



Fiscal Year 2022 Capital Improvement Plan

Adopted June 10, 2021

Introduction

The Transportation Corridor Agencies (TCA) are comprised of the Foothill/Eastern Transportation Corridor Agency (F/ETCA) and the San Joaquin Hills Transportation Corridor Agency (SJHTCA). Collectively, the Agencies have financed, planned, constructed and operate 51 miles of toll roads (The Toll Roads) in Orange County for more than 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 Routes 73, 133, 241, and 261. Construction of the initial roadway segments and subsequent completed capital projects constitute over \$1.6 billion in capital investment for the F/ETCA and over \$1.2 billion for the SJHTCA. The Toll Roads provide important links in the county-wide and regional transportation network and ensure a safe, reliable commute for motorists.

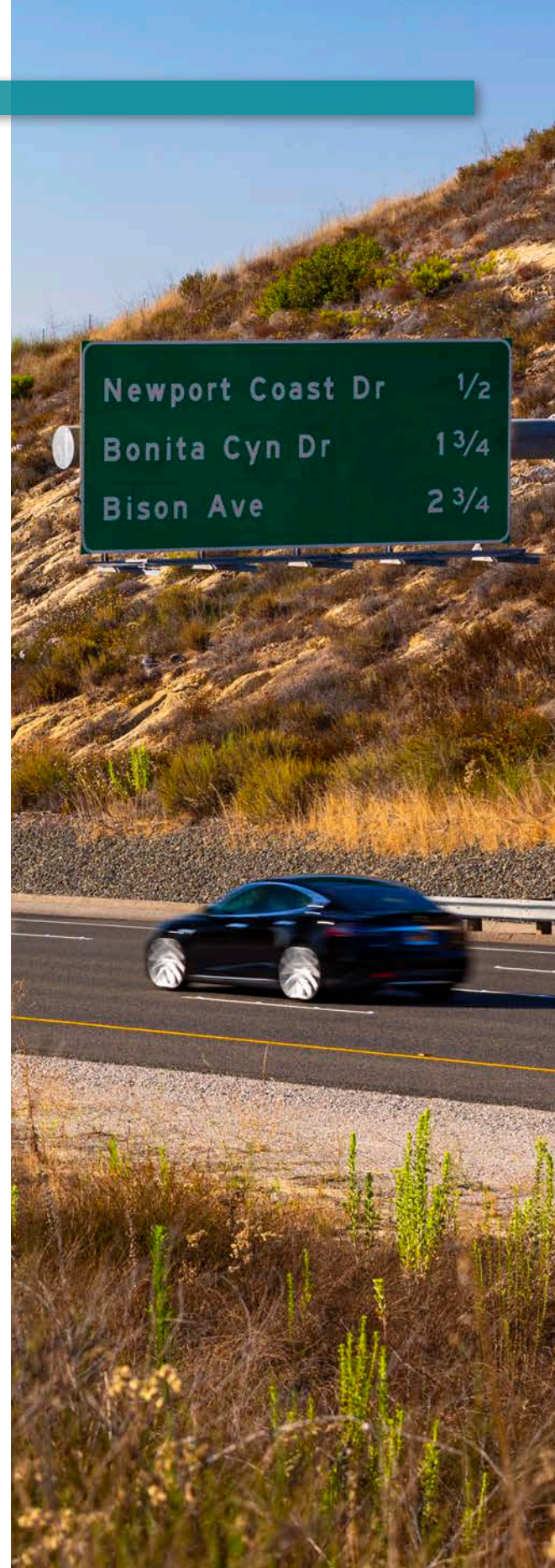
The Agencies are committed to implementing improvements to The Toll Roads required to operate efficiently. In order to maintain free flow traffic conditions on The Toll Roads, various roadway expansions and operational improvements may be required to keep pace with changing traffic conditions, land uses and demographics. Anticipated system improvements are reflected in the projects that constitute the Agencies' Capital Improvement Plan (CIP).

The CIP is updated annually to document new projects; changes to existing project status, costs and schedules; and provide a general summary of the projects completed to date. The Fiscal Year 2022 CIP represents an approximately \$289.8 million investment for the F/ETCA and approximately \$2.8 million investment for the SJHTCA in current and substantially completed capital projects through 2025. The CIP also outlines proposed and conceptual capital projects under study that represent potential future onsystem investments.

A Systemwide Traffic Operations Study was initiated to assess the needs and implementation schedules for system improvements through 2040. Future year traffic forecasts in five-year increments from 2025 through 2040 are being studied to identify specific areas of The Toll Roads where improvements will be needed and when those improvements may need to be constructed in order to maintain free flow conditions. The traffic forecasts are being used to identify projects and develop implementation strategies for the projects. The traffic forecasts will be used to periodically evaluate project implementation schedules. Updates will be reflected in each annual update of the CIP.

Table of Contents

4	Substantially Completed Capital Projects
5	F/ETCA: Oso Parkway Bridge
6	F/ETCA & SJHTCA: Signage Enhancements
7	Current Capital Projects (2025¹)
8	F/ETCA: 241/91 Express Connector
9	F/ETCA: NB SR 241 Channelizers at Windy Ridge
10	Proposed Capital Projects (2030¹)
11	F/ETCA: SR 241 Loma Segment Improvements
12	SJHTCA: SR 73 Catalina View Improvements
13	Conceptual Capital Projects (2035¹ or Later)
14	F/ETCA: SR 241 Improvements, Santa Margarita to Bake
15	F/ETCA: SR 261 Improvements
16	SJHTCA: SR 73 Glenwood Interchange (Phases 2 & 3)
17	F/ETCA & SJHTCA: Toll Booth Removals and Toll Plaza Reuse
18	F/ETCA: Future On-System Improvements
19	SJHTCA: Future On-System Improvements
20	Estimated Project Costs by Agency
22	Completed Capital Projects
23	F/ETCA: Completed Projects
27	SJHTCA: Completed Projects



