Introduction

The Transportation Corridor Agencies (Agencies) are comprised of the Foothill/Eastern Transportation Corridor Agency (F/ETCA) and the San Joaquin Hills Transportation Corridor Agency (SJHTCA). Collectively, the Agencies have constructed and operated 51 miles of toll roads (The Toll Roads) in Orange County for over 25 years since the initial segment of the 241 Toll Road between Portola Parkway (North) and Portola Parkway (South) opened to traffic in 1993. The Toll Roads are comprised of State Route (SR) 241, SR 261 and a portion of SR 73 and SR 133. Construction of the initial roadway segments and subsequent completed capital projects constitute over $1.6 billion in capital investment for F/ETCA and over $1.2 billion for SJHTCA. The Toll Roads provide important links in the county-wide and regional transportation network and ensure a safe, reliable commute for motorists.

In order to maintain free flow traffic conditions on The Toll Roads, various roadway expansions and operational improvements may be required to keep pace with changing traffic conditions, land uses and demographics. These system improvements are reflected in the projects that constitute the Agencies’ Capital Improvement Plan (CIP). The Fiscal Year 2021 CIP represents an approximately $371 million investment for F/ETCA capital projects in construction or scheduled for completion by 2025 and approximately $41 million for SJHTCA. Future ultimate capital projects anticipated by year 2040 are also outlined in the CIP and represent potential future investment to the transportation system within Orange County. In light of the effects the COVID-19 Pandemic has had on the economy, the timing of future year projects is uncertain. These projects will be reviewed annually prior to being advanced.

A Systemwide Traffic Operations Study is under development to assess the need for system improvements through 2040. The study will present future year traffic forecasts in five-year increments from 2025 through 2040 and identify specific areas of The Toll Roads where improvements will be needed and when those improvements need to be constructed in order to maintain free flow conditions. The study results will be used to identify projects and develop implementation strategies for the projects. The projects and their implementation schedules will be reflected in the CIP. The study’s analysis and results will be evaluated periodically, and the findings used to update project implementation schedules. Updates will be reflected in future editions of the CIP.

The CIP is updated annually. The annual update focuses on new projects, changes to project status, costs and schedules, and provides a general summary of the projects completed to date. The CIP is divided into six sections:

1. Capital projects under construction
2. Current capital projects [completion dates by 2025]
3. Future capital projects, interchanges (I/C) and other operational improvements [completion dates post-2025]
4. Future capital projects, ultimate widenings [completion dates post–2025]
5. Other agency projects, coordination only
6. Completed capital projects

The goal of the CIP is to identify projects and system improvements on The Toll Roads to ensure free flow conditions are maintained. The Agencies are committed to implementing improvements to The Toll Roads required to efficiently operate the roads. The Agencies work collaboratively with the California Department of Transportation (Caltrans), regional partner agencies and other local agencies to identify effective solutions that maintain the free flow conditions on The Toll Roads.

Adjustments have been made to the implementation schedules for the CIP projects due to the potential impact of the COVID-19 Pandemic on the Agencies’ Fiscal Year 2021 projected revenues and traffic.

1 Implementation schedules for projects will be updated periodically based on the results of Agencies’ Systemwide Traffic Operations Study.
Table of Contents

4 Capital Projects Under Construction
5 F/ETCA: Oso Parkway Bridge
6 F/ETCA & SJHTCA: Signage Enhancements

7 Current Capital Projects
   Completion dates by 2025
8 F/ETCA: 241/91 Express Connector
9 F/ETCA: NB SR 241 Channelizers at Windy Ridge
10 F/ETCA: SR 241 Loma Segment Widening
   (Potential TCM Substitution Project)
11 SJHTCA: Catalina View Traffic Improvements
   (Potential TCM Substitution Project)

12 Future Capital Projects
   Interchanges and Other Operational Improvements
   Completion dates post-2025
13 F/ETCA: SR 241/Jeffrey Road Interchange (Study Only)
14 SJHTCA: Glenwood Interchange (Phases 2 & 3)
15 F/ETCA & SJHTCA: Toll Booth Removals and Toll Plaza Reuse

16 Future Capital Projects
   Ultimate Widenings
   Completion dates post-2025
17 F/ETCA Long Term Projects
19 SJHTCA Long Term Projects

20 Other Agency Projects
   Coordination Only
21 SR 133/Great Park Interchange
21 Los Patrones Parkway Extension
22 SR 74 Lower Ortega Highway Widening
22 I-5 HOV Improvements,
   Avenida Pico to San Diego County Line
23 SR 73 Improvements, MacArthur to I-405

24 Estimated Project Costs by Agency

27 Completed Projects
28 F/ETCA Completed Projects
32 SJHTCA Completed Projects

1 Implementation schedules for projects will be updated periodically based on the results of Agencies’ Systemwide Traffic Operations Study (see page 2).

Adopted June 11, 2020
Oso Parkway Bridge
F/ETCA
(in partnership with OC Public Works and Caltrans)

Summary
The Oso Parkway Bridge Project includes the construction of a bridge structure at Oso Parkway and mainline roadway gap closure between the southern terminus of SR 241 and the northern terminus of Los Patrones Parkway.

Project Status
The project is currently under construction.

Anticipated Completion
2020

Total Project Cost
$39.9 million

Project Description
The Oso Parkway Bridge Project will provide users of Los Patrones Parkway direct access to and from the 241 Toll Road which will pass under the new bridge. This direct access to the 241 Toll Road will enhance traffic operations and safety for the interchange and improve access to the 241 Toll Road.

