	0	0	o	o	Ō	0		
R/W SUP (CT).	0	0	o	0	ő	Ö	0	Ö		
CON SUP (CT)	0	0	o	Ō	0	o	0	0		
R/W	Ŏ	0	0	Ō	0	o.	0	Q		
CON	ō	0	0	O	0	ő	0	0		
TOTAL	0	Ő	0	0	0	Q	0	0	1	
			Proposed	Funding (\$1	,000s)					Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Approve	d for 2018-19 LCTOP
E&P (PA&ED)								0		
PS&E				··· · · · · · · · · · · · · · · · · ·				Ö		
R/W SUP (CT)							• • • • • • • • • • • • • • • • • • • •	0		
CON SUP (CT)	1		69					69		
R/W								0		
CON			1,014				· · · · · · · · · · · · · · · · · · ·	1,014		
TOTÁL	0	Ö	1.083	TO SOLO	W	\$386852686 0	Steller steller	1 083	•	

Fund No. 3;	Congestion I	Vitigation and	d Air Quality 1	mprovement	Program				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	D	0	0	0	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	0	OCTA through FHWA/FTA
PS&E	0	. 0	0	Ö	o	Ó	O	o	
R/W SUP (CT)	0	0	٥	Ō	Ö	٥	ō	0	
CON SUP (CT)	0	Ō		69	. 0	O	0	69	
R/W	ō	0	O	0	0	Õ	0	o	
CON	0	0		1,014	0	O	Ō	1,014	
TOTAL	0	0	0	1,083	0	0	Ö	1,083	
			Propose	Funding (\$1	,000s)			<u> </u>	Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funds proposed but not programmed
E&P (PA&ED)								e de la composição de l	and subsequently replaced by LCTOP
PS&E	·					•		Ö	
R/W SUP (CT)					' "			Ō	
CON SUP (CT)								0	
RAW								0	
CON								ō	
TOTAL.	0	0	0	0	Ö	0	0	0	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (July 2017)

Complete this page for amendments only

.p. o.c pa,	90,000.00.	.,,			encoi oou	
District	County	Route	EA	PPNO	Alt Proj	ID.
12	ORA	Main	0K670	2156	0	

Data

05/12/20

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 3 - All Projects

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)

Kurt Brotcke	Kunt Beteke	Director, Strategic Planning	5/12/2020
Name (Print or Type)	Signature		Date
this amendment request,*			
I hereby certify that the above inform	nation is complete and accurate and	all approvals have been obtained if	for the processing of
Approvals			

Attachments

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

PROJECT PROGRAMMING REQUEST

Begin Closeout Phase

End Closeout Phase (Closeout Report)

DTP-0001 (Revised	July 2017)						Ger	neral Instructions
Amendment (Existing	Project) No	0					ate:	5/13/20
District	I EA I	Projec	t ID	PPNO I	MPO ID			Alt Proj. ID
12				*****				
County R	oute/Corrido	or PM Bk	PM Ahd		Project Sp	onsor	Lead Agen	cy
ORA	Main	N/A	N/A	Ora	ange County Tra			
				MF				ment
				SC	AG		Local As	ssistance
Project Mana	ger/Contact	Ph	one		E-n	nail Ad	ddress	
Gary H			60-5715		ghe	witt@c	octa.net	
Project Title					Account to the second			
Route 53/553 Bus	Stop Improver	ments						
Location (Project L	imits), Descripti	ion (Scope of	Work)					
The project will i	nstall real-tim	e display &	Bravo! sign	nage at up to	23 bus stops and	d up to	three new s	shelters along the
Bravo! Main Stre	et Rapid Bus	and OC Bu	us Route 53	3/53X corridor	. Route 53/53X	opera	tes from Ana	aheim through
Orange and San	ta Ana to Irvi	ne via Main	Street and	Bravo! Main	Street Rapid Bus	s (Rou	ite 533) oper	ates on Main Stree
from Anaheim R	egional Trans	sportation In	termodal C	enter to Mac	Arthur Boulevard	in Sa	nta Ana.	
Component				Implen	nenting Agency			
PA&ED	OCTA							
PS&E	OCTA							
Right of Way	N/A							
Construction	OCTA							
Legislative Districts								
Assembly:	68, 69, 74	Sena	ite:	34, 37	Congressiona	l:		
Project Benefits						1211		
 Provides real tire 	ne informatio	n on next bu	us arriving	at bus stops				
 Identifies bus st 	op as a Brave	o! Main stop	and adver	rtises the serv	rice.			
					at up to two stops			
·Mode shift from								
					the Amtrak Pac	ific Su	rfliner into L	os Angeles
Riverside, San B								50 / mg0100,
·Connects to Joh								
Purpose and Need								
The corridor is co	urrently one o	of OCTA's m	nost popula	r routes with	over 2.1 million b	oardin	o's annually	The corridor
serves transit de	pendent disa	dvantaged a	and low-inc	ome commun	nities.	ourun	ig o airidany	. The comaci
(See page 2)		J	+					•
,								
(Category			Outputs/Outo	comes		Unit	Total
Intercity Rail/Mass Tr	ansit	Statio	on improveme	nts			each	23
	3.00 SCALAPS S. S. S. S.							

ADA Improvements	No	Bil	ke/Ped Improv	vements No		Revers	sible Lane analy	rsis No
Includes Sustainabl	e Communities St	rategy Goals	Yes		Reduces Greenho	use Ga	s Emissions	Yes
Project Milestor	ne		***************************************			Ex	isting	Proposed
Project Study Re	port Approve	d						N/A
Begin Environme	ental (PA&ED) Phase						N/A
Circulate Draft E	nvironmental	Document	Docu	ment Type	CE	-		N/A
Draft Project Rep	ort							N/A
nd Environmen		A&ED Miles	tone)					N/A
Begin Design (P								7/1/2020
End Design Pha		List for Adv	ertisement	Milestone)				5/30/2021
Begin Right of W			o, doornord	micotorie)				N/A
End Right of Wa		ht of Way C	ertification	Milestone)				N/A N/A
Begin Constructi								12/15/2021
End Construction					stone)			12/15/2021
		ou double of	ALLIGOT MOD	optance miles	torie)			12/10/2022

12/15/2022

12/15/2023

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

District	Cou	inty 🐃 🤲	Roi	ite	EA	Proje	ct ID	PPN	10	Alt Proj ID
12	OF		Ma	iin	0	()	0		0
Project Title:	Route 53/553	Bus Stop Imp	rovements							
			Existing Tota	al Project Co	st (000°s)		•			
Component:	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Imple	ementing Agency
E&P (PA&ED)	100000000000000000000000000000000000000	Q.	0.000	HARRIN D	•	990 S S S O	(A)	3578 V 2620		
PS&E	Q. O. S.		0	t t	O C	D	0	0.000		
R/W SUP (CT)	0	0	0	0	Q	D.	0	0		
CON SUP (CT)	77493396 0	d	NORM DE	O CONTRACTOR	Ö	1247 0000	*************************************	350.333.620		
RM	<i>-</i> 2,20	Q.	0	0	0	D	355 C	0 24 25		
CON	\$20,000 BB 10	0	Berger a	3668660	i i i i i i i i i i i i i i i i i i i	V. Section 0		0		
TOTAL		0	0	#### 0	32740000	\$500 B	9/10/2000	\$3000 Ayor 0		
		F	roposed Tota	l Project Cos	st (\$1,000s)					Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total		
E&P (PA&ED)	200000000000000000000000000000000000000	0	0	0 (3.00)	0	Q	0 %	0		
PS&E	0		0	7/2 / 1/2 / 0	0.00	O	147/25/1920	0 0		
R/W SUP (CT)	O	0	D	0	Q	0	0	3233300		
CON SUP (CT)	0	0	0	0	q'	σ		t de		
ŔW	9	3/2/2/2/20	0	<i>-</i>	0	00	W. 1948 1940	0 %		
CON	3/88/3/4/ 0	ø	Q.	344	0	,	33376 SEC. 10	344		
TOTAL	TROPROPRESSANA	\$0:550000000000000000000000000000000000	7856600000000000	344	88260025600596	5071509/40883A ni	7508/5047579 71	344		

Fund No. 1:	Solutions for	Congested C	Corridors - Lo	cal Share					Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Tota!	Funding Agency
E&P (PA&ED)	0	0	0	0	0	o d	0		Caltrans
PS&E	0	0	0	0	0	0		0	•
RAW SUP (CT)	0	Ö	C	O	0	() () () (O.	O Section 1	
CON SUP (CT)	o e	O	. 0	a de la companya de l	0	0		0 / 20 / 20 / 20	
R/W	0	0	0	0	0	, o	0	Ö	*
CON	0	0	0	0	<i>(</i>	o d	á in the co	D	
TOTAL	O	0	0	M. (28 M.) 0		0		Ö	
			Proposed	Funding (\$1	(e000,	•			Notes.
Component:	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)				•			*	2/22/24/5/0	
PS&E									
R/W SUP (CT)								3033133300 0	
CON SUP (CT)								0 - N	
R/W								100 Y V 0	
CON				344				344	
TOTAL	0	0	o d	244		40/20/2004	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	3000000000000	0	/		- and the second of the second
PS&E	0	A Company	0	0	3,000,000	O		0 %	
R/W SUP (CT)	0	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	0	0	(15 TABLE)	0	0		
CON SUP (CT)	a	0	Ó	0	0	O O	0	l o	
R/W	o	0	O	0	0	0	0	O.	
CON	0	,334,444,60	(######O	0	\$80000 0	0		0	
TOTAL	0 \$2.50	98889998 0	0.000 O	0.000	###### 0		200000000000000000000000000000000000000	2 CONTRACTOR OF THE PARTY OF TH	
			Proposed	Funding (\$1	,000s)				Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+.	Total	
E&P (PA&ED)							<u> </u>	0	
PS&E	1							2720000000	
R/W SUP (CT)							1	0 22 0	
CON SUP (CT)							L	100000000	
R/W								0	
CON	T							0	
TOTAL	Ü		STATE OF D	O.		33.55 (C. 33.65 0	0.0000000000000000000000000000000000000	0.0000000000000000000000000000000000000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Exist	ing Project)	No					Da	ate:	5/13/20	
District	EA		Project	: ID	PPNO	MPO ID		Alt Proj. ID		
12			1220000	051	2177					
County	Route/Co	rridor	PM Bk	PM Ahd		Project S	ponsor/L	_ead	Agency	
ORA	Edinge	er			0	range County Tr	ansportat	ion A	Authority (OCTA)	
					MF	20			Element	
					SCAG Local Assistance				ocal Assistance	
Project Ma	nager/Cont	act	Pho	one	E-mail Address					
Alic	ia Yang		(714) 56	60-5362	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			Impleme	enting Agency	
PA&ED	Various Cities				
PS&E	OCTA				
Right of Way	N/A				
Construction	OCTA				
Legislative Distri	cts				
Assembly:	69,72	Senate:	34	Congressional:	46,48
Project Renefits					

