

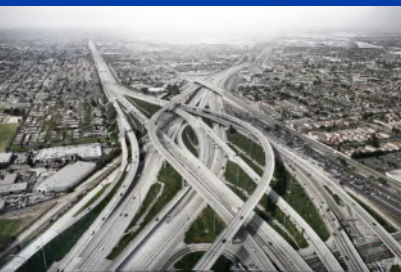


# MEASURE M2 PROGRESS REPORT

Fourth Quarter of Fiscal Year 2019 – 20  
April 1, 2020 through June 30, 2020

## Fourth Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary





## MEASURE M2 PROGRESS REPORT

### SUMMARY

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the renewal of the Measure M one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from April 1, 2020, through June 30, 2020, is provided to update progress in implementing the Measure M2 Transportation Investment Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 to OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

To be cost effective and to facilitate accessibility and transparency of information available to stakeholders and the public, Measure M2 progress reports are presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.



The cover photo shows traffic signals in the City of Fountain Valley. On May 11, 2020, the Board approved funding for six projects totaling \$12.1 million as part of the 2020 Call for Projects for the Regional Traffic Signal Synchronization Program (Project P).



## MEASURE M2 PROGRESS REPORT

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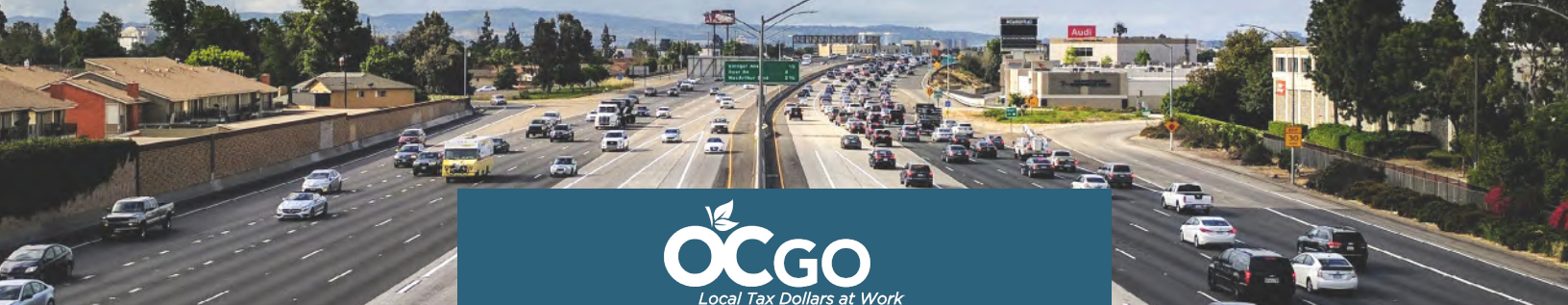
## COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Annual Eligibility Review	AER
Board of Directors	Board
Burlington Northern Santa Fe	BNSF
California Department of Fish and Wildlife	CDFW
California Department of Tax and Fee Administration	CDTFA
California Department of Transportation	Caltrans
California Transportation Commission	CTC
Capital Action Plan	CAP
Capital Investment Grant	CIG
Chief Executive Officer	CEO
Cost Estimate Review	CER
Congestion Mitigation and Air Quality	CMAQ
Draft Environmental Document	DED
Draft Project Report	DPR
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Impact Report	EIR
Environmental Impact Statement	EIS
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Federal Transportation Improvement Program	FTIP
Freeway Service Patrol	FSP
Full Funding Grant Agreement	FFGA
High Occupancy Vehicle	HOV
Interstate 15	I-15
Interstate 405	I-405
Interstate 5	I-5
Interstate 605	I-605
Invitation for Bids	IFB
Local Faire Share Program	LFSP
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Los Angeles County Metropolitan Transportation Authority	LA Metro
Measure M2 or Renewed Measure M	M2
Memorandum of Understanding	MOU
Metrolink Service Expansion Program	MSEP



## COMMON ABBREVIATIONS

Next 10 Delivery Plan	Next 10
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Pacific Coast Highway	PCH
Plans, Specifications and Estimates	PS&E
Program Management Office	PMO
Project Development Team	PDT
Project Study Report	PSR
Ready to List	RTL
Request for Proposals	RFP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Association of Governments	SCAG
State Route 133	SR-133
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Southern California Regional Rail Authority	SCRRA
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Trade Corridors Improvement Funds	TCIF
Transportation Infrastructure Finance and Innovation Act	TIFIA
United States Army Corps of Engineers	ACOE
United States Fish and Wildlife Service	USFWS
United States Department of Transportation	USDOT