Planning/Engineering
An addendum to the Final Environmental Impact Report (FEIR) 584 and 589, as certified by the County of Orange Board of Supervisors, was completed in 2016 pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15164 for the Oso Parkway Bridge Project. A Project Report and final plans and specifications were reviewed and approved by Caltrans.

The project is being implemented as a partnership between TCA, Orange County (OC) Public Works and Caltrans. The planning, design, construction management and construction are fully funded by F/ETCA.

Right-of-Way
N/A

Construction
OC Public Works is administering the construction contract and providing construction oversight in conjunction with Caltrans. Construction commenced in August 2018 and will be completed over a 24-month construction period. Construction is anticipated to be completed in August 2020.
Signage Enhancements
F/ETCA & SJHTCA

Summary
The Signage Enhancements Project updates sign messaging throughout The Toll Roads and along the approaches from the connecting highways and arterials to meet the new Caltrans standards for toll road signage.

Project Status
The project is currently under construction.

Anticipated Completion
2020

Total Project Cost
F/ETCA $3.1 million | SJHTCA $3.9 million

Project Description
The project updates signage throughout The Toll Roads and along the approaches from the connecting roadways to provide consistent messaging that notifies drivers they are entering an all-electronic toll collection facility, explains how tolls can be paid, and incorporates current California Manual on Uniform Traffic Control Devices (CA MUTCD) recommendations for toll road signage. The Signage Enhancements Project improvements include: sign modifications; removal and/or replacement of ground mounted signs; replacement and overlays of roadside sign panels; modifications to overhead sign panels including replacements or overlays; removal of one overhead sign structure; installation of two new overhead sign structures; and removal and installation of associated guardrail.

Planning/Engineering
In December 2014, the Boards of Directors approved the commencement of design. Customer research was performed in mid-2015 and the results were incorporated into the signage modifications that are now being implemented to follow the California and Federal toll road signage recommendations as prescribed by the current CA MUTCD. Final design was completed in late 2018.

Right-of-Way
N/A

Construction
Installation will require periodic lane and ramp closures throughout The Toll Roads and adjacent highways and arterial interchanges. Closures will take place at night and other off-peak travel times to minimize inconvenience to drivers. The Boards of Directors awarded the construction contract in December 2018. Construction began in late 2019 and is anticipated to be completed in late 2020.
Current Capital Projects
Completion dates by 2025

1 Implementation schedules for projects will be updated periodically based on the results of Agencies’ Systemwide Traffic Operations Study (see page 2).

F/ETCA
SR 241 Loma Segment Widening
(Potential TCM Substitution)
Page 10

F/ETCA
241/91 Express Connector
Page 8

F/ETCA
NB SR 241 Channelizers at Windy Ridge
Page 9

SJHTCA
Catalina View Traffic Improvements
(Potential TCM Substitution)
Page 11

SJHTCA
(SR 73)
F/ETCA
(SRs 133, 241, 261)

Adopted June 11, 2020
241/91 Express Connector

F/ETCA

TIP ID: ORA111207
SCAG RTP PROJECT #: ORA111207

Summary
The 241/91 Express Connector Project will construct a tolled median-to-median connector with a single lane in each direction between SR 241 and the 91 Express Lanes, carrying northbound (NB) SR 241 traffic to eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to southbound SR 241, and will add a northbound lane from the Santiago Creek Bridge to SR 91 to improve traffic operations. F/ETCA is working with Caltrans (the lead agency), Orange County Transportation Authority (OCTA) and Riverside County Transportation Authority (RCTC) on the project. Agreements to document roles and responsibilities for funding, delivery and operation of the project are under development by this multi-agency team.

Project Status
Final design is anticipated to commence in Summer 2020.

Anticipated Completion
2025

Total Project Cost
$250 million

Project Description
The purpose of the project is to implement the build-out of the Eastern Transportation Corridor as approved in 1994 in order to improve traffic operations on NB SR 241 and the SR 91 general-purpose lanes while also maintaining reliable travel times and free flow speeds during peak periods on the 91 Express Lanes. The project’s planned construction is aligned with the implementation of other planned improvements in the area including the 15/91 Express Lanes Connector, SR 91 Corridor Operations Project and SR 71/SR 91 Interchange Improvements. The 241/91 Express Connector Project will provide connectivity between the 91 Express Lanes and the SR 241, which will enhance operations along the SR 91 general purpose lanes while also improving traffic operations on northbound SR 241.

Planning/Engineering
F/ETCA is the project sponsor with Caltrans as the lead agency. Preliminary engineering concepts for a tolled direct connector between SR 241 and the 91 Express Lanes were developed by F/ETCA and Caltrans, which were utilized for the environmental analysis. The 91 Express Lanes Extension and SR 241 Connector Feasibility Study was completed in March 2009 and was initiated to evaluate the various alternatives. A Project Study Report-Project Development Support document was completed in January 2012. The Draft Environmental Document was circulated for public review from November 7, 2016 through January 9, 2017. The Final Environmental Document has been signed by Caltrans and circulated for public review. A Record of Decision was approved in early 2020. Final design is anticipated to commence in Summer 2020. Construction cost estimate is being evaluated for future escalation.

Right-of-Way
Minor right-of-way acquisition is needed for the project.

Construction
A 26-month construction duration is anticipated.
NB SR 241
Channelizers at Windy Ridge
F/ETCA

Summary
The northbound (NB) SR 241 Channelizers at Windy Ridge Project will install channelizers on NB SR 241 approaching SR 91 to separate traffic heading eastbound from those heading westbound on SR 91 to mitigate queue-jumping that occurs on NB SR 241.