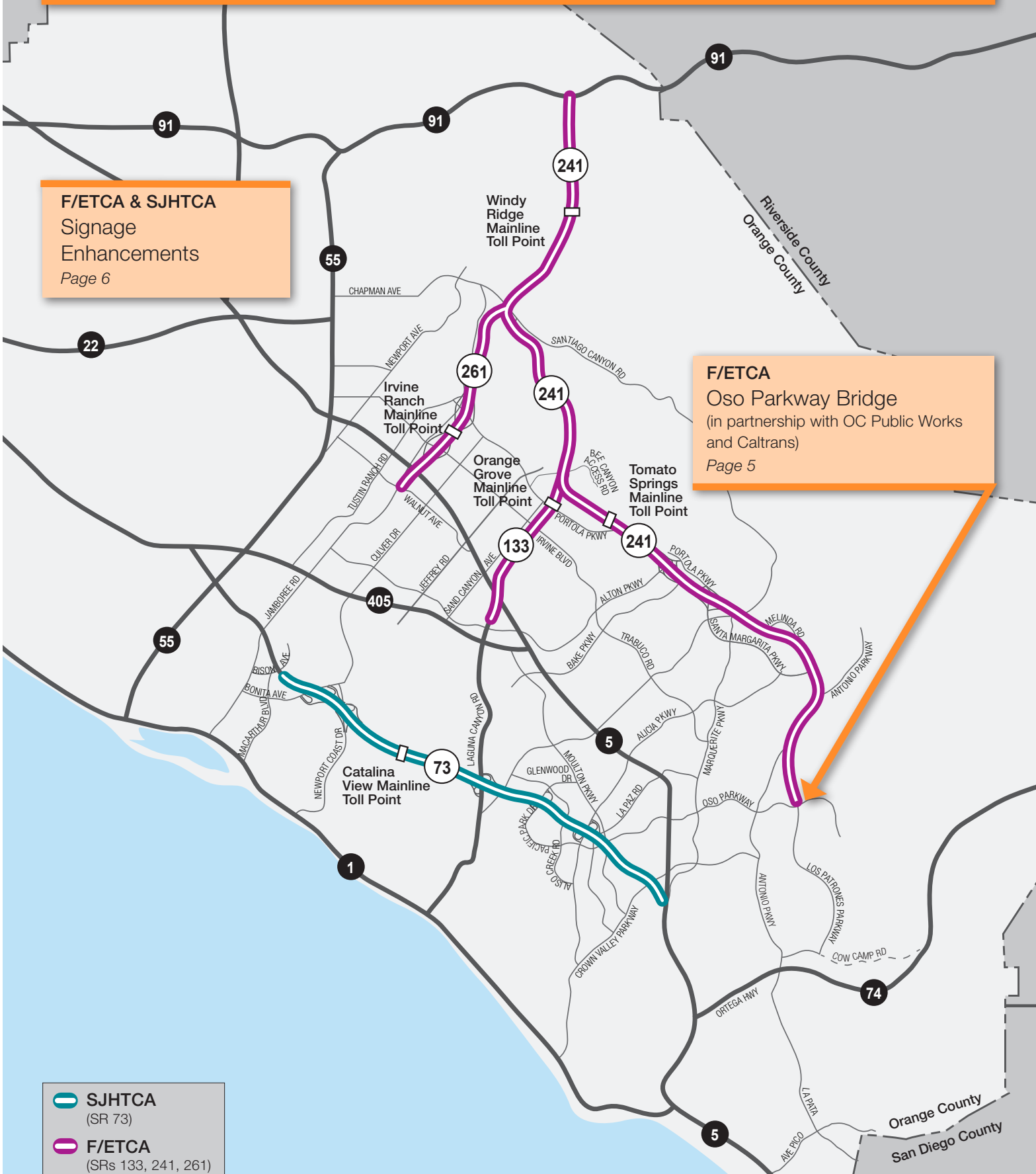
¹ Implementation schedules for projects are updated periodically based on the Agencies' Systemwide Traffic Operations Study traffic forecasts currently being studied (see page 2).

Substantially Completed Capital Projects

F/ETCA & SJHTCA
Signage
Enhancements
Page 6

F/ETCA
Oso Parkway Bridge
(in partnership with OC Public Works
and Caltrans)
Page 5

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



Oso Parkway Bridge

F/ETCA

(in partnership with OC Public Works and Caltrans)

Summary

The Oso Parkway Bridge Project constructed 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 was opened to traffic, pedestrians and the community on January 13, 2021. Project close-out activities are in progress.

Anticipated Completion

2021

Total Project Cost

\$36.6 million

The project has been fully funded by the F/ETCA from cash reserves.

Project Description

The Oso Parkway Bridge Project provides users of Los Patrones Parkway direct access to and from the 241 Toll Road under the new bridge. This direct access to the 241 Toll Road enhances traffic operations and safety for the interchange and improves 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 has been implemented as a partnership between TCA, Orange County (OC) Public Works and Caltrans.

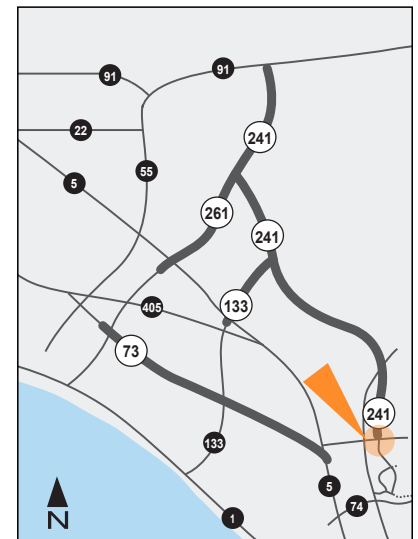


Right-of-Way

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 is substantially complete. Final project close out is anticipated to be completed in 2021.



Signage Enhancements

F/ETCA & SJHTCA

Summary

The Signage Enhancements Project updated 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 adopted by Caltrans in 2012.

Project Status

Project construction is substantially completed. One overhead sign installation and project close-out activities are in progress.