roject 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

Category

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

Outputs/Outcomes

Local Streets and Roads	Operational Improvements			each	41
ADA Improvements No	Bike/Ped Improvements No		Rever	sible Lane analy	sis No
Includes Sustainable Communities Strategy	Goals Yes	Reduces Gre	eenhouse Ga	as Emissions	Yes
Project Milestone			Ex	isting	Proposed
Project Study Report Approved				N/A	N/A
Begin Environmental (PA&ED) Phase	1		7/	/1/19	11/1/19
Circulate Draft Environmental Docum	ent CEQA/NEPA	CE	7/	/1/19	12/24/19
Draft Project Report				N/A	N/A
End Environmental Phase (PA&ED M	ilestone)		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)		6/3	30/20	N/A
Begin Right of Way Phase				N/A	N/A
End Right of Way Phase (Right of Wa	y Certification Milestone)			N/A	N/A
Begin Construction Phase (Contract A	Award Milestone)		7/	1/20	12/24/20
End Construction Phase (Construction	ne)	7/	1/23	12/24/24	
Begin Closeout Phase		7/	12/24/24		
End Closeout Phase (Closeout Report		7/	1/24	12/24/25	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 5/13/20

District	Col	inty	Roi	ute	EA	Proje	ctID	PPN	0774678	Alt Proj ID
12	OI	RA	Edîr	iger	0.	12200	00051	2170	7	0
Project Title:	Central Orang	je County Corr	idor - Traffic L	ight Synchroni	zation Project	- Edinger Aver	lue	•	•	
			Existing Total	al Project Cos	st (000's)					
Companent	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Imple	ementing Agency
E&P (PA&ED)	7250	W/2/2020	27.00	riesisky o		443354040 0	, o	0.000		
PS&E	0.0	N	25.933.20	ø	0.	0	O Company	0		
R/W SUP (CT)	0	0	Ö	0	J. S.	0	////////0	9000000		
CON SUP (CT)	\$1550 P. Q	0	0	/##### 0	0	(2) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	0	0		
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	,	P	roposed Tota	l Project Cos	t (\$1,000s)					Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total		
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PS&E	0		0	0	3/2/2009/20 0	O	0	0		
R/W SUP (CT)	0	0	0	0	0	0	0	0.5		
CON SUP (CT)	0	Ö	0	V. C.	TO THE PARTY OF	0	O	ø		
R/W	ď	Q	0	Q.	3434447 0	YEAR ON D	0	0		
CON.	SEE SEE SE	one of the contract of	0,196	0.55455	0	0	0	6,196		
TOTAL	O Company	900000000	6,196	0	30000000000	24/50/05/50/0	0.0000000000000000000000000000000000000	6,196		

Fund No. 1:	Solutions for	1	Program Code						
	<u> </u>		Existing	Funding (\$1,0)00s)				
Component	Prior	. 18/19	19/20	. 20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0.40 (A) O	0	0	0	0	0	THE RESERVE THE PROPERTY OF TH
PS&E	D	0	O	0	\$2.50 S o	0	0	0	
R/W SUP (CT)	0.55	0		**************************************)	0.00	0.55	0	
CON SUP (CT)	O.	/ O	0	0	0	0	0	0	
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CON	0.000	360000	0	0	经济的关键 0	0 22.5	97,000	0	
TOTAĻ	0.000	0	0	0	0	0	0	0	
<u> </u>			Proposed	Funding (\$1.	000s)				Notes
Component.	Prior	18/19	19/20	20/21:	21/22	22/23	23/24+	Total	
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PS8E					•			0 - 1	
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CON SUP (CT)								0	
Rvw				•				0	
CON]		4,957					4,957	
FOTAL	100000000000000000000000000000000000000	## 0	4,957	HERMANIA PROCES		50/000/2000 20 0		4,957	

Fund No. 2:	Local City M	atch					·		Program Code
		 · · · · · · · · · · · · · · · · · 	Existing	Funding (\$1,	000s)			·····i	
Component	Prior	18/19	19/20.	20/21	21/22	. 22/23	23/24÷	Total	Funding Agency
E&P (PA&ED)	0	0	0	0.000000	0	0	0	0	
PS&E	0	0	0	78.889 HO	0	0	0.000	0.000	· ·
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TOTAL	0	Ö	30000000	%%%% 0	0)// c	10026	3399990 0	
			Proposed	Funding (\$1	,000s)				Notes
Component	Prior	18/19	19/20	20/21	2,1/22	22/23	23/24+	Total	Pending approval
E&P'(PA&ED)								(50)(6)(6)(6)(6)	
PS&E				TTTTOPHEN				0 (100	
R/W SUP (CT)							***************************************	0.0000000000000000000000000000000000000	
CON SUP (CT)		VICTORIA INCIDENTAL PROPERTY			ì			0.00	
R/W		***************************************	THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS O					100 100 100 0 0	
CON		· · · · · · · · · · · · · · · · · · ·	1,239		***************************************			1,239	
TOTAL	300000000	-X55447547 0	1,239	ate were		15/80/2010/00	04/10/94/96 0	239	

STATE OF CALIFORNIA . DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (July 2017)

Complete this p	age for amend	lments 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 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			and the trail of the second
Approvals	The second second second second second		
I hereby certify that the above info this amendment request.*	ormation is complete and accurate and a	Ill approvals have been obtained	for the processing of
Name (Print or Type)	Signature	Title	Date
Kurt Brotcke	L6 Brophes	Director, Strategic Planning	1.20.20

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Exist	ing Project)	١	No					ate:	5/13/20
District	E	Α	Projec	t ID	PPNO	MPO II)	Alt Proj. ID	
12			1220000	020	2176				
County	Route/C	Corrid	or PM Bk	PM Ahd	Project Sponsor/Lead Agency				
ORA	MacA	Arthur			0	range County T	ransporta	ation A	Authority (OCTA)
					MF	20			Element
	•	•			SC	AG		L	ocal Assistance
Project Ma	nager/Co	ontact	Ph	one	E-mail Address				
Alic	ia Yang		(714) 5	60-5362	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			Implemen	nting Agency	
PA&ED	Various Cities				
PS&E	OCTA				
Right of Way	N/A				
Construction	OCTA				
Legislative Distric	cts				
Assembly:	69,72	Senate:	34	Congressional:	46,48
Project Renefits					

roject 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

Category

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

Outputs/Outcomes

Streets and Roads Operational Improvements					26
Bike/Ped Im	provements No		Revei	rsible Lane analy	rsis No
Goals Yes		Reduces Gr	eenhouse Ga	as Emissions	Yes
			Ex	isting	Proposed
				N/A	N/A
			7/	/1/19	11/1/19
nt CE	QA/NEPA	CE	7/	/1/19	12/24/19
				N/A	N/A
estone)			8/	/1/19	1/24/20
			8/	/1/19	N/A
dvertisement	Milestone)		6/3	30/20	N/A
				N/A	N/A
Certification	Milestone)			N/A	N/A
vard Mileston	e)		7/	/1/20	12/24/20
Contract Acc	eptance Milesto	ne)	7/	/1/23	12/24/24
			7/	/1/23	12/24/24
			7/	/1/24	12/24/25
r	Bike/Ped Im Goals Yes Int CE estone) dvertisement Certification ward Milestone	Bike/Ped Improvements No Goals Yes To CEQA/NEPA estone) dvertisement Milestone) Certification Milestone) ward Milestone) Contract Acceptance Milesto	Bike/Ped Improvements No Goals Yes Reduces Gr The CEQA/NEPA CE The estone CE Restone CE The estone CE Reduces Gr The CEQA/NEPA CE The estone CE Reduces Gr The estone	Bike/Ped Improvements No Reversion Reduces Greenhouse G	Bike/Ped Improvements No Reversible Lane analy Reduces Greenhouse Gas Emissions Existing N/A 7/1/19 nt CEQA/NEPA CE 7/1/19 N/A estone) 8/1/19 dvertisement Milestone) Certification Milestone) N/A Vard Milestone) Contract Acceptance Milestone) 7/1/23 7/1/23

DTP-0001 (Revised July 2017)

Date: 5/13/20

12	.OF	RA	MacA	ithur	.0.	Proje 12200		21.76	Alt Proj ID
Project Title:	Central Orang	e County Corr							
			Existing Total	al Project Co	st (000's)				
Component	Prior:	18/19	19/20	20/21	21/22	.22/23	.23/24+	Total	Implementing Agency
E&P (PA&ED)	20000000	\$75X(95)25 0	o v	0	3000000000	200 SEE SEE	Z (20:20:20:20	
PS&E	\$2500 K.C.	0	7449 0	0	Ö	0	0	9	
R/W SUP (CT)	0	0	Q.	0.000	0	0	0	0	
CON SUP (CT)	Sister D	0	0) () () () () () () () () () (0 (0	0	
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CON	0.000	0.000	0.0000000000000000000000000000000000000	0	o o	0	0	0 0	
TOTAL	2 2 2 2 2 2 D	Artistation and the	0.0000000000000000000000000000000000000	0.000	SERVICE OF THE O	0	7/2000 E 100	********** 0	
		F	roposed Tota	l Project Cos	st (\$1,000s)				Notes.
Component	Príor	18/19	19/20	20/21	21/22	22/23	23/24÷	Total	
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PS&E	0	ø	0	0	0.000	2	0	0	
R/W SUP (CT)	0	an and a second	0	Q	0 % % %	0	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		
CON SUP (CT)	D.	***************************************	****	0 ,000	/////// O	0	0	0	
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TOTAL	West Study (State)	337/3327/20		928728523867 n	99699369900n	52.050000000000n	Secretarions such	3.609	