Project Status
Final design is in-progress.

Anticipated Completion
Early 2021

Total Project Cost
Design & Construction: $877,000
Annual Maintenance Cost: TBD

Project Description
The intent of this project is to mitigate queue-jumping that occurs on NB SR 241 approaching SR 91 by installing channelizers between the No. 2 lane and the No. 3 lane to separate the traffic heading eastbound from those heading westbound on SR 91.

The channelizers are an interim condition intended to be replaced by permanent improvements proposed as part of the 241/91 Express Connector Project which is anticipated to start construction in 2023 and open to traffic in 2025.

Planning/Engineering
F/ETCA, in consultation with Caltrans, completed conceptual layouts in early 2020 and has commenced with final design. Final design is anticipated to be completed by Fall 2020.

Right-of-Way
N/A

Construction
A one-month construction duration is anticipated.
Summary
The SR 241 Loma Segment Widening Project provides lane improvements in each direction on SR 241 from the junction of SR 133 to north of SR 261. The project adds a lane in each direction and shifts southbound traffic onto the existing graded roadbed. These improvements would be consistent with the planned Ultimate Widening of the SR 241.

Project Status
Final design is on hold.

Anticipated Completion
2022

Total Project Cost
$77.4 million

Project Description
The SR 241 Loma Segment Widening Project will add one lane in each direction between the junction with SR 133 and Santiago Creek Bridge, just north of the junction with SR 261. Traffic volume has been steadily increasing within the project area. The project is needed to improve traffic operations of SR 241.

Planning/Engineering
A Project Study Report/Project Report (PSR/PR), an addendum to the Eastern Transportation Corridor environmental document and permits were prepared for the project. F/ETCA initiated final design of the project in March 2020. Final design was put on hold in April 2020 while impacts to the Agency due to COVID-19 Pandemic are evaluated.

The Toll Roads are designated TCMs in the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) approved plans. TCMs assist the southern California region with meeting greenhouse gas (GHG) reduction targets. As such, some of Agencies’ previously planned widenings are not needed until post-2021. To comply with its commitment to deliver projects that assist with reducing GHG emissions by December 2022, F/ETCA is evaluating this project as a potential TCM substitution project.

If determined to be a feasible TCM substitution, F/ETCA will work in concert with Orange County Transportation Authority (OCTA) and SCAG to complete the required inter-agency approvals, including the California Air Resources Board and the U.S. Environmental Protection Agency (EPA).

Right-of-Way
No right-of-way impacts are anticipated.

Construction
Construction completion is anticipated in 2022.
Catalina View Traffic Improvements
(Potential Transportation Control Measure [TCM] Substitution Project)
SJHTCA

Summary
The Catalina View Traffic Improvements Project consists of adding one additional lane through the Catalina View Mainline Toll Point (resulting in four mainline lanes and one truck climbing lane) and making operational improvements on SR 73 leading up to the mainline toll point in each direction to relieve traffic congestion experienced in this area during the morning and afternoon peak periods. These improvements would be consistent with the planned ultimate widening of the SR 73.

Project Status
The next steps for delivery of this project are being evaluated.

Anticipated Completion
TBD

Total Project Cost
$36.9 million

Project Description
An increase in congestion on SR 73 has been experienced in the mainline lanes during the morning and afternoon peak periods in the vicinity of the Catalina View Mainline Toll Point. A potential solution to relieve the traffic congestion is to increase the roadway capacity by adding a fourth lane through the Catalina View Toll Point and making operational improvements to SR 73, from the SR 133 to the Sand Canyon Undercrossing in the northbound direction and from Newport Coast Drive on-ramp to Laguna Canyon Road off-ramp in the southbound direction.

Planning/Engineering
Preliminary engineering and environmental studies were previously completed and will need to be revalidated. Upon completion of this revalidation, final design will commence. Evaluation of this project was put on hold in April 2020 while impacts to the Agency due to COVID-19 Pandemic are evaluated.

The Toll Roads are designated TCMs in the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) approved plans. TCMs assist the southern California region with meeting greenhouse gas (GHG) reduction targets. As such, some of Agencies’ previously planned widenings are not needed until post-2021. To comply with its commitment to deliver projects that assist with reducing GHG emissions by December 2022, SJHTCA is evaluating this project as a potential TCM substitution project.

Right-of-Way
No right-of-way impacts are anticipated.

Construction
TBD
Future Capital Projects
Interchanges and Other Operational Improvements
Completion dates post-2025¹

¹ Implementation schedules for projects will be updated periodically based on the results of Agencies’ Systemwide Traffic Operations Study (see page 2).

SJHTCA
Glenwood Interchange (Phases 2 & 3)
Page 14

F/ETCA & SJHTCA
Toll Booth Removals and Toll Plaza Reuse
Page 15

F/ETCA
SR 241/Jeffrey Road Interchange (Study Only)
Page 13

SJHTCA
(SR 73)

F/ETCA
(SRs 133, 241, 261)

Adopted June 11, 2020
SR 241/Jeffrey Road Interchange
(Study Only)
F/ETCA

Summary
The SR 241/Jeffrey Road Interchange Study will evaluate options for a new interchange at Jeffrey Road and SR 241 in the City of Irvine.

Project Status
Preparation of a Project Study Report-Project Development Support (PSR-PDS) is underway.

Anticipated Completion
TBD (study only)

Total Project Cost
TBD (study only)

Project Description
The study includes the evaluation of a new interchange at Jeffrey Road and SR 241 in the City of Irvine. The study will evaluate options for providing access to and from the Frank R. Bowerman Landfill from SR 241 to reduce truck traffic congestion on Sand Canyon Avenue, which currently serves as the designated truck route to the landfill.