Anticipated Completion

2021

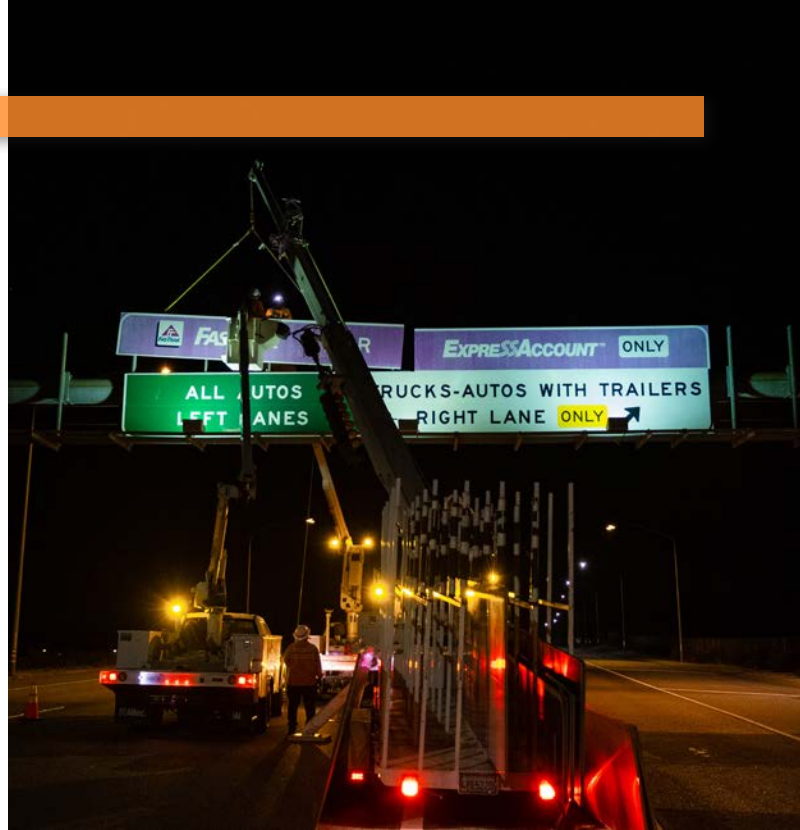
Total Project Cost

F/ETCA \$2.4 million | SJHTCA \$2.8 million

The project has been fully funded by the F/ETCA and the SJHTCA from cash reserves.

Project Description

The project updated 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

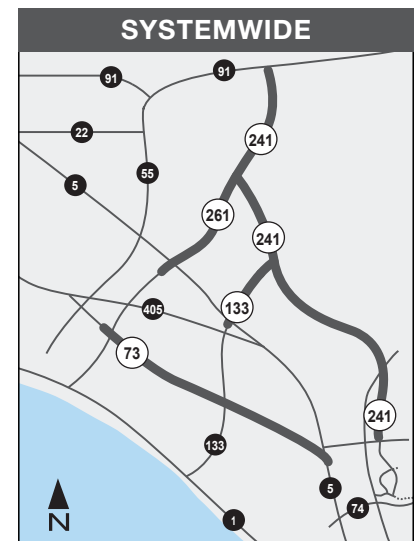
In December 2014, the Boards of Directors approved the commencement of design. Customer research was performed in mid-2015 and the results were incorporated into the signage modifications that have been implemented to follow the California and Federal toll road signage recommendations as prescribed by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

Right-of-Way

N/A

Construction

Construction began in late 2019 and is substantially completed. One overhead sign installation and project close-out activities are anticipated to be completed in Fall 2021.



Current Capital Projects

Completion dates by 2025¹

¹ Implementation schedules for projects are updated periodically based on the Agencies' Systemwide Traffic Operations Study traffic forecasts currently being studied (see page 2).



F/ETCA
241/91 Express
Connector
Page 8

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

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



241/91 Express Connector

F/ETCA

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 SR 241 traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound SR 241. The project will also extend a fifth northbound lane from the Santiago Creek Bridge to SR 91.

Project Status

Final design is in progress.

Anticipated Completion

2025

Total Project Cost

\$250 million

The project is going to be fully funded by the F/ETCA from cash reserves.

Project Description

The 241/91 Express Connector Project will provide a median-to-median tolled connector between the 91 Express Lanes and SR 241, implementing the build-out of the Eastern Transportation Corridor as approved in 1994. The project will improve traffic operations on northbound SR 241 and SR 91 general-purpose lanes while also maintaining reliable travel times and free flow speeds during peak periods on the 91 Express Lanes.

Planning/Engineering

Preliminary engineering concepts for a tolled direct connector between SR 241 and the 91 Express Lanes were developed by the F/ETCA and Caltrans and used for the environmental analysis. The 91 Express Lanes Extension and SR 241 Connector Feasibility Study were completed in March 2009. 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 to January 9, 2017. The Final Environmental Document was signed by Caltrans and circulated for public review. A Record of Decision was

approved in early 2020. Final design began in Summer 2020.

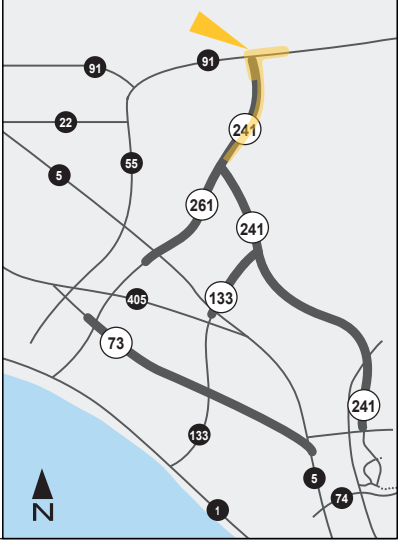
The project is being implemented by the F/ETCA (the project sponsor), in coordination with Caltrans (the lead agency), Orange County Transportation Authority (OCTA) and Riverside County Transportation Authority (RCTC). Agreements to document roles and responsibilities for F/ETCA funding, Caltrans construction and OCTA/RCTC operation of the project are under development by this multi-agency team.

Right-of-Way

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

Construction

A 26-month construction duration is anticipated to begin in mid-2023. Caltrans will advertise, award and administer the construction contract. The project construction is aligned with 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.



NB SR 241 Channelizers at Windy Ridge F/ETCA

Summary

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

Project Status

Final design is completed. Procurement documents for construction are being prepared for advertisement.

Anticipated Completion

2021

Total Project Cost

\$747,000

The project is fully funded by the F/ETCA from cash reserves.

Project Description

The intent of this project is to mitigate queue-jumping and related safety impacts that occurs on the NB SR 241 approaching SR 91 by installing channelizers between the No. 2 and No. 3 lanes, separating 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

The F/ETCA, in consultation with Caltrans, completed final design in 2021. Procurement documents for construction are being prepared for advertisement.