Fund No. 1:	Solutions for	Congested 0	corridors - Lo	cal 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	- XXXXXXXXX	0	0	0	0.000	0	0	
P\$&E	0	0	0	0	0.00	0.000	0	0 0	·
R/W SUP (CT)	0	0	0	0	0.000		0	0	
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CON	0	0	0		1987/8/8/7/8 P.O.	0	Ŏ S	********* 0	
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		······	Proposed	Funding (\$1.	,000s)				Notes.
Component	Prior	18/19	19/20.	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E								0	
R/W SUP (CT)								2000	
CON SUP (CT)	1							200000000000000000000000000000000000000	
RW						THE PROPERTY OF THE PROPERTY O		0	
CON			2,951		***************************************			2,951	
TOTAL	o constant	0,000	2,951	\$\$\$\$\$\$\$\$\$ 0	0 .500.00000000000000000000000000000000		10000000000	2.951	

Fund No. 2:	Local City Ma	atch	3					i	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	O	0	0	0 (100)	0	
PS&E	0	0	3000 (SEC	/ O	0	0	Ó	0 0	
R/W SUP (CT)	0	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	N. S. S. S. D. O		0	0	0.555	0	
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R/W	0	0	0	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	0	0	0		
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			Proposed	Funding (\$1	,000s)				Notes
Component	Prior	1,8/19	19/20	20/21	21/22	22/23	23/24+	Total	Pending approval
E&P (PA&ED)		: : : : : : : : : : : : : : : : : : : :						C	
PS&E								de la	
R/W SUP (CT)		***************************************						0.00	
CON SUP (CT)		YOUR PROPERTY OF THE THIRD BASES OF THE		The state of the s				0.00	
R/W	A							0	
COŃ			/38			.~		738	
TOTAL	0 (1998)	200	2200 27 38	3/2000 00 fg	10000 Brown	0	3451494650 0	738	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (July 2017).

Complete this page for amendments only

District County Route EA PPNO Alt Proj ID.

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 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.doi.ca.gov/torp/LETTERguidelines)

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

SECTION 3 - All Projects	5		
Approvals			
I hereby certify that the above i this amendment request.*	nformation is complete and accurate ar	nd all approvals have been obtained fo	r the processing of
Name (Print or Type)	Signature	Title	Date
Kurt Brotcke	Kurt Beteke	Director, Strategic Planning	3/12/2020

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017) General Instructions

Amendment (Exist	ting Project)	No					Da	e: 5/13/20			
District	E	Α	Project	: ID	PPNO	MPO ID		Alt Proj. ID			
12			1220000	052	2175						
County	Route/C	Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency						
ORA	War	rner			Orange County Transportation Authority (OCTA)						
					MF	20		Element			
					SC	SCAG Local Assistance					
Project Ma	nager/Co	ontact	Pho	one	E-mail Address						
Alic	ia Yang		(714) 56	60-5362		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 Distri	cts										
Assembly:	69,72	Senate:	34	Congressional:	46,48						
Project Renefits											

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

Category

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

Outputs/Outcomes

Unit

Total

0 1					
Local Streets and Roads	Operational Improvements			each	42
ADA Improvements No	Bike/Ped Improvements No		Revei	rsible Lane analy	sis No
Includes Sustainable Communities Strategy 0	Goals Yes	Reduces Gre	eenhouse Ga	as Emissions	Yes
Project Milestone			Ex	isting	Proposed
Project Study Report Approved				N/A	N/A
Begin Environmental (PA&ED) Phase			11	/1/19	11/1/19
Circulate Draft Environmental Docume	nt CEQA/NEPA	CE	12/	24/19	12/24/19
Draft Project Report				N/A	N/A
End Environmental Phase (PA&ED Mil	estone)		1/2	24/20	1/24/20
Begin Design (PS&E) Phase			7/	/1/20	N/A
End Design Phase (Ready to List for A	dvertisement 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 Av	vard Milestone)		12	2/1/20	12/24/20
End Construction Phase (Construction	Contract Acceptance Mileston	ne)	11/	30/23	12/24/24
Begin Closeout Phase			12	2/1/23	12/24/24
End Closeout Phase (Closeout Report)	1		6/3	30/24	12/24/25

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 5/13/20

District	Cot	inty	Ro	ute	EA	Proje	ct ID	PPNO		Alt Pro ID
12	OF	RA	Wa	mer	0		00052	2175	;	0
Project Title:	Gentral Orang	e County Con	ridor - Traffic L	ight Synchroni:	zation Project	- Warner Aven	ue			
Component	Prior	18/19.	19/20	20/21	21/22	22/23	23/24+	Total	Imple	menting Agency
E&P (PA&ED)	/*/*/*/ O	10000000	2562000000	<i>\$1886</i> 3.00	0		0	200000000		
PS&E	0.5	0	1.57.4 (S. 17.7) 0	(A)	Q	排票等 0	0	0		
R/W SUP (CT)	70	0		O D	V.		////////// (0		7
CON SUP (CT)	\$150 N	0	0.	0.600	0			0.		
R/W	Ō	0	55000 CO	.0	0	300000	0	500000		
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TOTAL	Ď	\$5500 ES\$	XXXXXXXXXXXX		0 (1998)	0.0000000000000000000000000000000000000	YARSHI MARQ	V94534 (1647A) 0		
		· F	roposed Tota	ai Project Cost	(\$1,000s)					Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total		
E&P (PA&ED)	252223335 0	0	na ana co	22322200	0,000	000000000	100 m	0		
PS&E.	3/6/3/6/0	U	34.40	/ D	\$/\$\$\$\$ 0	σ	(4)	0		
R/W SUP (CT)	D	0	0	0	o a company	0.000000	(\$4%) (\$4%)	0.50		
CON SUP (CT)	a constant	1872 PART O	C	0	T O	0	O C	Ó		
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CON	0 *************************************	0	5,118	0.00	0.00	0.00	0.50	5,115		
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Fund No. 1:	Solutions for	Cangested (Corridors - Lo	cal 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 11.0	175 May 0	0	0	0	0	0	0	
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			Proposed	Funding (\$1	,000s)	•			Notes
Component	Prior .	18/19	19/20	20/21	21/22	,22/23.	23/24+	Total	
E&P (PA&ED)							·	20,000	
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R/W								in the second	
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Fund No. 2:	Local City M	atch			•				Program Code
			Existing	Funding (\$1,	000s)			·	TOTAL TOTAL STATE OF THE STATE
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	
PS&E	0	0	0	0	0	0	0	0	
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			Proposed	Funding (\$1	,000s)				Notes
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (July 2017)

Complete this pa	age for ame	naments only				06/20
District	County	Language and the state of the s	EA	PPNO	Alt Pro	j 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 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)

Afternative 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 infor this amendment request.*	rmation is complete and accurate and a	all approvals have been obtained for	the processing of
Name (Print or Type)	Signature	Title	Date
Kurt Brotcke	Kust Betch	Director, Strategic Planning	4/28/2020

Attachments

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

PROJECT PROGRAMMING REQUEST

Begin Closeout Phase

mendment (Existing						Annual Contraction of the Contra	eneral Instructions
	Project) No)				Date:	5/13/20
District	EA	Project	ID	PPNO	MPO ID		Alt Proj. ID
12							
County R	oute/Corrido	r PM Bk	PM Ahd		Project Spor	nsor/Lead Age	ency
ORA	Santa Clara				ange County Trans		
				MF		El	ement
				SC	AG	Local	Assistance
Project Mana	ger/Contact	Ph	one			il Address	
Zdenek	Kekula	(714) 64	17-5606		zkekula@	santa-ana.org	
roject Title							
range County Ce	ntral Corridor -	Santa Clara	Bicycle and	l Pedestrian Im	provements		
ocation (Project L	mits), Descripti	on (Scope of	Work)				
							and a bikeway fac les) in the City of Sa
Component				Implen	nenting Agency		
A&ED	City of San						
S&E	City of San	ta Ana				in the second of	
ight of Way	N/A						
onstruction	City of San	ta Ana					
gislative District							
sembly:	69,72	Sena	te:	34	Congressional:		46,48
oject Benefits							
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12/15/2024

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 5/13/20 District County Route Project ID PPNO EA Alt Proj ID 12 ORA Santa Clara 0 0 0 Ω Project Title: Orange County Central Corridor - Santa Clara Bicycle and Pedestrian Improvements Existing Total Project Cost (000's) Prior 18/19 19/20 Component. 20/21 23/24+ 21/22 22/23 Total Implementing Agency E&P (PA&ED) PS&£ Ü n O R/W SUP (CT) 0 O Q O Ò CON SUP (CT) Ö n ø R/W 0 O П o CON TOTAL ŋ S n| Ü 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) o] 0 PS&E 0 ិប 0 ũ R/W SUP (CT) CON SUP (CT) × p 0 ū σ D 0 Ü R/W 0 Ü 0 Ġ CON Q 3,669 0 0 3,669 TOTAL 3,669 3,669 0 Ò Ø 0 0

Fund No. 1:	Solutions for	Congested 0	Corridors - Lo	cal 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 22 0		0	3200 E S	0	0	0	Ō	
PS&E	0	////// O	0	0	0	0.0000000000000000000000000000000000000	0	0	
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			Proposed	Funding (\$1	,000s)	•			Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
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Fund No. 2:	Local City M.	atch							Program Code
			Existing	Funding (\$1,	000s}	•	٠ .		
Component	Prior	18/19	19/20:	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0.00	0	0	0	0	0	
PS&E	0	0	0	0	Q	0	0	0	
R/W SUP (CT)	0	0		0	0	0	0		
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Component	Prior	18/19	19/20:	20/21	21/22	22/23	23/24+	Total	Pending approval
E&P (PA&ED)		·						6000000	
PS&E					***************************************				
R/W SUP (CT)								2000000	
CON SUP (CT)								0	
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CON			.,	428				426	
TOTAL	374 (S. 20) (O	Carrier C		426	31415 ST 0	3545566645 0	OLENIO SERVICIO	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:

- 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

OCTA Resolution No. 2019-078

Project Information		
Project Titles	Orange County Central Corridor Improvement Project: Bravol Main Street Rapid Bus	Date: 1/8/2020
Project Identifier (EA,	PPNO, etc): 2156	· · · · · · · · · · · · · · · · · · ·