Planning/Engineering
F/ETCA, acting as the sponsoring agency, has begun the preparation of a PSR-PDS to evaluate an interchange at Jeffrey Road and SR 241 as a potential access point to the Frank R. Bowerman Landfill from SR 241. The extension of Jeffrey Road, north of Portola Parkway to SR 241, is included in the County of Orange Master Plan of Arterial Highways (MPAH). This interchange was included in the original Eastern Transportation Corridor environmental document.

If this project moves beyond the study phase, the project will be programmed for environmental planning, design, and construction.

Right-of-Way
Study only

Construction
Study only
Glenwood Interchange (Phases 2 & 3)
SJHTCA

Summary
The Glenwood Interchange Project, Phase 2, completes the interchange movements with ramps to and from SR 73 to the south. Phase 3 is a future expansion and reconfiguration of the northbound on-ramp from Glenwood and provides for more intersection and mainline capacity by braiding the northbound on-ramp with the El Toro Road off-ramp.

Project Status
The schedules for Phases 2 and 3 have not been determined.

Anticipated Completion
TBD

Total Project Cost
$24.3 million
Toll Booth Removals and Toll Plaza Reuse
F/ETCA & SJHTCA

Summary
The Toll Booth Removals and Toll Plaza Reuse Project consists of removing the remaining toll booths and related equipment at toll points throughout the system, researching possible reuse of the toll booths and exploring options for reuse of the toll plazas and buildings.

Project Status
Conceptual planning has not yet commenced.

Anticipated Completion
TBD

Total Project Cost
F/ETCA TBD  |  SJHTCA TBD

Project Description
With the transition to all-electronic-toll (AET) collection on The Toll Roads in 2014, cash toll booths are no longer required. The removal of toll booths will provide standard lane and shoulder geometry at the toll plazas. The toll booths and related equipment on multi-lane ramps were removed in 2017 as part of the Toll Booth Removals Phase 1 Project. The removal of the remaining toll booths and related equipment at single lane ramp toll points (Toll Booth Removals Phase 2) and mainline toll points (Toll Booth Removals Phase 3) are still pending.

A study is proposed to research possible reuse options for the remaining toll booths and explore options for reuse of the toll plazas and buildings throughout the system. The recommendations developed as part of the study will be brought before the F/ETCA and SJHCTA Boards for further action.

Planning/Engineering
A Toll Plaza Facilities Reuse Study was conducted in 2016 to explore the feasibility of various reuses for the toll plazas and booths throughout the system. No preliminary concepts have been developed yet from the study.

Conceptual planning has not yet commenced.

Right-of-Way
No right-of-way impacts are anticipated.

Construction
TBD

Adopted June 11, 2020
Future Capital Projects
Ultimate Widenings
Completion dates post-2025

Future Ultimate Widenings

SJHTCA
SR 73, I-5 in San Juan Capistrano to SR 73 in Irvine
Ultimate Widenings

F/ETCA
SRs 133, 241, 261, from SR 91 to SR 241/FTC-N (at Portola Parkway-Irvine) and I-5, (ETC) Ultimate Widenings

F/ETCA
SR 241, from Oso Parkway to ETC (at Portola Parkway-Irvine), (FTC-N) Ultimate Widenings

F/ETCA
SR 241 SB Widening, between Santa Margarita and Bake Parkway

SJHTCA
SR 73, I-5 in San Juan Capistrano to SR 73 in Irvine
Ultimate Widenings

1 Implementation schedules for projects will be updated periodically based on the results of Agencies’ Systemwide Traffic Operations Study (see page 2).
# Future Capital Projects: Ultimate Widenings

## Foothill/Eastern Transportation Corridor Agency

<table>
<thead>
<tr>
<th>Project</th>
<th>Anticipated Completion</th>
<th>Total Project Cost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/ETCA</td>
<td>TBD</td>
<td>$102.1 million</td>
<td>The SR 241 Southbound Widening, between Santa Margarita Parkway and Bake Parkway (PM 18.3 to PM 23.10), proposes to add one lane in the southbound direction for 4.8 miles, from south of the Melinda Road Undercrossing (UC) to north of the Bake Parkway UC. Project includes the widening of the northbound and southbound Upper Oso Reservoir and the Aliso Creek Bridges and construction of limited pavement widening in the northbound direction between these two bridges.</td>
</tr>
</tbody>
</table>

**Project Status**
An addendum to the original Foothill Transportation Corridor – North environmental document, Final Supplemental EIR No. 423, March 1990, was completed in 2011.
Future Capital Projects: Ultimate Widenings

Foothill/Eastern Transportation Corridor Agency

<table>
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<tr>
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</table>
| F/ETCA  | TBD                    | $884.5 million     | Over the past two decades, The Toll Roads have become an integral part of the regional transportation system in Orange County. Customer surveys show that people depend on The Toll Roads for reliability in the travel time it takes to reach their destination. As regional travel demand grows, and the freeway and arterial system become more congested, portions of The Toll Roads can sometimes experience congestion as well. In order to preserve dependable travel times, roadway expansion and operational improvement projects become warranted.

The transportation corridor system is designed to be expanded with additional lanes as traffic demands and volumes grow. Space is also provided within the median for either additional travel lanes and/or potential transit facilities as the County of Orange and surrounding communities mature. Since the original construction of the corridors, there have been several changes to several key factors that influence travel demand. These factors include residential and non-residential development changes, shifts in population and employment, changes to the arterial highway system and changes in commuter behavior.