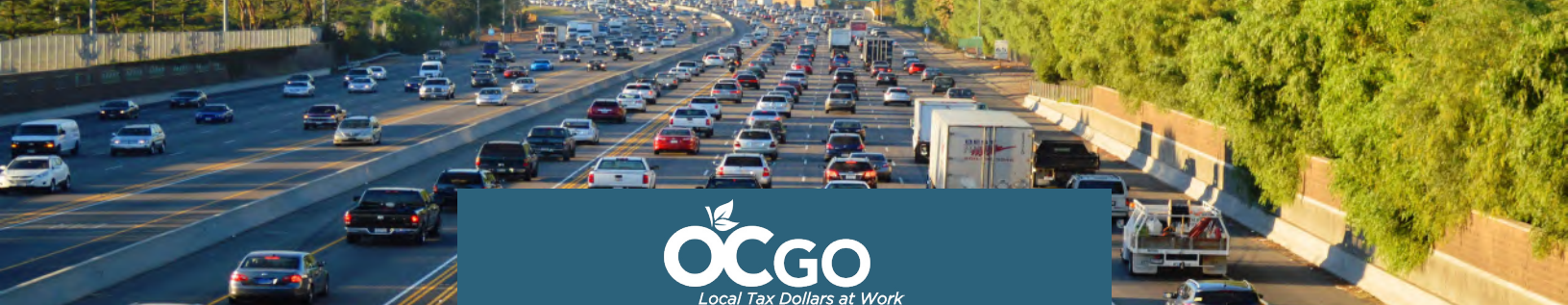
  
**MEASURE M2 PROJECT SCHEDULES**

					
Conceptual	Environmental	Design, Advertise, & Award	Design-Build	Construction	Complete

		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
A	I-5, SR-55 to SR-57															
B	I-5, I-405 to Yale Avenue															
B	I-5, Yale Avenue to SR-55															
C,D	I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange															
C	I-5, Avenida Vista Hermosa to Pacific Coast Highway															
C	I-5, Pacific Coast Highway to San Juan Creek Road															
C,D	I-5, SR-73 to Oso Parkway/Avery Parkway Interchange															
C,D	I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange															
C	I-5, Alicia Parkway to El Toro Road															
D	I-5, El Toro Interchange (Further Schedule TBD)															
D	I-5, Ortega Interchange															
E	SR-22, Access Improvements	<i>Completed in 2008</i>														
F	SR-55, I-405 to I-5															
F	SR-55, I-5 to SR-91 (Further Schedule TBD)															
G	SR-57 NB, Katella Avenue to Lincoln Avenue															
G	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard															
G	SR-57 NB, Yorba Linda Boulevard to Lambert Road															
G	SR-57 NB, Lambert Road to Tonner Canyon Road (TBD)															
G	SR-57, Orangewood Avenue to Katella Avenue (Further Schedule TBD)															
H	SR-91 WB, I-5 to SR-57															
I	SR-91 WB, SR-55 to Tustin Avenue Interchange															
I	SR-91, SR-55 to Lakeview Avenue															
I	SR-91, La Palma to SR-55															
I	SR-91, Acacia Street to La Palma															

Project schedules are based on phase start dates. Shown schedules are subject to change.