Contact Information					
Nominating Agency: Or	ange County Transportation Auth	onty (OCTA)	Agency Completing For	m) (OCTA
Contact Person:	Louis Zhao	Phone: (714) 560-5494	Contact Person;	Louis Zhao Phone;	(714) 560-5494
Email Address: Izhao@o	cta.net		Email Address: Izhao@	octa.net	

	o@octa.net	Email Address: Izhao@octa.net				
SCCP Indicator	Suggested Measures/Outcomes	Unit	Current		ected	
	Person throughput by mode	-3000000000000000000000000000000000000		Outcome	Year	
	Mode choices	Each	1,723,800	2.069,342	2040	
	Dedicated rights of way for bike and transit	Each	Drive, bus, rail	Drive, bus, rail		
		Each	NA GOLLAN	NA diamondo		
	Vehicle miles traveled	Miles	633,148	1,073,815	2040	
	Reduction in Daily Vehicle Hours of Delay	Hours	NA	NA:	average annual over 2	
	Person-hours of time saved	Hours		282,669	vears	
Congestion/ Throughput	In the space below, qualifatively explain the assumptions and methodologies used for "Other", describe the measure and why other suggested measure(s) were not used.	r proposed congesu	oh and throughput butcomi	es. It another measure(s)) is entered under	
	The California Life-Cycle Benefit/Cost Analysis ve	rision 6.2 model (CA	N-8/C) was used to condu	of the analysis		
	Reduction in vehicle-involved incidents	Each		ŇÁ		
	Reduction in train-involved incidents	Each		NA .		
	Other					
Safety	In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used.	proposed safety or	itcomes, if another measur	e(s) is:entered under "O	ther*, describe the	
	Me	nt manericalda				
		nt measurable		VPC.		
	Enhancements to the reliability of the system FirstNast mile improvements	t meascrable Each Each		yes yes		
	Enhancements to the reliability of the system FirsVisst mile improvements	Each				
Accessibilitý	Enhancements to the reliability of the system	Each Each	ility outcomes. If another m	yes	ler "Othër", describe the	
Accessibilitý	Enhancements to the reliability of the system FirsVisst mile improvements Other In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used.	Each Each proposed accessib	ny buses	yes easuře(s) is entered und	er "Othëi", describe the	
Accessibilitý	Enhancements to the reliability of the system First/last mile improvements Other In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used.	Each Each proposed accessib	ny buses	yes easuře(s) is entered und	fer "Other", describe the	
Accessibilitý	Enhancements to the reliability of the system First/last mile improvements Other In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Reliability is inc. 2. Provides first/last mile connection to AR	Each Each proposed accessioned	ny buses	yes easuře(s) is entered und	ler "Other", describe th	
Accessibilitý	Enhancements to the reliability of the system First/last mile improvements Other In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1; Reliability is inc. 2. Provides first/last mile connection to AR	Each Each proposed accessib reased by use of ne	ny buses	yes easuře(s) is entered und	ler "Olhëi", describe thi	
Accessibilitý	Enhancements to the reliability of the system First/last mife improvements Other In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Reliability is inc. 2. Provides first/last mile connection to AF Jobs created Improvements to freight throughput	Each Each Proposed accessib reased by use of netric with Metrollink a	aw buses and Amlrak passenger rail t	yes easuřé(s) is entered und service	er "Other", describe the	
Accessibility Economic Development	Enhancements to the reliability of the system First/last mile improvements Other In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Reliability is inc. 2. Provides first/last mile connection to AR Jobs created Improvements to freight throughput Benefit/Cost Ratio	Each Each Proposed accessib reased by use of netric with Metrolinic at Each Each Each Ratio Each	aw buses and Amirak passenger rail s	yes easuřé(s) is entered und service 6.3 \$700,000	totel over 20 years	

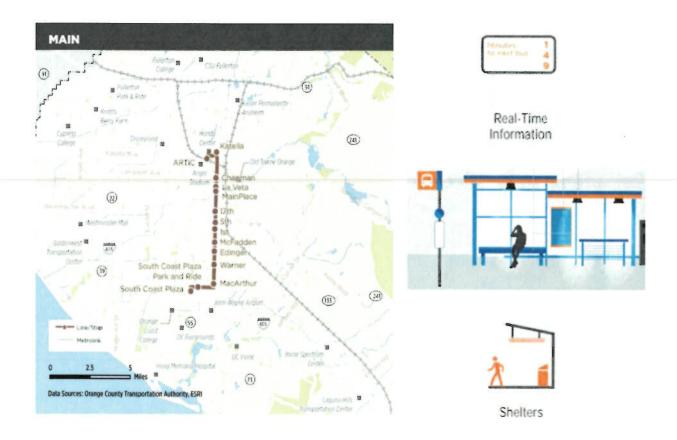
	Reduction in Particulate Matter (PM2.5)	Tons per year	0.07	7
	Reduction in Particulate Matter (PM(0)	Tons per year	0.08	
	Reduction in Carbon Dioxide (CO2)	Tons per year	14,641	
	Reduction in Volatile Organize Compounds (VOC)	Tons për year	2.07	total over 20 years
	Reduction In Sulphur Oxides (SOx)	Tons per year	0.14	
	Reduction in Carbon Monoxide (CO)	Tons per year	54	
Air Quality and Greenhouse Gas	Reduction in Nitrogen Oxide (NOx)	Tons per year	4.55	
Reductions	In the space below, qualitatively explain the assumptions and methodo	ologies used for proposed emissions reduction or	dcomes.	<u> </u>
	The California Life-Cycle Benefit/C	Cost Analysis version 6.2 model (CAL-B/C) was u	sed to conduct the analysis	
<u> </u>	The California Life-Cycle Benefit/C In the space below, qualitatively describe how the project supports tra Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management and development adaptation	nsportation-efficient land use principles, entailing		

- CALIFOI	Solutions fo	r Congested Corrid Benefits Forms	ors Program		
Project Information Project Title: Project Identifier (EA,	Orange County Central Comidor Improvement Project: Route 53/553 Bus S	top Improvement		Date: 5/9/2020	
Contact Information	Orange County Transportation Authority (OCTA)	Agency Completin	A French	SOURCE CONTROL OF THE	<u> </u>
Contact Person:					
Email Address: Izhao		Contact Person: Email Address: Izi	Louis Zhao Phone: hao@octa.net	(714) 560-5494	
SCCP Indicator	Suggested Maasures/Outcomes	Unit	Current	Proje	ted Year
	Person throughput by made (bicycle)	Each	-	2,843	2040
	Mode choldes	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 .	
Congestion/ Throughput	In the space below, qualitatively explain the assumptions and methodologies used for "Other", describe the measure and why other suggested measure(s) were not used.	r proposed congest	ian and throughput outcom	es, if another measure(s) is	s.entered under
	The California Life-Cycle Benefit/Cost Analysis ve	ersion: 6.2 model (CA	AL-B/C) was used to condu	ct the analysis	
	Reduction in vehicle-involved incidents	Each		Yes	
	Reduction in train-involved incidents	Each		NA .	
	Other				
Safety	In the space below, qualitatively explain the assumptions and methodologies used to measure and why other suggested measure(s) were not used. By increasing bus trips and the associated reduction in single occupant vehicle trips Life-Cycle Benefit/Cost Analysis version 6,2 model (CAL-B	, the project reduce	s congestion and the poten	tial for vehicle-involved inc	
	Enhancements to the reliability of the system	Each,		-23	
	Firstflast mile improvements	Each		NA	
	Other				
Accessibility	In the space below, qualitatively explain the assumptions and methodologies used for 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 but				"Other", describe the
	Jobs created	Each	-		
	improvements to freight throughput	£ach			
	Benefit/Cost Ratio	Ratio		-1,1	
	Other	Each		:**	
Economic	In the space below, qualitatively explain the assumptions and methodologies used for	,	c development outcomes. I	f another measure(s) is an	tered under "Other".
Development	describe the measure and why other suggested measure(s) were not used.	L		· · · · · · · · · · · · · · · · · · ·	

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

	Reduction in Particulate Matter (PM2.5)	Tons per year		O.		
	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	total over 20 years	
	Reduction in Sulphur Oxides (SOx)	Tons per year		ά		
	Reduction in Carbon Monoxide (CO)	Tons per year		1		
Air Quality and Greenhouse Gas	Reduction in Nitrogen Oxide (NOx)	Tons per year		Ö		
Roductions	In the space below, qualitatively explain the assumptions and methodologies used for	proposed emission	s reduction outcomes.		• • • • • • • • • • • • • • • • • • • •	
	In the space below, gralitatively describe how the project supporte transportation Affi	Nent land tree princi	nies edisilian the followings	(Praceable)		
	In the space below, gralitatively describe how the project supports transportation efficiency	Nent land use princi	nias: adtailinn tha following	(rageots)		
	In the space below, qualitatively describe how the project supports transportation-efficient land use principles; entailing the following concepts: Supports inved-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation					
Efficient Land Úse	The project provides a means to efficient land use by supporting mixed-use developm	ient and multi-moda	t choices.			