Project Status
The Agencies are currently undertaking a systemwide traffic operations study to understand the specific areas and segments of The Toll Roads system where system improvements will be needed in order to maintain free flow conditions. The Agencies are developing a timeline in five-year horizon increments in order to have a better understanding of what improvements are needed and when those projects need to be constructed.
## Future Capital Projects: Ultimate Widenings

### San Joaquin Hills Transportation Corridor Agency

<table>
<thead>
<tr>
<th>Project</th>
<th>Anticipated Completion</th>
<th>Total Project Cost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJHTCA</td>
<td>TBD</td>
<td>$354.7 million</td>
<td>Over the past two decades, The Toll Roads have become an integral part of the regional transportation system in Orange County. Customer surveys show that people depend on The Toll Roads for reliability in the travel time it takes to reach their destination. As regional travel demand grows, and the freeway and arterial system become more congested, portions of The Toll Roads can sometimes experience congestion as well. In order to preserve dependable travel times, roadway expansion and operational improvement projects become warranted. The transportation corridor system is designed to be expanded with additional lanes as traffic demands and volumes grow. Space is also provided within the median for either additional travel lanes and/or potential transit facilities as the County of Orange and surrounding communities mature. Since the original construction of the corridors, there have been several changes to several key factors that influence travel demand. These factors include residential and non-residential development changes, shifts in population and employment, changes to the arterial highway system and changes in commuter behavior.</td>
</tr>
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### Project Status

The Agencies are currently undertaking a systemwide traffic operations study to understand the specific areas and segments of The Toll Roads system where system improvements will be needed in order to maintain free flow conditions. The Agencies are developing a timeline in five-year horizon increments in order to have a better understanding of what improvements are needed and when those projects need to be constructed.
### Other Agency Projects: Coordination Only

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<th>Project</th>
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<th>Project Sponsor</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 133/Great Park Interchange (Coordination Only)</td>
<td>TBD</td>
<td>Five Point Communities, in partnership with the City of Irvine</td>
<td>The SR 133/Great Park Interchange Project is under development by Five Point Communities, in partnership with the City of Irvine and Caltrans, to study the potential for a new interchange on SR 133 at Great Park Boulevard (Trabuco Road). The intent of this new access is to alleviate traffic demand at the nearby Sand Canyon Avenue/Interstate 5 (I-5) interchange. <strong>Project Status</strong> A Project Study Report-Project Development Support (PSR-PDS) is underway by Five Point Communities. <strong>Total Project cost</strong> TBD</td>
</tr>
<tr>
<td>Los Patrones Parkway Extension (Coordination Only)</td>
<td>TBD</td>
<td>County of Orange</td>
<td>The Los Patrones Parkway Extension Project will continue Los Patrones Parkway as a local arterial roadway with no tolls from Cow Camp Road south through the Prima Deshecha Landfill to connect with La Pata Avenue. The project is the result of a detailed analysis of alternatives proposed to relieve traffic congestion in south Orange County. The analysis and results are detailed in the F/ETCA South County Traffic Relief Effort Scoping Summary and Alternatives Screening report, dated March 2020. The report recommends the County of Orange, as the lead agency, advance the Los Patrones Parkway Extension for further consideration. <strong>Project Status</strong> TBD <strong>Total Project Cost</strong> TBD</td>
</tr>
</tbody>
</table>
## Other Agency Projects: Coordination Only

<table>
<thead>
<tr>
<th>Project</th>
<th>Anticipated Completion</th>
<th>Project Sponsor</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 74 Lower Ortega Highway Widening (Coordination Only)</td>
<td>TBD</td>
<td>County of Orange and OCTA</td>
<td>The SR 74 Lower Ortega Highway Widening Project proposes to widen SR 74 from two lanes to four lanes from Calle Entradero to 150-feet east of the City of San Juan Capistrano/County boundary with restriping from 150-feet east of the City/County boundary to Reata Road. The improvements being studied by the County of Orange and OCTA, in partnership with Caltrans, are expected to relieve existing and future traffic congestion and improve the flow of traffic on SR 74. The project will accommodate planned growth and development in the surrounding areas, remove a chokepoint, and provide improvements consistent with local planning documents.</td>
</tr>
<tr>
<td>I-5 HOV Improvements, Avenida Pico to San Diego County Line (Coordination Only)</td>
<td>TBD</td>
<td>OCTA</td>
<td>The I-5 HOV Improvements Project is under development by OCTA, in partnership with Caltrans, to study the option of adding a high occupancy vehicle (HOV) lane in each direction from Avenida Pico in the City of San Clemente to the San Diego County Line to provide HOV continuity by connecting to the existing HOV lanes that currently terminate at Avenida Pico.</td>
</tr>
</tbody>
</table>

**Project Status**

Supplemental Project Report and Environmetal Assessment are in-progress by the County of Orange and OCTA.