<sup>1</sup> Projects managed by local agencies



## MEASURE M2 PROJECT SCHEDULES

		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
J	SR-91, SR-55 to SR-241	[Gantt bar: 2013]														
J	SR-91, SR-241 to SR-71	<i>Completed in 2011</i>														
J	SR-91, SR-241 to I-15 (TBD)															
K	I-405, SR-55 to I-605	[Gantt bar: 2013-2023]														
L	I-405, I-5 to SR-55 (Further Schedule TBD)	[Gantt bar: 2015-2018]														
M	I-605, Katella Avenue Interchange	[Gantt bar: 2016-2025]														
O	Kraemer Boulevard Grade Separation (Placentia)	[Gantt bar: 2013-2014]														
O	Lakeview Avenue Grade Separation (Anaheim/Placentia)	[Gantt bar: 2013-2017]														
O	Orangethorpe Avenue Grade Separation (Anaheim/Placentia)	[Gantt bar: 2013-2017]														
O	Placentia Avenue Grade Separation (Placentia)	[Gantt bar: 2013-2014]														
O	Raymond Avenue Grade Separation (Fullerton) <sup>1</sup>	[Gantt bar: 2013-2018]														
O	State College Blvd Grade Separation (Fullerton) <sup>1</sup>	[Gantt bar: 2013-2018]														
O	Tustin Ave/Rose Drive Grade Separation (Anaheim/Placentia)	[Gantt bar: 2013-2017]														
R	Sand Canyon Grade Separation (Irvine)	[Gantt bar: 2013-2016]														
R	Rail-Highway Grade Crossing Safety Enhancement	<i>Completed in 2011</i>														
R	San Clemente Beach Trail Safety Enhancements	[Gantt bar: 2013-2014]														
R	Anaheim Canyon Metrolink Station Improvements	[Gantt bar: 2016-2022]														
R	Fullerton Transportation Center Improvements	[Gantt bar: 2013-2019]														
R	Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps	[Gantt bar: 2014-2017]														
R	Orange Transportation Center Metrolink Parking Structure	[Gantt bar: 2013-2018]														
R	Placentia Metrolink Station Improvements and Parking Structure	[Gantt bar: 2013-2022]														
R	San Clemente Pier Station Lighting	[Gantt bar: 2016-2017]														
R	Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project	[Gantt bar: 2014-2021]														
R	Tustin Metrolink Station Parking Structure	<i>Completed in 2011</i>														
R,T	Anaheim Regional Transportation Intermodal Center (ARTIC) <sup>1</sup>	[Gantt bar: 2013-2014]														
S	OC Streetcar	[Gantt bar: 2013-2022]														

Project schedules are based on phase start dates. Shown schedules are subject to change.

<sup>1</sup> Projects managed by local agencies



## MEASURE M2 PROGRESS REPORT

### M2 DELIVERY RISK UPDATE ▼

This section discusses the risks and challenges related to Measure M2 and the Updated Next 10 Delivery Plan (Next 10) that the Measure M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

Delivery Risk	Explanation	Proposed Action
<b>Financial</b>		
1	The 2019 updated M2 revenue forecast estimate presented in October 2019 was \$13.4 billion. However, due to the unprecedented novel coronavirus (COVID-19) pandemic, the revenue forecast estimate is anticipated to be lower and timing of projects and funding program allocations may need to be reevaluated.	COVID-19 has introduced a new risk of impact to the program. The extent of the economic impacts of COVID-19 are unknown at this time and will require a review of capital project and competitive funding program cash flows as updated revenue forecasts become available.
2	Inability to scale the Freeway Program to available revenue and still deliver the promise.	OCTA will work with the entities that prepare sales tax forecasts for OCTA to update M2 revenue estimates to assess COVID-19 impacts. The revised forecast will likely change in response to how the economy rebounds. This assessment will provide insight on how the Next 10 may need to be revised given the inevitable financial implications. Staff will update the Board as new information becomes available.
3	Schedule and scope changes on critical capital projects impacting delivery and project costs.	OCTA will work closely with Caltrans to apply value engineering strategies on projects to manage costs.
4	Sustain Metrolink train service, as an attractive alternative to driving in Orange County with the limits of available revenue.	Work closely with Caltrans and project contractors to limit changes in scope and schedule to a minimum. Work with Caltrans to approve additional lane closures and longer work windows where possible.
	Sustain Metrolink train service, as an attractive alternative to driving in Orange County with the limits of available revenue.	Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with BNSF are revised, and new air quality requirements are implemented. COVID-19 has introduced new risks as ridership and revenue has been greatly impacted in Orange County.
		In light of COVID-19, Metrolink is working with member agencies on a “new normal” campaign to develop a phased recovery plan framework and ridership recovery scenarios. Staff will work closely with Metrolink and our partners to ensure cost increases are minimized, while seeking external revenue. Metrolink received \$65 million in one-time federal funds through the Coronavirus Aid, Relief and Economic Security (CARES) Act while fare revenues are down.