Orange County Transportation Authority Route 53/553 Bus Stop Improvements



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

Project Schedule

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

Benefits

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

Project Information		
Project Title:	Orange County Central Corridor Improvement Project: Edinger Avenue Signal Synchronization	Date: 1/8/2020
Project identifier (EA. I	PNO. etc): 2177, SCCPSB1L-6071(150)	

Contact information					
Nominating Agency:	Orange County Transportation Author	rity (OCTA)	Agency Completing Form:	OCTA	
Contact Person:	Louis Zhao	Phone: (714) 560-5494	Contact Person: E	ouis Zhao Phone:	(714) 560-5494
Email Address: Izhao@	gocta.net		Email Address: Izhan@oct	ta.net	

mail Address: Izhao(@octa.net	Email Address: Iz	han@octa.net		
SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Proj Outcoma	
	Person throughout by mode (Peak Period)	Éach	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 vears
Congestion/ Throughput	In the space below, qualitatively explain the assumptions and methodologies used for "Other", describe the measure and why other suggested measure(s) were not used.	r proposed congest	ion and throughput outcome	es: If another measure(s)	
	The California Life-Cycle Benefit/Cost-Analysis ve	ersion 6.2 model (CA	AL-B/C) was used to condu	ct the analysis	
	Reduction in vehiclé-involved incidents	Each		NA .	
	Reduction in frain-involved incidents	Each		NA:	
:	Other				
	মত	ot measurable			
	Enhancements to the reliability of the system	Each		yes	
	First/last mile improvements.	Each		·NA-	
	Average Arterial Speed	. dqin	28.	.30.8	2020
Accessibility	in the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used.	<u> </u>			er "Other", describe ti
	`1. Rellabili∤ý is increase	d by use of signal s	synchronization		
	Jobs created	Each			
	Improvements to freight throughout	Each			
	Benefit/Cost Ratio	Ratio		14.2	
	Vehicle Operating Cost Savings	Each.		\$9,000,000	total over 20 years
Economic Development	In the space below, qualitatively explain the assumptions and methodologies used for describe the measure and why other suggested measure(s) were not used.	proposed economi	c development autopines. I	f another measure(s) is e	ntered under "Other",
	Thë California Life-Cycle Benefil/Cost Analysis ve	rsion 8.2 model (CA	¥.¹B/C) was used to condui	ot the analysis	

		Benefits Forms		
	Reduction in Particulate Matter (PM2,5)	Tons per year	0.41	
	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	total over 20 years
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.41	
	Reduction in Carbon Monoxide (CO)	Tons per year	101	
Air Quality and Greenhouse Gas	Reduction in Nitrogen Oxide (NOx)	Tons per year	6.37	
Reductions	In the space below, qualitatively explain the assumptions and methodologies used to	proposed emissions reduction	outcomes.	
Efficient Land Use	In the space below, qualifatively describe how the project supports transportation-effice Supports mixed-use development with multimodal choices. Supports in-fill development. Supports interconnected streets and confider access management policies. Addresses climate adaptation. The project provides a means to efficient land use by providing connectivity option.	s. to major transit hubs. The co		imünities and employment
		ense areas.	e e e e e e e e e e e e e e e e e e e	

Project Information		
Project Title:	Orange County Central Corridor Improvement Project: MacArthur Blvd/Talbert Ave Signal Synchronization	1/8/2020
Project Identifier (EA.	DDNO architette SCCDSR41, 8074(440)	

Contact Information						45334
Nominating Agency: Orange	County Transportation Authori		Agency Completing Fo			
Contact Person:	Louis Zhao	Phone: (714) 560-5494	Contact Person:	Louis Zhao Phone:	(714) 560-5494	
Email Address: Izhao@octa.n	eţ		Email Address: Izhaoi	@octa.net		

CP Indicator	Suggosted Measures/Outcomes	Unit	Current		ected
	Person throughput by mode (Peak Period)	Each	30,717	Outcome 31,331	Year 2040
	Mode choices,	Each _	Drive/bus	Drive/bus	2040
	Dedicated rights of way for bike and transit	Each	NA NA	NA:	
	Vehicle miles traveled	Miles	197,654	201,606	2040
	Reduction In Daily Vehicle Hours of Delay	Hours	NA NA	NA ZOTIONO	2010
	Person-hours of time saved	Hours		l	average annual ov
ongestion/ hroughput	In the space below, qualitatively explain the assumptions and methodologies used for "Other", describe the measure and why other suggested measure(s) were not used.	1	lion and throughput outcome	L	is entered under
	The California Life-Cycle Benefit/Cost Analysis ve	ersion 6.2 model (C	AL-8/C) was used to cordu	ot the analysis	
	Reduction in vehicle-involved incidents	Each		NA	
	Reduction In train-involved incidents	Each		NA	
	Other				
	No	nt méasurablé			
	No	n measurable			
	No Enhancements to the reliability of the system	n méasurable Each		yes	
		· , · .		yės NA	
	Enhancements to the reliability of the system First/last mile improvements	Each Each	28	NA	2020
ccessibility	Enhancements to the reliability of the system	Each Each mph	28 bility outcomes. If another m	NA 30.8	
ccessibilitý	Enhancements to the reliability of the system Eirst/last mile improvements: Average Arteriaf Speed. In the space below, qualitatively explain the assuraptions and methodologies used for	Each Each mph proposed accessi	L bility outcomes, If another m	NA 30.8	
ccessibilitý	Enhancements to the reliability of the system Eirst/last mile improvements: Average Arterial Speed. In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used.	Each Each mph proposed accessi	L bility outcomes, If another m	NA 30.8	
ccessibilitý	Enhancements to the reliability of the system First/last mile improvements Average Arterial Speed In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Reliability is increase	Each Each mph proposed accessi	L bility outcomes, If another m	NA 30.8	
ccessibilitý	Enhancements to the reliability of the system First/last mile improvements: Average Arterial Speed. In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Reliability is increase	Each Each mph proposed accessi d by use of signal s	bility outcomes. If another m	NA 30.8	
ccessibilitý	Enhancements to the reliability of the system First/last mile improvements: Average Arterial Speed. In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Reliability is increase Jobs created Improvements to freight throughput	Each Each proposed accession d by use of signal services	L bility outcomes, If another m	NA 30.8 leāšure(s) is entered unid	er "Other"; describe
ccessibility Economic evolopment	Enhancements to the reliability of the system First/last mile improvements: Average Arterial Speed. In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Reliability is increase Jobs created Improvements to freight throughput Benefit/Cost Ratio	Each Each proposed accession d by use of signal sech Each Each Ratto Each	bility dutcomes. If another m	NA 30.8 seasure(s) is entered und 15.2 \$5,900,000	er "Other"; describe

		* * * * *		
	Reduction in Particulate Matter (PM2.5)	Tons:per year	0.27	
	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)	Taris per year	5.76	total over 20 year
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.27	
	Reduction in Carbon Monoxide (CO)	Toris per year	66	
Air Quality and ireenhouse Gas	Reduction in Nitrogen Oxide (NOx)	Tons per year	4.21	
Reductions	In the space below, qualitatively explain the assumptions and methodo	logies used for proposed emissions reduction or	úlcomes.	
		ost Analysis version 6.2 model (CAL-B/C) was u	sed to conduct the analysis	
		st Aralysis Vetsion 6.2 Inoder (CAC-SiC.) was u	sed to conduct the analysis	
	In the space below, qualitatively describe how the project supports tran Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management p Addresses climate adaptation	sportation-efficient land use principles, enteiling		

Project Information	Seed to 18 Tropy on a seed of the control of the seed	
Project Title:		Date: 1/8/2020
Project Identifier (EA.	PPNO, etc): 2175, SCCPLSB1L-8071(148)	·

Contact Information			b ni Gundangarsada (1864			a kurtan (ba (bi
	ange County Transportation Author	rity (OCTA)	Agency Completing Fo	orm: OC	ŤΑ	
Contact Person:	Louis Zhao	Phone: (714) 560-5494	Contact Person:	Louis-Zhao Phone:	(714) 560-5494	
Email Address: fzhao@b	cta.net		Email Address: Izhao	@octa.net		

CCP Indicator		▶ 食べんきつ ぬめい マグラール	2773 (11) (AND RESERVED ASSETS)	 politica de la companio 	seted a similar
our marcator	Suggested Measures/Outcomes	Unit	Current	Proje Outcome	Year
	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	ÑΑ	NA NA	
	Vehicle miles traveled	Miles	343,720	360,906	2040
	Reduction in Dally Vehicle Hours of Delay	Hours	NÁ	NA	•
	Person-hours of time saved	Hours		433,676	average annual ov vears
Congestion/ Throughput	In the space below, qualitatively explain the assumptions and methodologies used for "Other", describe the measure and why other suggested measure(s) were not used.	proposed congest	ion and throughput outcome	es. If another measure(s)	
	The California Life-Cycle Benefit/Cost Analysis ve	ersion 6.2 model (C.	AL-B/C) was used to condu	ct the analysis	
		- Parasi			
	Reduction in vehicle involved incidents	Each		NA.	<u>-</u>
	Reduction in train-involved incidents	Each		NA .	
	Other		and the second		
Safety	In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used.	proposed safety o	utcomes, if another measur	e(s) is entered under "Ot	her", déscribe the
Safety	measure, and, why other, suggested measure(s) were not used.		utcomes, if another measur	e(s) is entered under *Ot	her", déscribe the
Safety	measure, and, why other suggested measure(s) were not used.		utcomes, if another measur	e(s) is entered.under *Ot	her", déscribe the
Safety	measure, and, why other suggested measure(s) were not used.	ot measúrable	utcomes, if another measur		her", déscribe the
Safety	measure, and, why other suggested measure(s) were not used. No Enhancements to the reliability of the system	ot measúrable Each	utcomes, if another measur	ÿes	her", déscribe the
	measure, and, why other suggested measure(s) were not used. No Enhancements to the reliability of the system First/last mile improvements	Each Each mph proposed accessi	31. bility outcomes. If another n	ÿes NA -34,1	.2020.
	measure and why other suggested measure(s) were not used. Enhancements to the reliability of the system First/last mile improvements Average Artenal Speed In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used.	Each Each mph proposed accessi	31. bility outcomes. If another n	ÿes NA -34,1	.2020.
	measure and why other suggested measure(s) were not used. Enhancements to the reliability of the system First/last mile improvements Average Artenal Speed In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Reliability is increase	Each Each mph proposed accessi	31. bility outcomes. If another many synchronization	ÿes NA -34,1	.2020
	measure and why other suggested measure(s) were not used. Enhancements to the reliability of the system First/fast mile improvements Average Arterial Speed In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Reliability is increase Jobs created	Each Each mph proposed accessi	31. bility outcomes. If another n	ÿes NA -34,1	.2020. er "Other", describ
iccessibility	measure and why other suggested measure(s) were not used. No. Enhancements to the reliability of this system First/last mile improvements Average Arterial Speed In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Raliability is increase Jobs created Improvements to freight throughput Benefit/Cost Ratio Vehicle Operating Cost Savings	Each Each mph proposed accessi d by use of signal : Each Each Each Ratio	31. bility outcomes. If another no	yes NA 34.1 seasure(s) is entered und 16.7 59,400,600	.2020 er "Other", describ er "Other", describ
Safety	measure and why other suggested measure(s) were not used. Enhancements to the reliability of this system First/last mile improvements Average Arterial Speed In the space below, qualitatively explain the assumptions and methodologies used for measure and why other suggested measure(s) were not used. 1, Ratiability is increase Jobs created Improvements to freight throughput Benefit/Cost Ratio	Each Each mph proposed accessi d by use of signal : Each Each Each Ratio	31. bility outcomes. If another no	yes NA 34.1 seasure(s) is entered und 16.7 59,400,600	.2020 er "Other", describ er "Other", describ