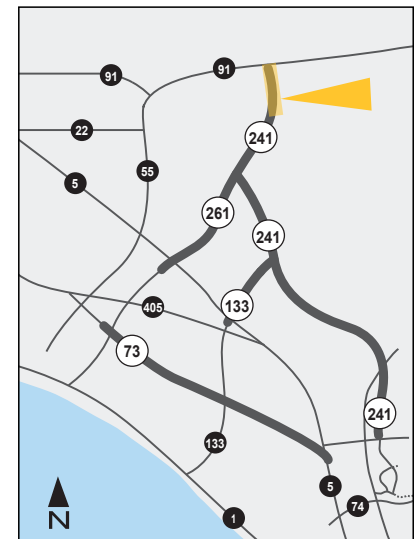


Right-of-Way

N/A

Construction

A one-month construction duration is anticipated.



Proposed Capital Projects

Completion Horizon by 2030¹

¹ Implementation schedules for projects are updated periodically based on the Agencies' Systemwide Traffic Operations Study traffic forecasts currently being studied (see page 2).

F/ETCA
 SR 241 Loma Segment
 Improvements
Page 11

SJHTCA
 Catalina View
 Improvements
Page 12

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



SR 241 Loma Segment Improvements F/ETCA

Summary

The SR 241 Loma Segment Improvements Project provides lane improvements in each direction on SR 241 from the junction of SR 133 to north of SR 261. The project adds one lane in each direction and shifts southbound traffic onto the existing graded roadbed.

Project Status

Final design is on hold.

Anticipated Completion

2030–2035

Total Project Cost

\$77.4 million

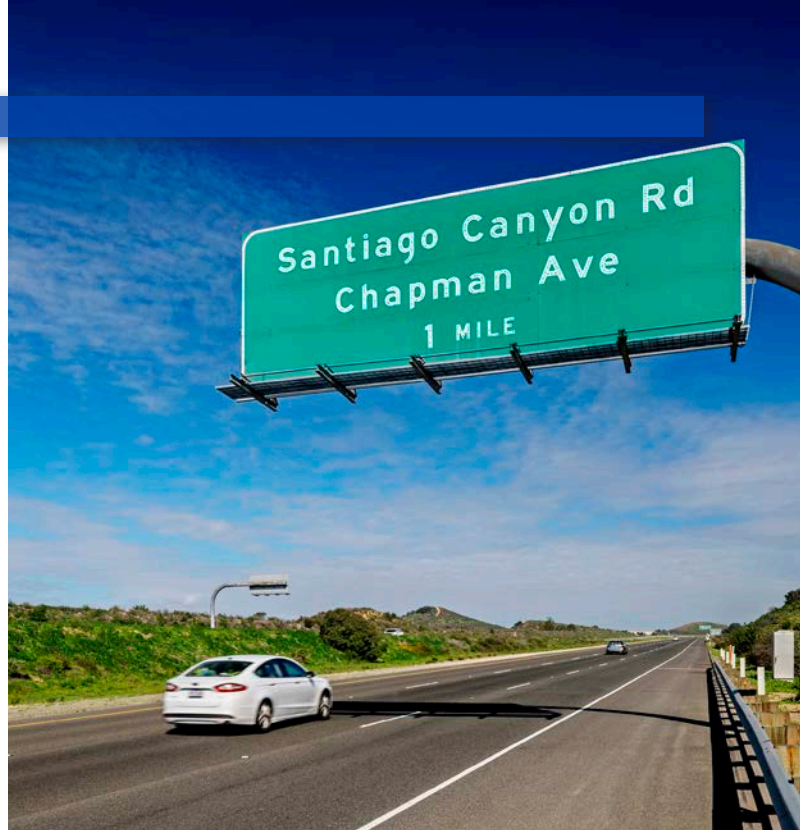
The project is anticipated to be fully funded by the F/ETCA from cash reserves.

Project Description

The SR 241 Loma Segment Improvements 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 to improve traffic operations on SR 241. These improvements are consistent with the originally envisioned future widening 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. The F/ETCA initiated final design of the project in March 2020. Final design was put on hold in April 2020.

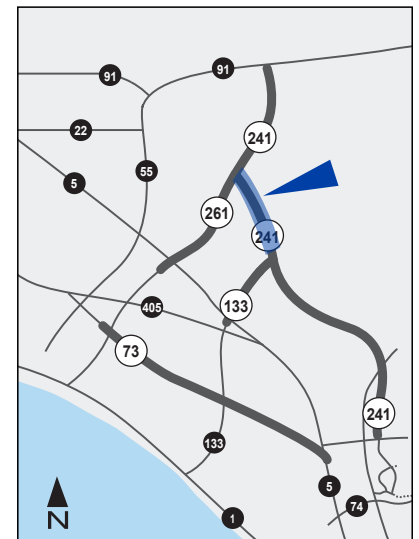


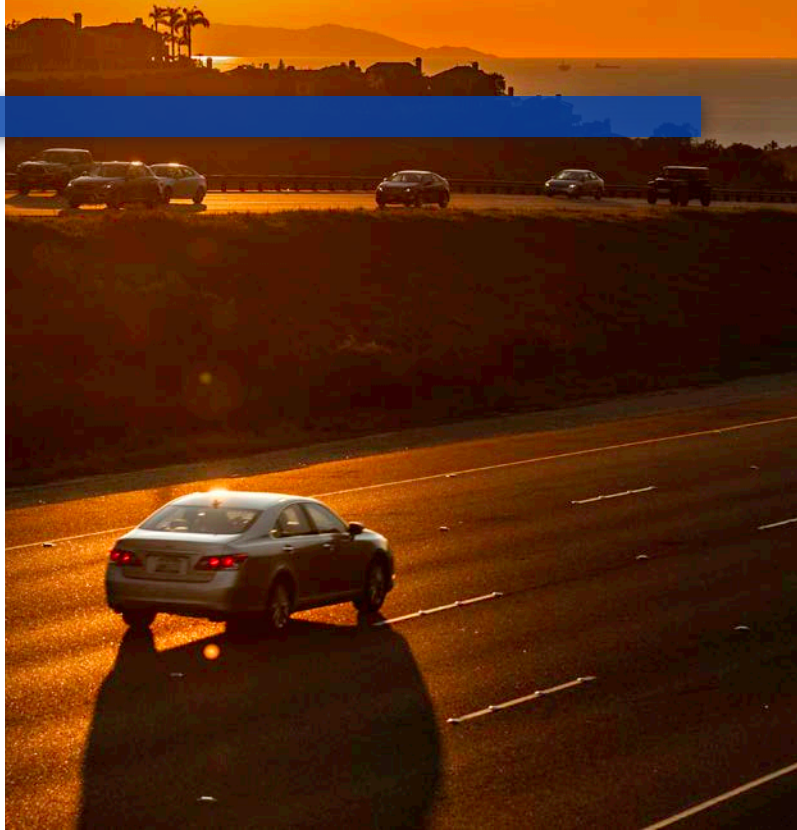
Right-of-Way

No right-of-way impacts are anticipated.