## MEASURE M2 PROGRESS REPORT

Delivery Risk	Explanation	Proposed Action
<p><b>5</b> The Next 10 Market Conditions Forecast and Risk Analysis showed a cooling of the prior increasing-cost environment. Current events may cause this to further change during the Next 10 delivery years.</p>	<p>OCTA's economic consultants forecasted a cooling of cost pressures over the next two fiscal years. The economic impacts from COVID-19 may further affect cost pressures.</p>	<p>OCTA will continue to monitor market conditions affecting project costs. If cost pressures significantly decline, this could provide an opportunity to address potential COVID-19 related revenue impacts.</p>
<b>Resource</b>		
<p><b>6</b> Substantial work underway in the region, has resulted in significant demand for professional and skilled labor which can impact delivery given the volume of the M2 capital program.</p>	<p>The economic impacts of COVID-19 and changes in unemployment may change the availability of key talent. If shortages continue project delivery costs could rise but if addition labor resources are available if may temper costs and reduce delivery risk.</p>	<p>OCTA will monitor impacts of COVID-19 on the labor market. Expert and timely coordination between OCTA and Caltrans are imperative to manage this risk. Staff is currently working with Caltrans to ensure resource needs are met.</p>
<p><b>7</b> New operational responsibilities with the OC Streetcar.</p>	<p>With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a successful track record in operating various transportation systems including both a fixed and demand-based bus network.</p>	<p>To ensure success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases of the OC Streetcar.</p>
<b>Regulatory</b>		
<p><b>8</b> New federal and statewide directives create additional limitations for use of transportation dollars which could affect freeway projects.</p>	<p>New directives with greenhouse gas reductions and managed lane corridors focus, as well as an emphasis on transit provides new hurdles that eliminate some sources of funding for M2 freeway improvements.</p>	<p>OCTA is tracking the new directives to ensure that M2 projects stay true to the voter commitment and compete for funding as appropriate.</p>



## MEASURE M2 PROGRESS REPORT

### Next 10 Delivery Plan ▼

**Contact:** Francesca Ching, PMO Manager • (714) 560-5625

On November 14, 2016, the Board approved the Next 10 Delivery Plan (Next 10), providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. On November 11, 2019, the Next 10 was updated to incorporate the 2019 sales tax revenue forecast of \$13.4 billion. The 2019 updated Next 10 includes updated project costs and schedules, bonding assumptions, and adjustments ensuring continued delivery of the complete M2 Program by 2041 as promised.

### Next 10 Deliverables

The Next 10 is based on ten deliverables intended to provide guidance on program and project delivery during the ten-year period. With three years of the ten-year plan complete, progress on the ten deliverables and accomplishments to date is provided. Significant progress has been made, with projects completing construction, projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs. Staff is monitoring the impacts of the novel coronavirus (COVID-19) pandemic on the Next 10 delivery commitments and will report to the Board as appropriate.

#### **1. Deliver \$3.5 billion of freeway improvements approved through construction (Projects A-M).**

The M2 freeway program is currently made up of 30 projects or project segments (projects). At the point of Next 10 adoption, nine of the 30 total projects were completed for a total cost of \$463 million. Deliverable 1 includes 12 of the 30 projects to be delivered (or underway) within the Next 10 timeframe including SR-91 between SR-57 to SR-55 (Project I), which is funded with 91 Express Lanes excess revenue. Together, the projects designated for completion or near completion) by 2026 currently make up a \$3.1 billion delivery promise. The \$3.5 billion deliverable commitment includes prior completed projects. To date, three projects on Interstate 5 (I-5) between Avenida Pico and San Juan Creek Road opened to traffic, adding six miles of carpool lanes. The remaining nine segments are in design or construction. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in the following pages.

#### **2. Invest approximately \$715 million more in revenues, bringing the completed Freeway Program improvements to \$4.3 billion (Projects A-M).**

The final nine remaining project segments (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2026, making them shelf-ready for further advancement. Using Board adopted guiding principles, the 2019 updated Next 10 identified five projects to be advanced through construction: I-5 between I-405 and Yale Avenue (Project B), I-5 between Yale Avenue and SR-55 (Project B), SR-55 between I-5 and SR-91 (Project F), SR-57 Northbound from Orangewood Avenue to Katella Avenue (Project G), and I-605/ Katella Interchange (Project M). The remaining four projects have specific reasons related to the application of the guiding principles that require additional time prior to being advanced. In all, during the Next 10 time-period, approximately \$4.3 billion in freeway improvements promised to the voters in M2 will be completed or underway by 2026. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in the following pages.