**Total Project Cost**

TBD
### Other Agency Projects: Coordination Only

<table>
<thead>
<tr>
<th>Project</th>
<th>Anticipated Completion</th>
<th>Project Sponsor</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 73 Improvements, MacArthur to I-405 (Coordination Only)</td>
<td>TBD</td>
<td>OCTA</td>
<td>The SR 73 Improvements, MacArthur to I-405, Project is under development by OCTA to study the option of adding one HOV lane in each direction from MacArthur Boulevard to Interstate 405 (I-405). SJHTCA, as a stakeholder, will coordinate with OCTA on this study including the potential option to add managed lanes on SR 73 between Bison Avenue and Bear Street with a tie-in to the SR 73/I-405 Express Connector to provide managed lane continuity between the 73 Toll Road and the 405 Express Lanes.</td>
</tr>
</tbody>
</table>

**Project Status**
Preliminary study is planned by OCTA.

**Total Project Cost**
TBD
## Estimated Project Cost by Agency (in $1,000)

### Foothill/Eastern Transportation Corridor Agency

<table>
<thead>
<tr>
<th>Under Construction</th>
<th>Project</th>
<th>FY19 &amp; Prior</th>
<th>FY20 Actual Plus Projected</th>
<th>FY21 Proposed Budget</th>
<th>FY22 &amp; Later</th>
<th>Total Project Cost</th>
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<tbody>
<tr>
<td>Oso Parkway Bridge</td>
<td>$19,645</td>
<td>$14,692</td>
<td>$5,570</td>
<td>$0</td>
<td>$39,907</td>
<td></td>
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<tr>
<td>Signage Enhancements</td>
<td>$477</td>
<td>$1,989</td>
<td>$638</td>
<td>$0</td>
<td>$3,104</td>
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<table>
<thead>
<tr>
<th>Current Completion dates by 2025¹</th>
<th>Project</th>
<th>FY19 &amp; Prior</th>
<th>FY20 Actual Plus Projected</th>
<th>FY21 Proposed Budget</th>
<th>FY22 &amp; Later</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>241/91 Express Connector</td>
<td>$13,820</td>
<td>$2,951</td>
<td>$14,426</td>
<td>$218,803</td>
<td>$250,000</td>
<td></td>
</tr>
<tr>
<td>NB SR 241 Channelizers at Windy Ridge</td>
<td>$0</td>
<td>$200</td>
<td>$677</td>
<td>$0</td>
<td>$877</td>
<td></td>
</tr>
<tr>
<td>SR 241 Loma Segment Widening (Potential TCM Substitution Project)</td>
<td>$961</td>
<td>$850</td>
<td>$0</td>
<td>$75,589</td>
<td>$77,400</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Future I/C and Other Operational Improvements Completion dates post-2025¹</th>
<th>Project</th>
<th>FY19 &amp; Prior</th>
<th>FY20 Actual Plus Projected</th>
<th>FY21 Proposed Budget</th>
<th>FY22 &amp; Later</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 241/Jeffrey Road Interchange (Study Only)</td>
<td>$264</td>
<td>$0</td>
<td>$0</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Toll Booth Removals and Toll Plaza Reuse</td>
<td>$2,935</td>
<td>$0</td>
<td>$0</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Future Ultimate Widenings Completion dates post-2025¹</th>
<th>Project</th>
<th>FY19 &amp; Prior</th>
<th>FY20 Actual Plus Projected</th>
<th>FY21 Proposed Budget</th>
<th>FY22 &amp; Later</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 241 Southbound Widening, between Santa Margarita Parkway and Bake Parkway (PM 18.3 to PM 23.10)</td>
<td>$3,902</td>
<td>$0</td>
<td>$0</td>
<td>$98,198</td>
<td>$102,100</td>
<td></td>
</tr>
<tr>
<td>SRs 133, 241, 261, from SR 91 to SR 241/FTC-N (at Portola Parkway-Irvine) and I-5, (ETC) Ultimate Widenings &amp; SR 241, from Oso Parkway to ETC (at Portola Parkway-Irvine), (FTC-N) Ultimate Widenings</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$884,500</td>
<td>$884,500</td>
<td></td>
</tr>
</tbody>
</table>
## Estimated Project Cost by Agency (in $1,000)

### Foothill/Eastern Transportation Corridor Agency

<table>
<thead>
<tr>
<th>Project</th>
<th>FY19 &amp; Prior</th>
<th>FY20 Actual Plus Projected</th>
<th>FY21 Proposed Budget</th>
<th>FY22 &amp; Later</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Agency Projects (Coordination only)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 133/Great Park Interchange (Coordination Only)</td>
<td>$28</td>
<td>$0</td>
<td>$0</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Los Patrones Parkway Extension (Coordination Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>SR 74 Lower Ortega Highway Widening (Coordination Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>I-5 HOV Improvements, Avenida Pico to San Diego County Line (Coordination Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td><strong>F/ETCA Total</strong></td>
<td><strong>$42,032</strong></td>
<td><strong>$20,682</strong></td>
<td><strong>$21,311</strong></td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

### Footnote

1 Implementation schedules for projects will be updated periodically based on the results of Agencies’ Systemwide Traffic Operations Study (see page 2).
## Estimated Project Cost by Agency (in $1,000)

### San Joaquin Hills Transportation Corridor Agency

<table>
<thead>
<tr>
<th>Under Construction</th>
<th>Project</th>
<th>FY19 &amp; Prior</th>
<th>FY20 Actual Plus Projected</th>
<th>FY21 Proposed Budget</th>
<th>FY22 &amp; Later</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage Enhancements</td>
<td>$423</td>
<td>$2,264</td>
<td>$1,175</td>
<td>$0</td>
<td>$3,862</td>
<td></td>
</tr>
<tr>
<td>Catalina View Traffic Improvements (Potential TCM Substitution Project)</td>
<td>$26</td>
<td>$167</td>
<td>$0</td>
<td>$36,707</td>
<td>$36,900</td>
<td></td>
</tr>
<tr>
<td>Glenwood Interchange (Phases 2 &amp; 3)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$24,300</td>
<td>$24,300</td>
<td></td>
</tr>
<tr>
<td>Toll Booth Removals and Toll Plaza Reuse</td>
<td>$2,455</td>
<td>$0</td>
<td>$0</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>SR 73, I-5 in San Juan Capistrano toSR 73 in Irvine, Ultimate Widenings</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$354,700</td>
<td>$354,700</td>
<td></td>
</tr>
<tr>
<td>SR 73 Improvements, MacArthur to I-405 (Coordination Only)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>SJHTCA Total</td>
<td>$2,904</td>
<td>$2,431</td>
<td>$1,175</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
</tr>
</tbody>
</table>