Construction

Construction completion is anticipated between 2030–2035.





SR 73 Catalina View Improvements

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 during the morning and afternoon peak periods.

Project Status

Project initiation is planned to begin in 2021.

Anticipated Completion

2030–2035

Total Project Cost

\$36.9 million

The project is anticipated to be fully funded by the SJHTCA from cash reserves.

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 add a fourth lane through the Catalina View Mainline Toll Point and make operational improvements from SR 133 to the Sand Canyon Undercrossing in the northbound direction and from the Newport Coast Drive on-ramp to the Laguna Canyon Road off-ramp in the southbound direction. These improvements are consistent with the originally envisioned future widening of the SR 73.

Planning/Engineering

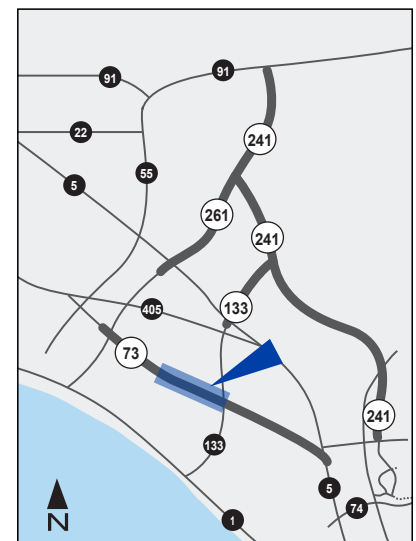
Evaluation of this project was put on hold in April 2020 while impacts to the Agency due to the COVID-19 pandemic were evaluated. Project initiation is anticipated to start in 2021 for project approval and environmental revalidation. Final design will commence upon completion of environmental revalidation.

Right-of-Way

No right-of-way impacts are anticipated.

Construction

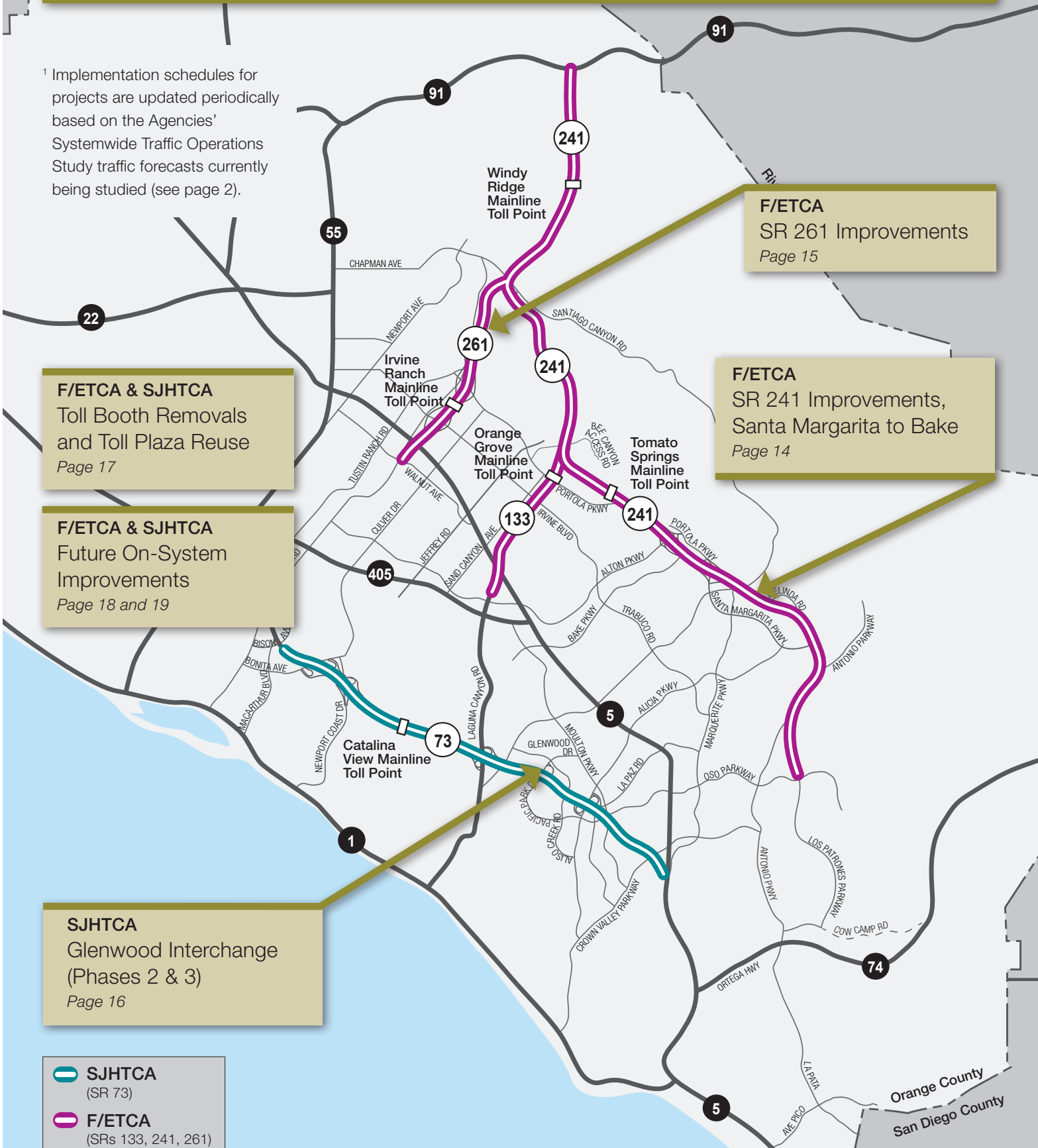
Between 2030–2035



Conceptual Capital Projects

Completion Horizon by 2035¹ or Later

¹ Implementation schedules for projects are updated periodically based on the Agencies' Systemwide Traffic Operations Study traffic forecasts currently being studied (see page 2).