	Reduction in Particulate Matter (PM2.5)	Tons per year	:0.38	
	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	total over 20 years
	Reducțion la Sulphur Oxides (SÖx)	Tons per year	0.48	
	Reduction in Carbon Monoxide (CO)	Tons per year	92	
Air Quality and reenhouse Gas	Reduction in Nitrogen Oxide (NOx)	Tons per year	2.58	
	In the space below, qualitatively explain the assumptions and methodolo	gies used for proposed emissions reduction of	utcomes.	
:	The California Life-Cycle Benefit/Cos	rt Analysis version 6:2 model (CAL-B/C) was u	sed to conduct the analysis	
		it Analysis version 6:2 model (CAL-B/C) was u	sed to conduct the analysis	

Economic

Development

		Salutions for	Congested Corrid Benefits Forms	ors Program					
Project Information Project Title: Project Identifier (EA,	Orange County Central Corridor Im	provement Project: Santa Clara Bicyle a		provements	Date: 5/8/2020				
Contact Information			554 Principal (1920 SA)	ventrust estatel se estatel se		Odanesa en			
Nominating Agency:	Orange County Transportation Authorit	y (OGTA)	Agency Completin	ığ Form:	OGTA				
Contact Person:			Contact Person: Louis Zhao Phone		: (714) 560-5494				
Email Address, Izheo	@octa.net		Email Address; Iz	hao@octa.net					
SCCP Indicator	Suggested.M	easures/Outcomes	Unit	Corrent		ected			
	Person throughput by mode (bicycle	in en	Each	1,027	Outcome 1,312	Year 2040			
	Mode choices	<u> </u>	Each	walkibike	welk/bike	12375			
	Dedicated rights of way for bike and	transil	Each	NA	1				
	Vehicle miles traveled		Miles	NA.	NA				
	Reduction in Qaily Vehicle Hours of	Delav	Hours	NA	NA.				
	New miles of bikeway		miles		1.30	2022			
Congestion/ Throughput	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 ve	ersion 6:2 model (Ċ	AL-B/C) was used to condu	ct the analysis				
	Reduction in vehicle-involved incide	nts	Each		Yes				
	Reduction in train-involved incidents		Each		NA .				
	Other								
Safety	In the space below, qualitatively explain measure and why other suggested mea	i the assumptions and methodologies used for sure(s) were not used:	r proposed safety o	outcomes, if another measur	e(s) is entered under "O	ther", describe the			
-	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 potent accidents.								
	Enhancements to the reliability of the	e-system	Each		NA:				
	First/last mile improvements		Each		ŅΑ				
	Other								
Áccessibílity	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes, if another measure(s) is entered under: "Other", describe to measure and why other suggested measure(s) were not used.								
Vocessimilià									
	Jobs created		Each						
	Improvements to freight throughput	TATALON TO THE TOTAL THE TOTAL TO THE TOTAL THE TOTAL TO	Each		***				
	Benefit/Cost Ratio		Ratio		1				

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/G) was used to conduct the analysis

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		· qʻ			
	Reduction in Particulate Matter (PM10)	culate Malter (PM10) Tons per year 0					
	Reduction in Carbon Dioxide (CO2) Tons per year 77			77			
	Reduction in Volatile Organize Compounds (VQC)	Tons per year		, 0 ,	total over 20 years		
	Reduction in Sulphur Oxides (SOx)	Tons per year		0.			
	Reduction in Carbon Monoxide (CO)	Tons per year		0.2			
	Reduction in Nitrogen Oxidé (NOx)	Tons per year	200	. O.			
	in the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.						
	In the space below, qualitatively describe how the project supports transportation-effi Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation	cient land use princip	oles, entailing the following	concepts:			



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.

Notice of Exemption

Appendix E

To: Office of Planning and Research	From: (Public Agency):
P.O. Box 3044, Room 113 Sacramento, CA 95812-3044	Orange County Transportation Authority (OCTA)
	550 S. Main St., Orange, CA 92863
County Clerk County of: Orange	(Address)
601 N. Ross Street	(* 1861 BSS)
Santa Ana, CA 92701	
- Central Orango County Corrido	r - Bravo! Main Street Rapid Bus
	,
Project Applicant: Orange County Transports	ation Authority
Project Location - Specific:	
Service will take place in Orange County from the	ne Anahelm Regional Transportation Intermodal Center (ARTIC)
to MacArthur Boulevard in the cities of Anaheim	s, Orange, and Santa Ana.
Project Location - City: various	Project Location - County: Orange
Description of Nature, Purpose and Beneficiarie	
	tric, 40-foot buses will provide a parallel transit route to State RTIC, which provided Metrolink and Amtrak services, and South
	iese zero-emission buses will help to improve air quality.
	, , , , , , , , , , , , , , , , , , ,
Name of Public Agency Approving Project: Ora	nge County Transportation Authority
Name of Person or Agency Carrying Out Project	ot: Orange County Transportation Authority
Exempt Status: (check one):	
☐ Ministerial (Sec. 21080(b)(1); 15268);	
☐ Declared Emergency (Sec. 21080(b)(3	
☐ Emergency Project (Sec. 21080(b)(4);	15269(b)(c));
Categorical Exemption. State type and	
☐ Statutory Exemptions. State code num	ber:
Reasons why project is exempt:	
one purchase and operation of the clean, altern	ative fuel buses is covered by the common sense exemption. It
on the environment(Section 21083, Public Reso	bility that the activity in question may have a significant effect
and the second s	area source.
Lead Agency Contact Person Cliff Thorne	74 Á hani cámh
Contact Person: One Priorite	Area Code/Telephone/Extension: 714-560-5975
If filed by applicant:	
Attach certified document of exemption f Has a Notice of Exemption been filed by	3
1 Color of Exemples (Deel by	4/08/0000
Signature: MUNS / / MANTA	Date: 4/29/2020 Title: Manager Trans. Planning
⊠ Signed by Lead Agency ⊠ Signed	by Applicant
	· · · · · · · · · · · · · · · · · · ·
uthority cited: Sections 21083 and 21110, Public Resour	rces Code. Date Received for filing at OPR:

Notice of Exemption	Appendix E
To: Office of Planning and Research	From: (Public Agency):
P.O. Box 3044, Reom 113 Sacramento, CA 95812-3044	Orange County Transportation Authority
County Clerk	550 S. Main St., Orange, CA 92868
County clerk County of: Orange 601 N. Ross Street	(Address)
Santa Ana, CA 92701	
Project Title: Warner Avenue Regional Tr	affic Signal Synchronization Project
Project Applicant: Orange County Transport	ortation Authority (OCTA)
Project Location - Specific: The proposed project would synchronize 47 corridor from PCH to Tustin Ranch Road in H	signals along approximately 14 miles of the Warner Avenue unlington Beach. Fountain Valley, and Santa Ana.
Project Location - City: Various	Project Location - County: Orange
 along the Warner Avenue corridor, Work will 	aries of Project: d implement optimized traffic signal timing and synchronization consist of performing traffic counts at key intersections, I liming analysis and installing/updating timing plans.
Name of Public Agency Approving Project:	DOTA POSTE
Name of Public Agency Approving Project: Name of Person or Agency Carrying Out Pro	siant OCTA
Exempt Status: (check one):	DEC 2 4 2019
 ☐ Ministerial (Sec. 21080(b)(1); 15260 ☐ Declared Emergency (Sec. 21080(b) 	ANON-AEGEORATE
☐ Emergency Project (Sec. 21060(b)(
Categorical Exemption, State type a	and section number. Section 15302, Class 2
☐ Statutory Exemptions, State code n	umber:
Reasons why project is exempt: This project qualifies for a Class 2 Categorical reconstruction of existing structures where to replaced and will have the same purpose and See Attachment A for project location.	Exemption since the project will consist of replacement or he new structure will be located on the same site as the structure d capacity as the structure replaced.
Lead Agency Contact Person: Kia Mortazavi	Area Code/Telephone/Extension: 714-560-5741
If filed by applicant: 1. Attach certified document of exemption	In linding. by the public agency approving the project? Date: 12.24.19 Title: Exec. Dir Parusu.
Authority cited: Sections 21083 and 21110, Public Res Reference: Sections 21108, 21152, and 21162,1, Public	igurces Code. Date Received for filing at CPR:
d in Official Records, Orange County uyen, Clerk-Recorder NO	
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State of California - Department of Fish and Wildlife 2019 ENVIRONMENTAL FILING FEE CASH RECEIPT

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CHECK APPLICABLE FEES: Environmental Impact Report (EIR): Mitigated/Negative Declaration (MND)(ND): Certified Regulatory Program document (CRP): Exempt from fee: Notice of Exemption (attach): CDFW No Effect Determination (attach): Fee previously paid (attach previously issued cash receipt copy	e).	\$3,271, \$2,354, \$1,112,	75 :	5		0.00 0.00 0.00
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Orange County Clerk-Recorder's Office Hugh Ngoyen