## MEASURE M2 PROGRESS REPORT

### **3. Allocate nearly \$1 billion, with up to \$400 million in competitive funding to local jurisdictions to expand roadway capacity and synchronize signals (Project O and P) and up to \$600 million in flexible funding to local jurisdictions to help maintain aging streets or for use on other transportation needs, as appropriate (Project Q).**

Since the adoption of the Next 10 in November 2016, OCTA has awarded approximately \$126 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P). Additionally, \$219 million<sup>1</sup> in Local Fair Share (Project Q) funds have been distributed to local agencies. This brings the total allocation to date to \$345 million.

On August 12, 2019, the Board approved the release of the 2020 Call for Projects with a target of approximately \$32 million for Project O and \$8 million for Project P funding. Eight applications were received for Project O and seven applications were received for Project P. On May 11, 2020, the Board recommended 14 of the 15 projects for programming, totaling \$35.5 million in Project O and P funds. Additionally, all seven bridges included in the OC Bridges program are complete. For more details, see the project updates on [page 18](#).

<sup>1</sup>Includes disbursements to the City of Santa Ana and City of Stanton that were previously suspended. On May 13, 2019, the Board determined that the cities were ineligible to receive net M2 revenues. Funds were suspended until the cities achieved compliance. On April 13, 2020, based on compliance audit results, the Board determined the cities eligible to receive net M2 revenues again.

### **4. Extend Metrolink service from Orange County into Los Angeles County, contingent upon cooperation and funding participation from route partners; complete six rail station improvements (Project R).**

In October 2019, three weekday intracounty round trips operating between Laguna Niguel/Mission Viejo and Fullerton were replaced with two round trips between Laguna Niguel/Mission Viejo (extended from Fullerton) into Los Angeles. Schedules for the extended service were developed consistent with existing schedules. Additional service changes were scheduled to be implemented in April 2020, however, due to the COVID-19 pandemic, it has now been postponed until full service is reinstated.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identified six projects to be completed by 2026: 1) Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) ramps (completed September 2017), 2) Orange Metrolink Station Parking Structure (completed February 2019), 3) Placentia Metrolink Station (is ready to begin construction, however, it is contingent on a Burlington Northern Santa Fe (BNSF) construction and maintenance agreement being in place), 4) Anaheim Canyon Metrolink Station Improvement Project (construction to begin in January 2021 with completion anticipated in mid-2022), 5) Fullerton Transportation Center elevators (completed May 2019), and 6) San Clemente Pier Metrolink/Amtrak Station Lighting Project (completed March 2017). For more details, see the project updates on [page 23](#).



## MEASURE M2 PROGRESS REPORT

### **5. Complete design and construction, secure vehicles, and begin operating the OC Streetcar (Project S) and work with local agencies to consider recommendations from planning studies to guide development of future transit connections (Project S).**

#### OC Streetcar

With strong Federal Transit Administration (FTA) support for the project, a Full Funding Grant Agreement (FFGA) was executed in November 2018. The streetcar construction contract has been executed and Notice to Proceed was issued on March 4, 2019, and construction activities are underway. The streetcar vehicle manufacturing contract has been executed and the notice to proceed has been issued. Activities this quarter included coordination with third parties on utility relocation, awarded the Operations and Maintenance (O&M) contract, inspection of the first article for the vehicle truck assembly, reviewed final design of the remaining vehicle components and continued coordination with the FTA. Construction is anticipated to be complete in early 2022. See [page 28](#) for more information.

#### Bristol Street Transit Corridor Study

The study is focused on Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro); and will also evaluate connections to the John Wayne Airport and the Santa Ana Regional Transportation Center. The study will analyze and develop up to six conceptual transit alternatives for the Bristol Street Corridor. During the quarter, the team focused on developing the transportation forecast model for the four bus alternatives. The OCTA Board has placed any further evaluation of the two streetcar alternatives on pause until the Board has an opportunity to review the Transit Master Plan short-term action plan.

### **6. Provide up to \$115 million in funding to expand mobility choices for seniors and persons with disabilities (Project U).**

Approximately \$42 million<sup>2</sup> has been provided for the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program since the Next 10 Plan adoption. See [page 30](#) for more information.