F/ETCA & SJHTCA
Toll Booth Removals
and Toll Plaza Reuse
Page 17

F/ETCA & SJHTCA
Future On-System
Improvements
Page 18 and 19

SJHTCA
Glenwood Interchange
(Phases 2 & 3)
Page 16

F/ETCA
SR 261 Improvements
Page 15

F/ETCA
SR 241 Improvements,
Santa Margarita to Bake
Page 14

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

SR 241 Improvements, Santa Margarita to Bake F/ETCA

Summary

The SR 241 Improvements Project would add one lane in the southbound direction from approximately Santa Margarita Parkway to Bake Parkway to relieve traffic congestion experienced during peak periods.

Project Status

Conceptual planning has not yet commenced.

Anticipated Completion

TBD

Total Project Cost

\$102.1 million

The project is anticipated to be fully funded by the F/ETCA.

Project Description

The SR 241 Improvements Project would 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 the two UCs. These improvements are consistent with the originally envisioned widening of the SR 241.



Planning/Engineering

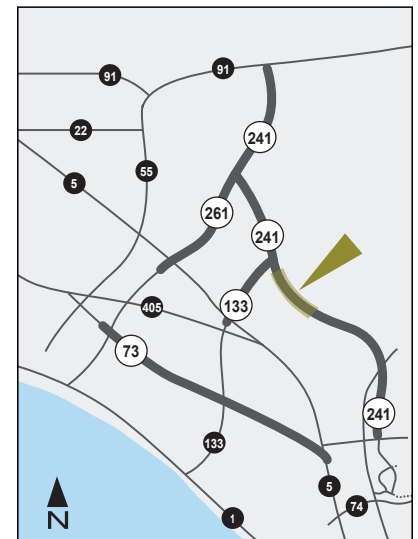
An addendum to the original Foothill Transportation Corridor – North environmental document, Final Supplemental EIR No. 423, March 1990, was completed in 2011.

Right-of-Way

No right-of-way impacts are anticipated.

Construction

TBD



SR 261 Improvements F/ETCA

Summary

The draft systemwide traffic study indicates potential congestion on SR 261 south of the SR 241 interchange. An SR 261 Improvements Project could consist of adding lane(s) on SR 261 between the southerly terminus of the SR 261 (at Walnut Avenue overcrossing) and the SR 241. These improvements would be consistent with the planned ultimate widening of the SR 261.

Project Status

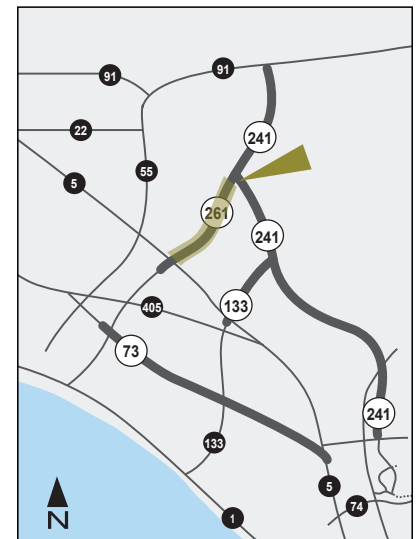
A feasibility analysis is planned to begin in 2021. The feasibility analysis will include development of preliminary project alternatives, and project budgets and schedules. Future steps may include development of the scope, schedule and budget to begin the next phase of project development. The typical project development process for improvements on the toll roads system, will include development of a Project Study Report (PSR) to document preliminary engineering, followed by subsequent phases of project development.

Anticipated Completion

The feasibility analysis will be developed during fiscal year 2022. Completion of future phases would be subject to future decisions after presenting the results of the feasibility analysis.

Total Project Cost

TBD



SR 73 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

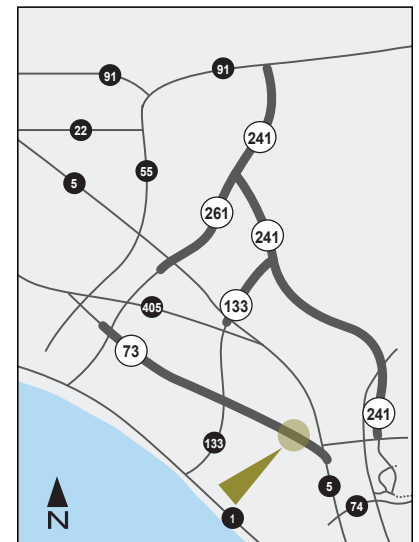
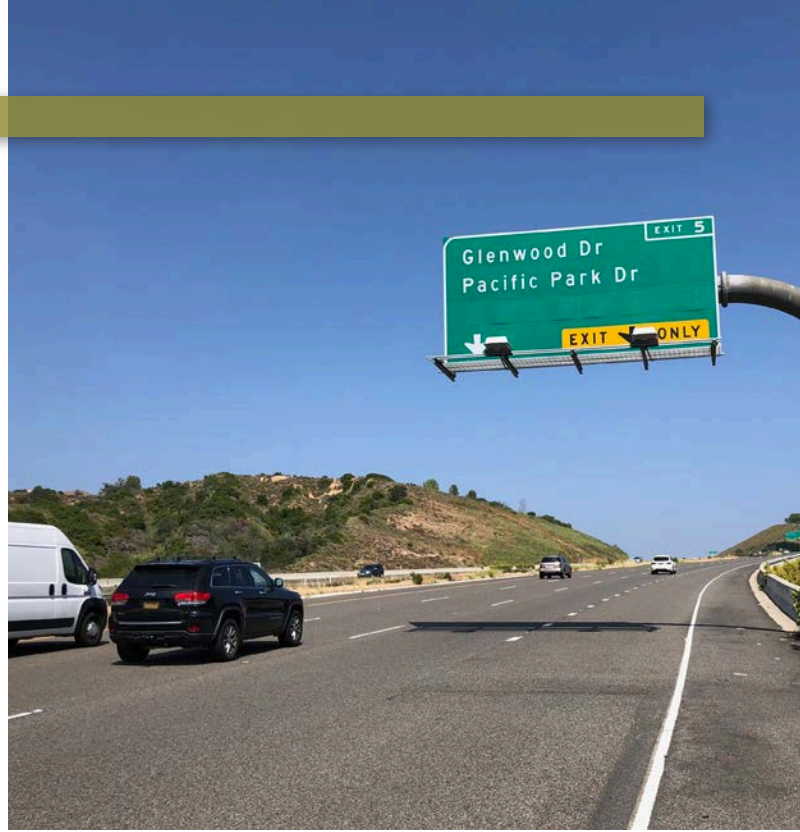
The schedules for Phases 2 and 3 have not been determined.