601 N. Ross Street 92701

County

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

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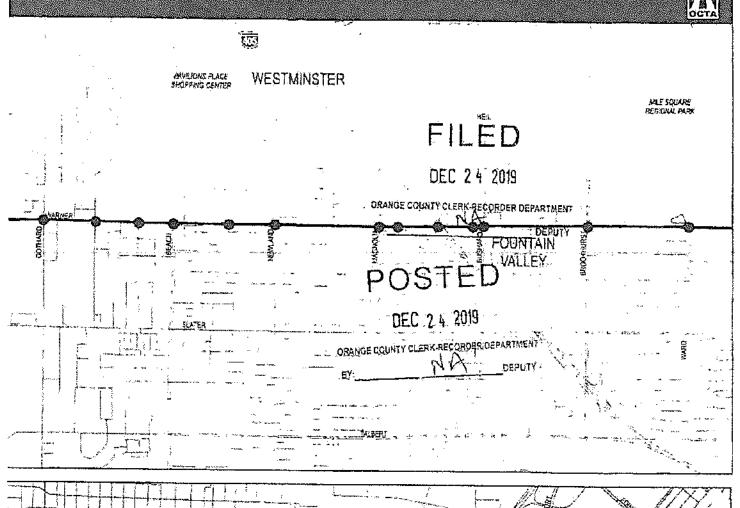
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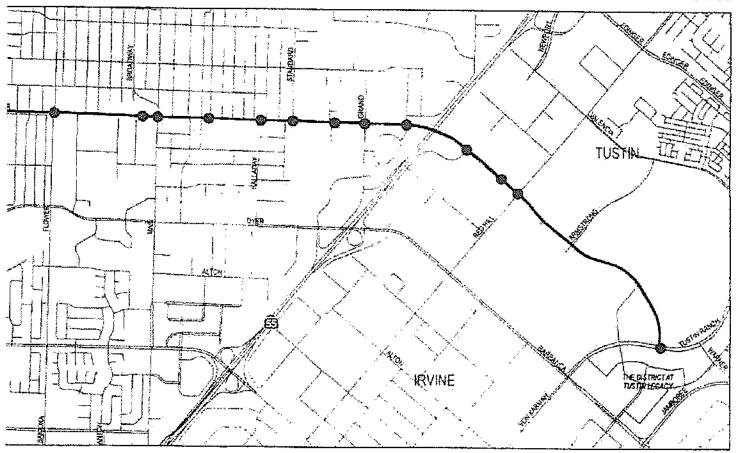
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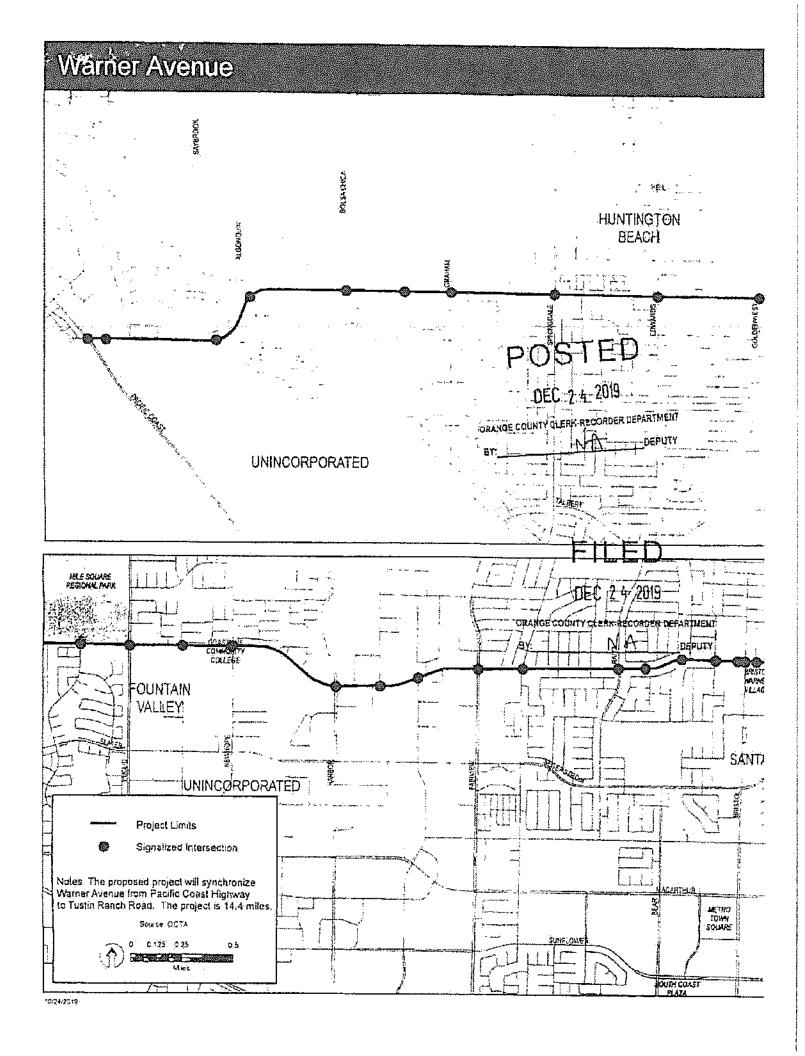
THANK YOU
PLEASE RETAIN THIS RECEIPT
FOR YOUR RECORDS











Notice of Exemption	Appendix E
To: Office of Planning and Research P.O. Box 3044, Room 113	From: (Public Agency):
Sacramento, CA 95812-3044	550 S. Main St., Orange, CA 92868
County Clerk County of: Orange	(Address)
601 N. Ross Street	(vaccess)
Santa Ana, CA 92701	
Project Title: MacArthur/Talbert Regional	Traffic Signal Synchronization Project
Project Applicant: Orange County Transp	ortation Authority (OCTA)
Project Location - Specific: The proposed project would synchronize 26	signals along approximately eight miles of the MacArthur Ave/ to SR-55 in Hunlington Beach, Fountain Valley, and Santa Ana
Project Location - City: various	Project Location - County: Orange
Description of Nature, Purpose and Benefic The objective of this project is to perform an along the MacArthur/Talbert condor. Work	izries of Project: Id implament optimized traffic signal timing and synchronization will consist of performing traffic counts at key intersections, It timing analysis and installing/updating timing plans
Name of Public Agency Approving Project:	POSTED
Name of Person or Agency Carrying Out Pri	oject; OCTA DEC 7 4 2019
Exempt Status: (check one):	
☐ Ministerial (Sec. 21080(b)(1); 1526	8); OPANGE COUNTY CLERK-RECORDER DEPARTMENT BY: NA DECISION
☐ Declared Emergency (Sec. 21080(I	b)(3); 15269(a));
 □ Emergency Project (Sec. 21080(b)) □ Categorical Exemption. State type : □ Statutory Exemptions. State code : 	and section number; Section 15302, Class 2
Reasons why project is exempt: This project qualifies for a Class 2 Categorica	al Exemption since the project will consist of replacement or the new structure will be located on the same site as the structure.
Lead Agency Contact Person: Kia Mortazavi	Area Code/Telephone/Extension: 714-560-5741
If filed by applicant: 1. Attach certified document of exemption 2. Has a Notice of Exemption been filed Signature:	on finding. I by the public agency approving the project? The Planning Date: 18:24-19 Title: Execular Planning
☐ Signed by Lead Agency 图 Sign	ned by Applicant
Authority cited: Sections 21683 and 21110, Public Re Reference: Sections 21108, 21152, and 21152.1, Pub	sources Code. Date Received for filling at OPR:
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State of California - Department of Fish and Wildlife 2019 ENVIRONMENTAL FILING FEE CASH RECEIPT

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Orange					20198500	01301	
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OCTA				1	(714) 560-	5741	
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Orange County Clerk-Recorder's Office Hugh Nguyen

601 N. Ross Street 92701

County

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

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DOC# 201985001301 50.00 Time Recorded 10:12 am

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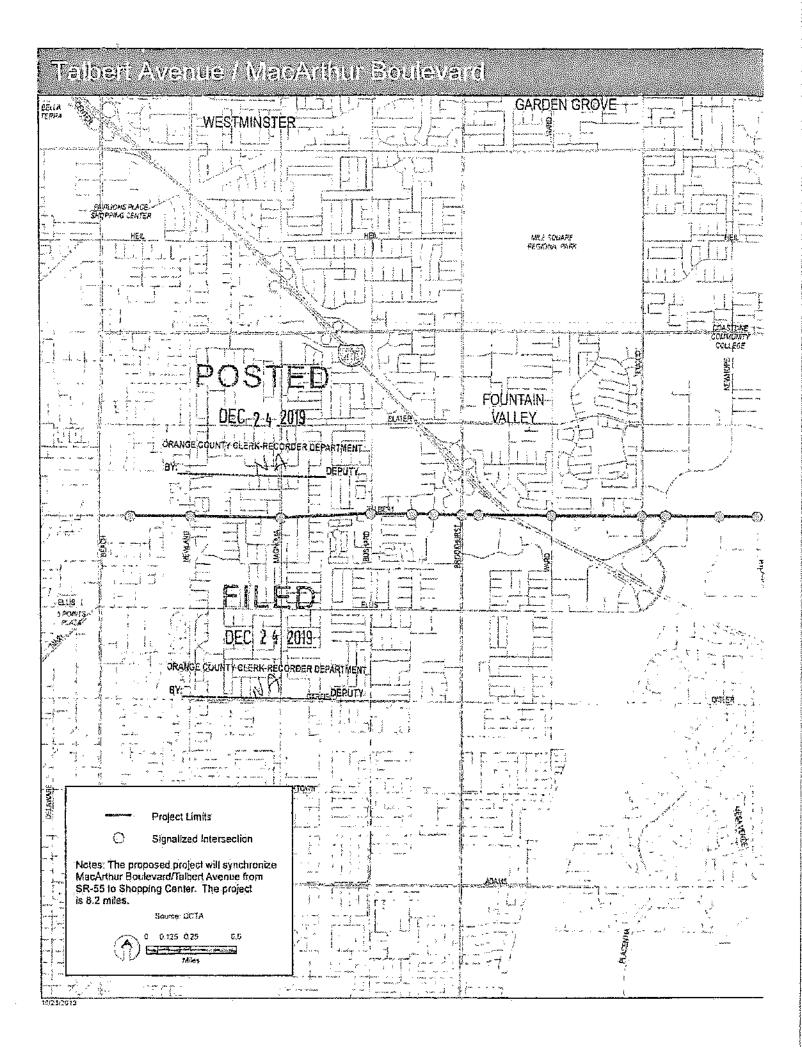
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I	P.O. Box 3044, Roo	om 113	Orange Col	inty Transportation Author	rity	_
	Sacramento, CA 95	812-3044	*	St., Orange, CA 92868		_
	County Clerk					- 6
•	County of: Orange 601 N. Ross Street			(Address)	-	
-	Santa Ana, CA 927	701			Ċ	
		The second secon				Ç
Projec	et Title: Edinger Av	venue Regional Tra	iffic Signal Synch	ronization Project	\mathcal{Q}	£
Projec	et Applicant: Orang	ge County Transpor	rtation Authority (OCTA)		
The pr	Bolsa Chica Street to	uld synchronize 40 si	he cities of Huntin	pproximately 12-mile Eding gton Beach, Fountain Valle Location - County: Orang	y and Westminster.	;
Descr	iotion of Nature. Pu	rpose and Beneficia	ries of Project	-		_
The of	bjective of this proje	ect is to perform and	implement aptim	lzed traffic signal timing ar	nd synchronization	
aiong field e	trie Lainger Avenue aufpment performi	s corridor. Work Will t îna sianai timina ans	consist of performi	ing traffic counts at key int n/updating timing plans.	ersections, updating	9
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		ency (Sec. 21080(b)				
	Emergency Proje	ect (Sec. 21060(b)(4)); 15269(b)(c));	Section 15302 Class 2		
Ø	Uategorical Exen	nption. State type an tions. State code nu	10 Section number	Section 15302, Class 2		
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	ed and will have the	e same purpose and			e volume de la companya de la compa	
	ttachment A for proj	lect location.	*			
See Al		ي سيسدف			714-560-5741	
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See Al Lead / Conta	ct Person: Kia Mo	ntezavi	Area Co	ide/Telephone/Extension;		
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ORANGE COUNTY CLERICRECORDER DEPARTMENT DEPUTY