<sup>2</sup>Includes disbursements to the City of Santa Ana and City of Stanton that were previously suspended. On May 13, 2019, the Board determined that the cities were ineligible to receive net M2 revenues. Funds were suspended until the cities achieved compliance. On April 13, 2020, based on compliance audit results, the Board determined the cities eligible to receive net M2 revenues again.

### **7. Work with local agencies to develop a plan for the next community circulator projects to provide grant opportunities for local agencies to implement effective local transit services (Project V).**

The Board has authorized four Calls for Projects in total since Measure M2 inception, with two occurring since the adoption of the Next 10 in November 2016. During the Next 10 period, the Board awarded 15 projects for a total of \$15.2 million. This includes the fourth Project V Call for Projects in FY 2019-20 that was programmed on April 13, 2020. The Board programmed six local agency projects under the capital and operating reserve category and three local agency projects under the planning category for a combined total of approximately \$9.2 million.

Staff continues to work with local jurisdictions through letters of interest requests, workshops, CTFP Guidelines revisions, and calls for projects, to fine tune this program and facilitate successful project implementation. For additional details and information on current project program performance and service see [page 31](#).



## MEASURE M2 PROGRESS REPORT

### **8. Allocate up to \$7 million in funding to improve the top 100 busiest bus stops and support the modernization of the bus system to enhance the customer experience (Project W).**

Through two calls for projects, the Board has approved Project W funds to support 79 local agency-initiated improvements to busy bus stops on the OCTA transit system. Since Next 10 adoption, the Board has made \$3 million available of which \$872,300 was allocated to eligible local agencies. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger related amenities. For additional details see [page 32](#).

### **9. Ensure the ongoing preservation of purchased open space (Preserves) which provides comprehensive mitigation of the environmental impacts of freeway improvements and higher-value environmental benefits in exchange for streamlined project approvals (Projects A-M).**

The Freeway Mitigation Program Preserves includes seven properties (1,300 acres), and 12 restoration projects (350 acres). In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the Environmental Mitigation Program, allowing streamlined project approvals for the freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alternation agreements. In 2018, the OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To ensure ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves. Approximately \$2.9 million will be deposited annually. To date, OCTA has made four endowment deposits. Quarterly investment reports are provided to the Board, with the most recent one in June 2020. As of June 30, 2020, the endowment balance is \$12,419,908. A reassessment of the M2 revenue stream as well as the current Conservation Plan endowment balance will need to be completed due to the COVID-19 pandemic. For more details, see the project updates on [page 34](#).

### **10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs, with a goal of providing \$40 million in grants to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (ECP) (Project X).**

Since adoption of the Next 10 in November 2016, OCTA has issued four calls for Tier 1 ECP projects. With three calls complete, the Board has awarded approximately \$7.6 million funding 39 projects. Applications for the fourth Call for Projects are currently under evaluation and programming recommendations to the Board are anticipated in Fall 2020.

Due to the recent COVID-19 pandemic, staff will be analyzing M2 revenue projections to determine if there is sufficient revenue to continue with annual Tier 1 calls for projects of \$2.8 million moving forward. Staff will also be determining the timing of a future Tier 2 Call for Projects. It was anticipated, prior to the most recent events, that a Tier 2 call could take place in fiscal year 2021 or 2022. For more details, see the project updates on [page 33](#).



## FREWAYS

### INTERSTATE 5 (I-5) PROJECTS ▾

**Segment:** I-5, Between SR-55 and SR-57

PROJECT A

**Status:** Construction Underway – 80% complete

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** This project will increase high occupancy vehicle (HOV) capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 for approximately three miles in Santa Ana. Construction began on February 20, 2019. During the quarter, activities included electrical, signage, drainage, median barrier demolition and construction of roadway base under the median space vacated by the HOV ramp bridge at Main Street. The project is anticipated to be completed in late 2020. From March to the end of May, OCTA and Caltrans provided extended lane closure hours / work windows where possible due to significantly less traffic in the construction area as a result of the Governor’s stay-at-home order. These longer work windows provided the contractor (at their discretion) the opportunity to potentially complete some activities sooner than originally anticipated. As the stay-at-home order is gradually lifted and traffic volumes continue to rise, OCTA will continue to work with Caltrans to extend lane closure hours and work windows where possible. In May, this project won the Caltrans Partnering Success in Motion Gold Award. On June 30, 2020, the first of two northbound HOV lanes was reopened to traffic and the first of two southbound HOV lanes is scheduled to be opened on July 2, 2020.