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 the SJHTCA 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.

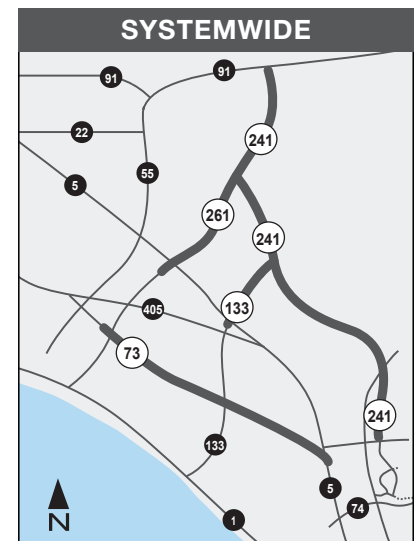
Conceptual planning has not yet commenced.

Right-of-Way

No right-of-way impacts are anticipated.

Construction

TBD



Conceptual Capital Projects

Foothill/Eastern Transportation Corridor Agency

Project	Anticipated Completion	Total Project Cost	Description
<p>F/ETCA SRs 133, 241, 261, from SR 91 to SR 241/FTC-N (at Portola Parkway-Irvine) and I-5, (Eastern Transportation Corridor) (ETC), Future On-System Improvements</p> <p>SR 241, from Oso Parkway to ETC (at Portola Parkway-Irvine), (Foothill Transportation Corridor – North) (FTC-N), Future On-System Improvements</p>	N/A	N/A	<p>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.</p> <p>The Toll Roads were 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.</p> <p>Project Status</p> <p>The Agencies are using the Systemwide Traffic Operations Study traffic forecasts currently being studied 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. Separate projects with implementation schedules are included in each annual update of the CIP as determined by the Agencies.</p>

Conceptual Capital Projects

San Joaquin Hills Transportation Corridor Agency

Project	Anticipated Completion	Total Project Cost	Description
<p>SJHTCA SR 73, I-5 in San Juan Capistrano to SR 73 in Irvine, (San Joaquin Hills Transportation Corridor) (SJHTC), Future On-System Improvements</p>	<p>N/A</p>	<p>N/A</p>	<p>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.</p> <p>The Toll Roads were 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.</p> <p>Project Status</p> <p>The Agencies are using the Systemwide Traffic Operations Study traffic forecasts currently being studied 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. Separate projects with implementation schedules are included in each annual update of the CIP as determined by the Agencies.</p>

Estimated Project Cost by Agency (in \$1,000)

Foothill/Eastern Transportation Corridor Agency

	Project	FY20 & Prior	FY21 Actual Plus Projected	FY22 Proposed Budget	FY23 & Later	Total Project Cost
Substantially Completed	Oso Parkway Bridge	\$32,623	\$3,720	\$280	\$0	\$36,623
	Signage Enhancements	\$1,545	\$857	\$40	\$0	\$2,442
Current (2025¹)	241/91 Express Connector	\$15,142	\$7,338	\$10,109	\$217,214	\$250,000
	NB SR 241 Channelizers at Windy Ridge	\$0	\$197	\$550	\$0	\$747
Proposed (2030¹)	SR 241 Loma Segment Improvements	\$961	\$0	\$0	\$76,439	\$77,400
Conceptual (2035 or Later¹)	SR 241 Improvements, Santa Margarita and Bake	\$3,902	\$0	\$0	\$98,198	\$102,100
	SR 261 Improvements	\$0	\$0	\$300	TBD	TBD
	Toll Booth Removals and Toll Plaza Reuse	\$2,935	\$0	\$0	TBD	TBD
	Future On-System Improvements	\$0	\$0	\$0	TBD	TBD
F/ETCA Total		\$57,108	\$12,112	\$11,279	TBD	TBD

Footnote

¹ Implementation schedules for projects are updated periodically based on the Agencies' Systemwide Traffic Operations Study traffic forecasts currently being studied (see page 2).

Estimated Project Cost by Agency (in \$1,000)

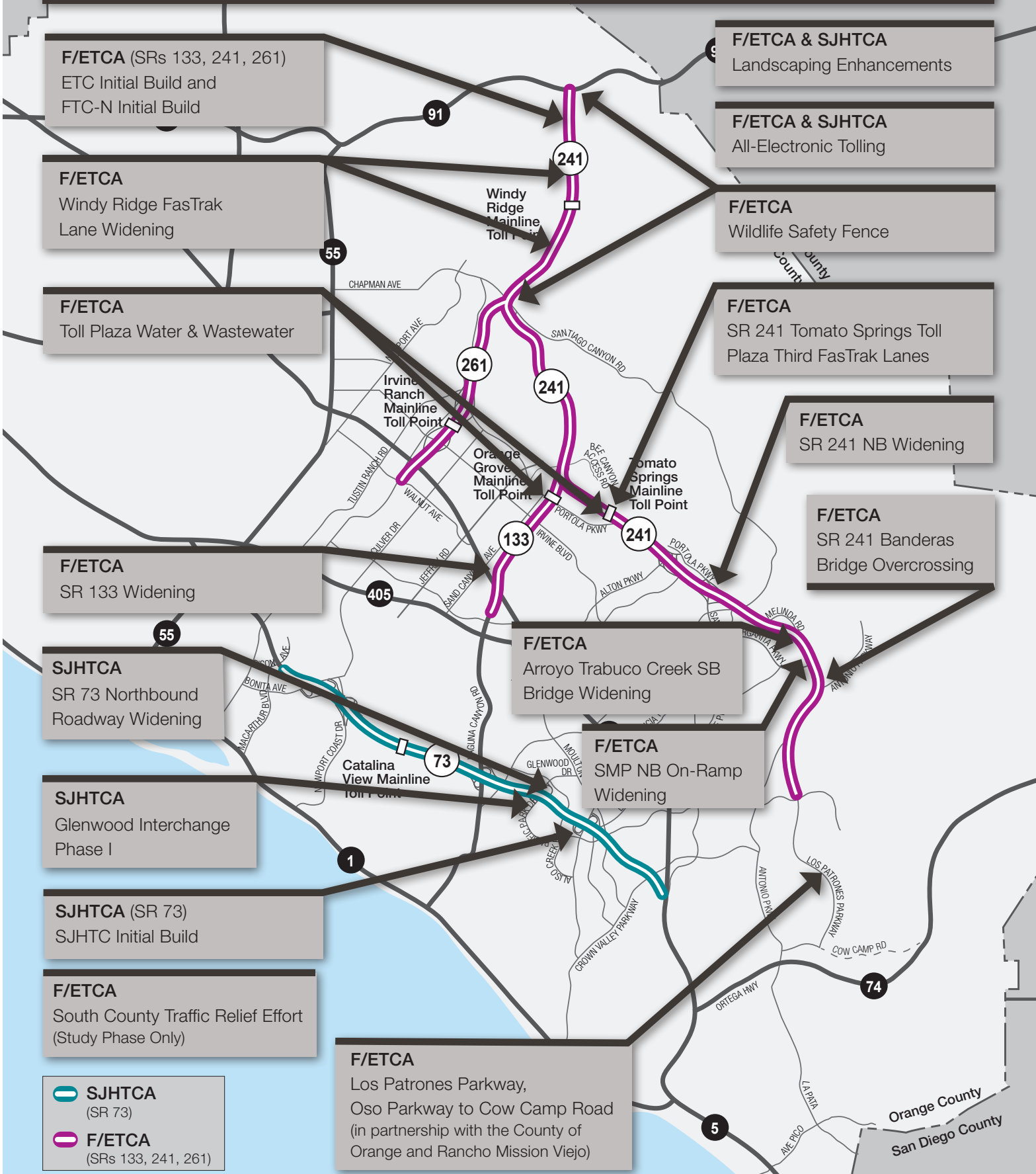
San Joaquin Hills Transportation Corridor Agency