**Footnote**

1 Implementation schedules for projects will be updated periodically based on the results of Agencies’ Systemwide Traffic Operations Study (see page 2).
Adopted June 11, 2020
## Completed Projects

### Foothill/Eastern Transportation Corridor Agency

<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
<th>Total Project Cost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/ETCA Eastern Transportation Corridor (ETC) and Foothill Transportation Corridor – North (FTC-N) Initial Builds</td>
<td>1993</td>
<td>$1.5 billion</td>
<td>Construction of 133, 261, &amp; 241 Toll Roads extend from SR 91 in the north to I-5 in the west, the Laguna Freeway (SR 133) to the southeast and Oso Parkway to the south. The initial approximately 34.1-mile project included the purchase of right-of-way and construction of two to three mainline lanes, plus climbing and auxiliary lanes with sufficient median to add additional lanes and/or transit later.</td>
</tr>
<tr>
<td>F/ETCA SR 241 Banderas Bridge Overcrossing</td>
<td>2002</td>
<td>$1.2 million</td>
<td>Construction of a new overcrossing of SR 241 between Antonio Parkway and Santa Margarita Parkway. The project was sponsored by the City of Rancho Santa Margarita to provide improved traffic circulation within the City. F/ETCA contributed $1.22 million as its fair share of the project costs.</td>
</tr>
<tr>
<td>F/ETCA Santa Margarita Parkway Northbound On-Ramp Widening</td>
<td>2005</td>
<td>$11.6 million</td>
<td>Addition of a second lane to the Santa Margarita Parkway Northbound on-ramp to address high peak-hour traffic volumes. Project included widening the 1,500-foot long Arroyo Trabuco Creek northbound bridge to the ultimate corridor configuration.</td>
</tr>
<tr>
<td>F/ETCA Arroyo Trabuco Creek Southbound Bridge Widening</td>
<td>2005</td>
<td>$8.5 million</td>
<td>Widening of the Arroyo Trabuco Creek southbound bridge to its ultimate corridor configuration during the widening of the Santa Margarita Parkway northbound on-ramp thereby allowing both northbound and southbound structures to be widened to their Ultimate Corridor width at the same time. This strategy allowed only one disruption of the Arroyo Trabuco Creek below the bridge. The project was designed and constructed including the addition of a second exit lane to Santa Margarita Parkway.</td>
</tr>
</tbody>
</table>
## Completed Projects

### Foothill/Eastern Transportation Corridor Agency

<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
<th>Total Project Cost</th>
<th>Description</th>
</tr>
</thead>
</table>
| **F/ETCA**  
SR 241 Northbound Widening, Arroyo Trabuco Creek to Bake Parkway | 2003 | $15.3 million | Addition of one additional lane in the median of northbound SR 241 from Arroyo Trabuco Creek to Bake Parkway including the widening of five twin northbound and southbound bridges (Portola Parkway South UC, Serrano Equestrian UC, Lake Forest Dr. UC, Bake Parkway UC, Melinda Road UC) to their Ultimate Corridor configuration. |
| **F/ETCA**  
SR 241 Tomato Springs Toll Plaza Third FasTrak Lanes | 2004 | $3.1 million | Addition of one lane in each direction between NB SR 241/ SB SR 133 connector and Portola Parkway (North) OC. These lanes were added to address increasing traffic volumes and FasTrak usage at this location. Project included the reconfiguration of the lane delineation between the mainline toll point and the adjacent SR 133 interchange to encourage FasTrak as the predominant toll payment method. |
| **F/ETCA**  
Landscaping Enhancements | 2004 | $5.0 million | Installation of landscaping enhancements on SR 241 and SR 261 toll roads. |
| **F/ETCA**  
Toll Plaza Water & Wastewater | 2002 | $0.2 million | Improvements to the toll point water and wastewater systems at three mainline toll points on SRs 133, 241 and 261, including one new connection to a public sewer. |
| **F/ETCA**  
SR 133 Widening Merge/Diverge Project, I-5 to SR 241 | 2005 | $5.4 million | Addition of one mixed flow lane in each direction from I-5 to SR 241 along with median guardrail for most of the 2.5-mile project length. |
| **F/ETCA**  
Windy Ridge FasTrak® Lane Widening | 2009 | $10.6 million | Addition of a third FasTrak lane in each direction in the median of SR 241 through the Windy Ridge Mainline Toll Point from south of the Southern California Edison (SCE) Wildlife Undercrossing (UC) to north of the Windy Ridge Wildife UC (3.0 miles). SCE UC southbound bridge and Windy Ridge UC northbound bridge built to their ultimate corridor configuration. |
### Completed Projects