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)

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LEAD AGENCY	LEAD AGENCY EMAIL		DATE		
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Orange			2019	85001299	
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OCTA			(714)	560-5741	
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550 S. MAIN ST	ORANGE	CA	9286	8	
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Orange County Clerk-Recorder's Office Hugh Mguyen

601 N. Ross Street 92701

County

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

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DOC# 116869 28.00

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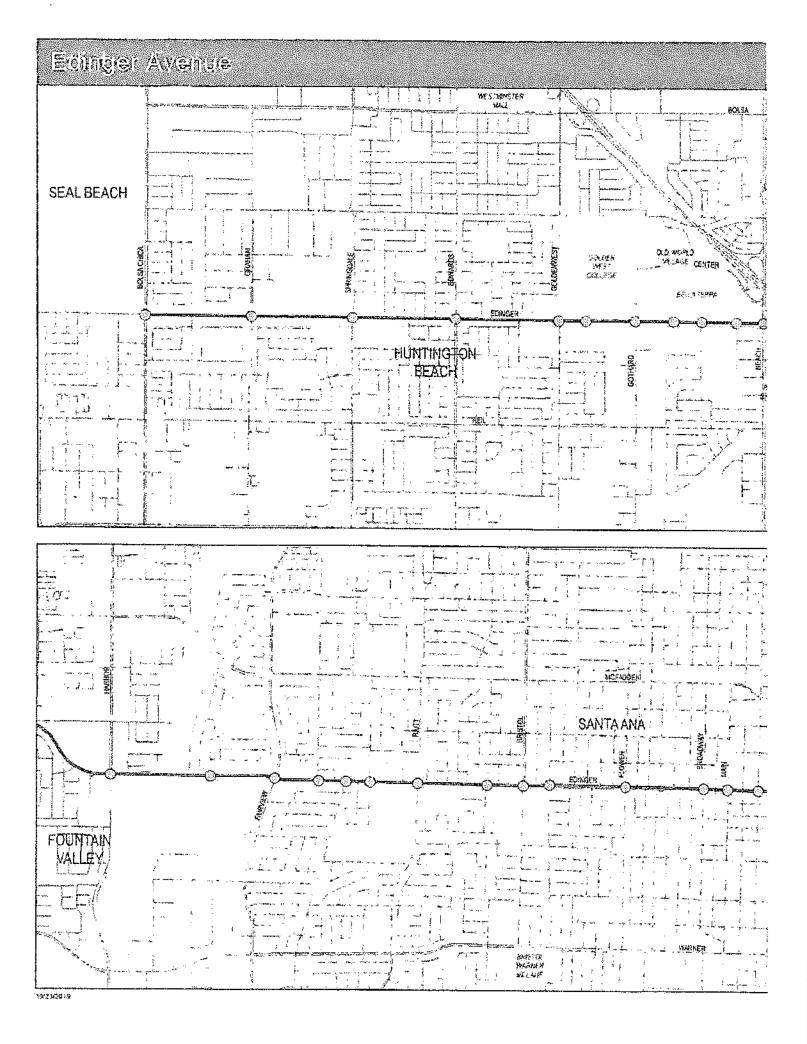
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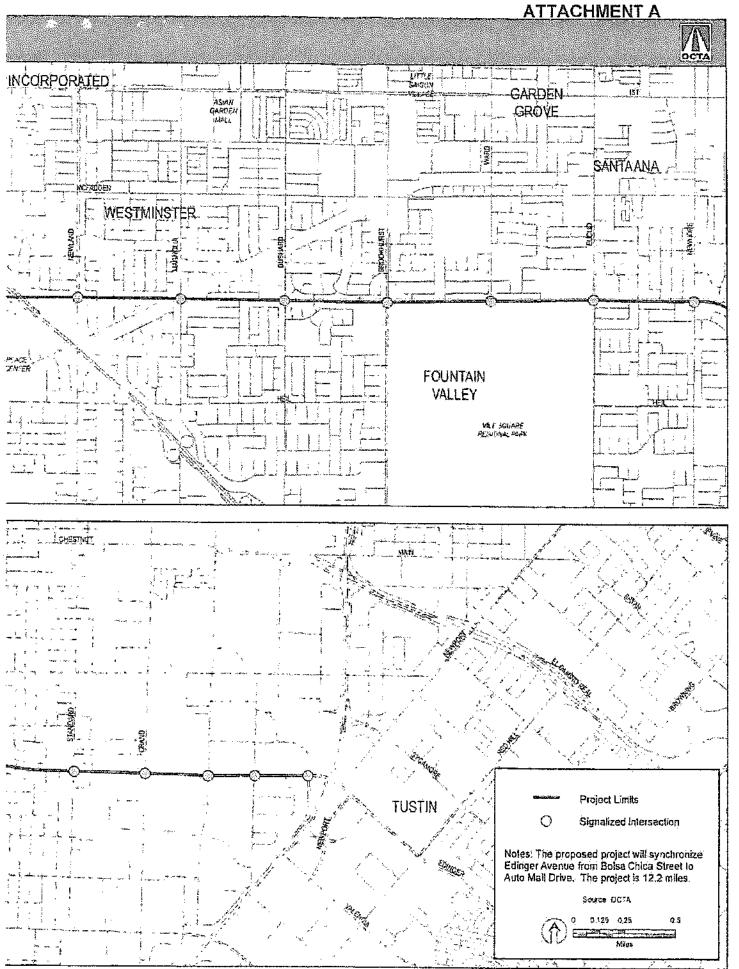
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Amount Due 0.00

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Andrew Do Vice Chairmán

Lisa Al Badlett Director

Doug Chaffee Director

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Barbara Delyierze Oyebtor

Michael Hennessey. Director

> Ğens Нетгердег Ойаскіг

> > Joseph Midier Director

Mark A. Murphy Director

Richard Murphy Director

> Migral Pulido Director

> > Tim Share Director

hərry S. Sidhu Director

Michella Steaf Director

Donald P. Wagner-Director

Gregory T. Waterbottom Oraclor

> Ryon Chambal/ais Fix-Difficin Mambal

CHIEF EXECUTIVE OFFICE

Qairell 5. Johnson Chief Eregusia Officer May 18, 2020

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

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

Dear Mr. Weiss:

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

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

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

The five active transportation projects include:

- Tustin Santa Ana Santa Fe Flood Control Channel Class I Bikeway (\$1.021 million)
- Tustin Newport Avenue Class II Bikeway (\$0.485 million)
- Tustin Red Hill Avenue Class II Bikeway (\$0,383 million)
- Tustin Main Street Bikeway Improvements (\$0.255 million)
- Santa Aпа Warner Avenue Class II Bikeway Project (\$1.443 million)

Mr. Mitchell Weiss May 18, 2020 Page 2

The City of Tustin has informed OCTA that they will no longer be moving forward with the subject projects at this time due to community concerns and have requested that they be deleted from the SCCP Program of Projects. Santa Ana has requested to reprogram the funds from the Warner Avenue Class II Bikeway to

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

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) <u>partially</u> funded the project for \$19.917 million, which includes the following projects:

- Brayo! 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

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.

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:

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	
OCTA	Edinger Avenue Signal Synchronization	\$4,957	\$4,957	\$4,957
OCTA	MacArthur Boulevard/Talbert Avenue signal synchronization	\$2,951	\$2,951	\$2,951
	Warner Avenue Class II Bikeway	\$1,443	\$1,443	-
	Main Street Class II Bikeway	\$1,094	_	· -
	Chestnut Avenue Class II Bikeway	\$711	- -	_
City of Santa	Fairhaven Avenue Class IV Bikeway	\$1,011	_	- .
Ana	Santa Clara Avenue Bicycle and Pedestrian Improvements	<u>.</u>	-	\$3,243
	Main Street Class II Bikeway	\$255	\$255	_
	Newport Avenue Class II Bikeway	\$485	\$485	- .
City of Tustin	Santa Ana-Santa Fe Channel Class I	\$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
ОСТА	Bravo! Main Street, Bus Stop Amenities	,-	-	\$344

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

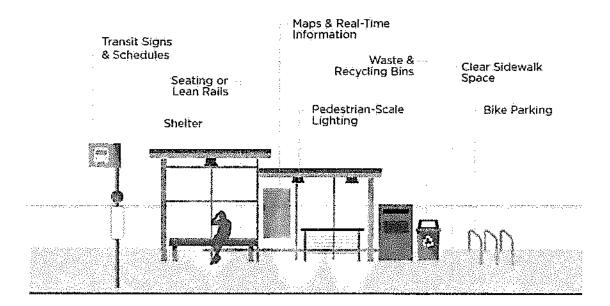
 The enhanced passenger amenities would provide further comfort in the space where there is a high transit dependency



- 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



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 Glass 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/Ā	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

over 20 Years							era parez en la la companiona de la compan	
Average Annual	1.1mill	0.3mil	N/A	N/A	1.4mill	-	N/A	1.4mill
Person-			+ 2					
Hours of Time Saved				*				

- 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%.

Emissi	ons Reduction	CO .	CO ₂	NO _x	PM ₁₀	PM ₂₅	SO.	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	80.0	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.