	Project	FY20 & Prior	FY21 Actual Plus Projected	FY22 Proposed Budget	FY23 & Later	Total Project Cost
Substantially Completed	Signage Enhancements	\$1,185	\$1,016	\$579	\$0	\$2,780
Proposed (2030¹)	Catalina View Improvements	\$26	\$0	\$2,197	\$34,677	\$36,900
Conceptual (2035 or Later¹)	Glenwood Interchange (Phases 2 & 3)	\$0	\$0	\$0	\$24,300	\$24,300
	Toll Booth Removals and Toll Plaza Reuse	\$2,455	\$0	\$0	TBD	TBD
	Future On-System Improvements	\$0	\$0	\$0	TBD	TBD
SJHTCA Total		\$3,666	\$1,016	\$2,776	TBD	TBD

Footnote

¹ Implementation schedules for projects are updated periodically based on the Agencies' Systemwide Traffic Operations Study traffic forecasts currently being studied (see page 2).

Completed Capital Projects



Completed Projects

Foothill/Eastern Transportation Corridor Agency

Initial Projects			
Project	Year	Total Project Cost	Description
F/ETCA Eastern Transportation Corridor (ETC) and Foothill Transportation Corridor – North (FTC-N) Initial Builds	1993 1998	\$1.5 billion	Construction of 133, 261 and 241 Toll Roads which 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.
Enhancements to the Initial Projects			
Project	Year	Total Project Cost	Description
F/ETCA SR 241 Banderas Bridge Overcrossing	2002	\$1.2 million	Construction of a new SR 241 overcrossing 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. The F/ETCA contributed \$1.22 million as its fair share of the project costs.
F/ETCA Santa Margarita Parkway Northbound On-Ramp Widening	2005	\$11.6 million	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.
F/ETCA Arroyo Trabuco Creek Southbound Bridge Widening	2005	\$8.5 million	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.

Completed Projects

Foothill/Eastern Transportation Corridor Agency

Enhancements to the Initial Projects (continued)			
Project	Year	Total Project Cost	Description
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 Undercrossing (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) Overcrossing. 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 Wildlife 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)			
Project	Year	Total Project Cost	Description
F/ETCA All-Electronic Tolling (AET)	2014	\$14.4 million	Conversion of 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.
F/ETCA Wildlife Safety Fence	2016	\$10.4 million	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.
F/ETCA Los Patrones Parkway, Oso Parkway to Cow Camp Road (in partnership with the County of Orange and Rancho Mission Viejo)	2020	\$100 million (includes \$55.5 million F/ETCA contribution to date)	Los Patrones Parkway is a four-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 the F/ETCA to address funding, phasing and construction of Los Patrones Parkway including designing the roadway as a high speed, unsignalized transportation corridor. The 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. The F/ETCA has contributed a total of \$55.5 million to date.

Completed Projects

Foothill/Eastern Transportation Corridor Agency

Enhancements to the Initial Projects (continued)			
Project	Year	Total Project Cost	Description
F/ETCA South County Traffic Relief Effort (Study Phase Only)	2020	Study Phase Only	<p>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. The 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.</p> <p>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.</p> <p>A Project Report documenting the closeout of the project is being prepared by Caltrans and will conclude the environmental planning phase for this project.</p> <p>The Los Patrones Parkway Extension (Alternative 22 Untolled) will be led by County of Orange.</p>
F/ETCA Total	\$1.641 billion		

Completed Projects

San Joaquin Hills Transportation Corridor Agency

Initial Projects			
Project	Year	Total Project Cost	Description
SJHTCA San Joaquin Hills Transportation Corridor (SJHTC) Initial Build	1996	\$1.2 billion	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 Boulevard and Newport Coast Drive.
Enhancements to the Initial Projects			
Project	Year	Total Project Cost	Description
SJHTCA SR 73 @ Glenwood Interchange (Phase 1)	2003	\$8.5 million	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 SJHTCA in grant funding for the project.
SJHTCA SJH Landscaping Enhancements	2004	\$2.3 million	Installation of landscaping enhancements at interchanges along SR 73.
SJHTCA SR 73 Northbound Roadway Widening	2009	\$15.0 million	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.

Completed Projects

Enhancements to the Initial Projects (continued)			
Project	Year	Total Project Cost	Description
SJHTCA All-Electronic Tolling (AET)	2014	\$7.9 million	Conversion of 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.
SJHTCA Total	\$1.234 billion		



Transportation Corridor Agencies™