**Foothill/Eastern Transportation Corridor Agency**

#### Enhancements to the Initial Projects (continued)

<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
<th>Total Project Cost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/ETCA All-Electronic Tolling (AET)</td>
<td>2014</td>
<td>$14.4 million</td>
<td>Conversion of the toll collection facilities to all-electronic-toll collection. Project included various modifications to mainline toll points and signage. Additionally, the project included removal of toll booths and related equipment on multi-lane ramps where traffic passed on both sides of the existing toll booths.</td>
</tr>
<tr>
<td>F/ETCA Wildlife Safety Fence</td>
<td>2016</td>
<td>$10.4 million</td>
<td>Construction of six miles of wildlife safety fence along the northbound and southbound lanes of SR 241 from the Chapman/Santiago Canyon Road interchange to SR 91.</td>
</tr>
<tr>
<td>Los Patrones Parkway, Oso Parkway to Cow Camp Road (in partnership with the County of Orange and Rancho Mission Viejo)</td>
<td>2020</td>
<td>$100 million (includes $55.5 million F/ETCA contribution to date)</td>
<td>Los Patrones Parkway is a 4-lane divided roadway that creates a 4.5-mile, north-south link from the southerly terminus of SR 241 between Oso Parkway and Cow Camp Road. The project includes a multi-purpose pathway trail for pedestrians and cyclists from Oso Parkway to Chiquita Canyon Drive. Rancho Mission Viejo (RMV) was the project sponsor with the County of Orange as the lead agency. An agreement was required by the County of Orange between RMV and F/ETCA to address funding, phasing and construction of Los Patrones Parkway including designing the roadway as a high speed, unsignalized transportation corridor. F/ETCA provided funding for the right-of-way, design and a portion of the construction pursuant to the County of Orange Major Thoroughfare and Bridge Fee Program. F/ETCA has contributed a total of $55.5 M to date.</td>
</tr>
</tbody>
</table>
### Completed Projects

#### Foothill/Eastern Transportation Corridor Agency

<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
<th>Total Project Cost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>South County Traffic Relief Effort</td>
<td>2020</td>
<td>Study Phase Only</td>
<td>The South County Traffic Relief Effort (SCTRE) included studying options to address the need for additional transportation improvements to relieve existing and future congestion on Interstate 5 and local arterials in South Orange County. F/ETCA, in partnership with other transportation agencies, identified the needs and a range of alternatives in a Caltrans Project Study Report-Project Development Support (PSR-PDS) document. The formal environmental study phase including the public scoping and alternatives screening analysis commenced in December 2018. The results are detailed in the SCTRE Final Scoping Summary and Alternatives Screening Report, dated March 2020. On March 12, 2020, the F/ETCA Board voted to approve the recommendation presented in the report which recommends Alternative 1 (No Build) and Alternative 22 Untolled (Los Patrones Parkway) as the two alternatives that should be advanced for further consideration. A Project Report documenting the closeout of the project is being prepared by Caltrans and will conclude the environmental planning phase for this project. The Los Patrones Parkway Extension (Alternative 22 Untolled) will be led by County of Orange.</td>
</tr>
</tbody>
</table>

| F/ETCA Total                               |      | $1.641 billion     |                                                                                                                                                                                                          |
## Completed Projects

### San Joaquin Hills Transportation Corridor Agency

#### Initial Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
<th>Total Project Cost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJHTCA</td>
<td>1996</td>
<td>$1.2 billion</td>
<td>Construction of an approximately 17.4-mile extension of SR 73 from Jamboree Road in the City of Newport Beach to I-5 in San Juan Capistrano as a tolled facility. The initial project included three lanes in each direction, plus climbing and auxiliary lanes with sufficient median to add additional lanes and/or transit later. Additionally, constructed the extension and realignment of Ford Road (completed 1995). This 1.65-mile project extended and realigned Ford Road (now known as Bonita Canyon Drive) between MacArthur Blvd and Newport Coast Drive.</td>
</tr>
</tbody>
</table>

#### Enhancements to the Initial Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
<th>Total Project Cost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJHTCA</td>
<td>2003</td>
<td>$8.5 million</td>
<td>Construction of ramps to and from the north at Glenwood/Pacific Park Drive on SR 73. Work was performed under a design-build contract. Just under $6.7 million was received by the San Joaquin Hills Transportation Corridor Agency in grant funding for the project.</td>
</tr>
<tr>
<td>SJHTCA</td>
<td>2004</td>
<td>$2.3 million</td>
<td>Installation of landscaping enhancements at interchanges along SR 73.</td>
</tr>
<tr>
<td>SJHTCA</td>
<td>2009</td>
<td>$15.0 million</td>
<td>Addition of a fourth lane to the northbound mainline in two locations: (1) from the former lane drop north of Aliso Viejo Parkway to north of the Laguna Canyon Road on-ramp, a distance of 2.4 miles, and (2) from the Catalina View Mainline Toll Point cash lane merge, to the MacArthur Boulevard off-ramp, a distance of 3.3 miles. Ford Road/Bonita Canyon Drive Undercrossing (UC) northbound bridge, Newport Coast Drive UC northbound bridge, and Wildlife UC No. 2 northbound bridge built to their ultimate corridor configuration.</td>
</tr>
</tbody>
</table>
## Completed Projects

### San Joaquin Hills Transportation Corridor Agency

<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
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<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJHTCA</td>
<td>2014</td>
<td>$7.9 million</td>
<td>Conversion of the toll collection facilities to all-electronic-toll collection. Project included various modifications to mainline toll points and signage. Additionally, the project included removal of toll booths and related equipment on multi-lane ramps where traffic passed on both sides of the existing toll booths.</td>
</tr>
<tr>
<td>SJHTCA Total</td>
<td></td>
<td>$1.234 billion</td>
<td></td>
</tr>
</tbody>
</table>

*Enhancements to the Initial Projects (continued)*