**I-5, I-405 to SR-55 is one project broken into two segments in early 2020 . The Final Environmental Document (ED) was approved on January 7, 2020. The Design Standard Decision Document was approved on February 19, 2020 and the Final Project Report was approved on February 28, 2020. This project was approved by the Board in the 2019 updated Next 10 to advance through construction.**

**Segment:** I-5, I-405 to Yale Avenue

PROJECT B

**Status:** Environmental Phase Complete

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** The I-5, I-405 to Yale Avenue (Segment 1) project will add an additional general purpose lane in both directions, improve interchanges and replace auxiliary lanes while adding new auxiliary lanes, where needed, in the City of Irvine. On June 8, 2020, the Board approved the Final Design Cooperative Agreement between OCTA and Caltrans for the I-5, I-405 to SR-55 Project. The Request for Proposals (RFP) for consultant final design services is anticipated to be released in late 2020.



# FREEWAYS

**Segment:** I-5, Yale Avenue to SR-55

**Status:** Environmental Phase Complete; RFP for design consultant services initiated

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** The I-5, Yale Avenue to SR-55 (Segment 2) project will add an additional general purpose lane in both directions, improve interchanges and replace auxiliary lanes while adding new auxiliary lanes, where needed, in the cities of Irvine and Tustin. On June 8, 2020, the OCTA Board approved the Final Design Cooperative Agreement between OCTA and Caltrans for the I-5, I-405 to SR-55 Project. On June 22, 2020, the Board approved the RFP release for consultant final design services. Final design services are anticipated to begin in Spring 2021.

PROJECT C AND  
PART OF PROJECT D

**I-5, Avenida Pico to San Juan Creek Road is one project broken into three segments.**

**Segment:** I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** This segment added a carpool lane in each direction on I-5 between Avenida Pico and Avenida Vista Hermosa for approximately 0.7 miles in San Clemente and included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D). The project also added bicycle lanes in both directions on Avenida Pico. Construction began in February 2015 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on August 23, 2018, and the one-year plant establishment period for this segment was completed in May 2019.

**Segment:** I-5, Avenida Vista Hermosa to Pacific Coast Highway

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** This segment added a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) for approximately 2.5 miles in San Clemente, and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 31, 2017, and the one-year plant establishment period for this segment was completed in May 2018.



## FREWAYS

**Segment:** I-5, Pacific Coast Highway to San Juan Creek Road

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** This segment added one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road for approximately 2.5 miles in the cities of San Clemente, Dana Point, and San Juan Capistrano. Project improvements also reconstructed the on and off ramps at PCH/Camino Las Ramblas. Construction began in March 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 3, 2018, and the one-year plant establishment period for this segment was completed in March 2019.

**I-5, SR-73 to El Toro Road is one project broken into three segments in early 2018. With a cost estimate for this project of \$557.11 million, the project was above the \$500 million threshold for a “Major Project” designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop. A CER was conducted by the FHWA, Caltrans, and OCTA in February 2018 and resulted in an estimated project cost of \$612.6 million. The OCTA cost estimate for the three segments is currently \$577.5 million.**

**Segment:** I-5, SR-73 to Oso Parkway/Avery Parkway Interchange

**Status:** Construction Underway - 6%

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The improvements include the addition of a 2.2-mile general-purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, the consultant continued working on right-of-way (ROW) acquisition and coordination with utility agencies while staff continued coordination with Caltrans on ROW and utility relocations. The project was awarded on December 19, 2019, and the first working day was March 10, 2020. The contractor has completed 90 percent of clearing and grubbing activities and has initiated work on six retaining walls, four southbound and two northbound.

**Segment:** I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange

**Status:** Construction Underway – 12% Complete

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the cities of Mission Viejo, Laguna Hills, and Lake Forest. The proposed improvements include the addition of a 2.6-mile general purpose lane in each direction and reconstruction of the La Paz Road Interchange (Part of Project D). The construction contract was awarded on April 4, 2019 and the first working day was May 29, 2019. Activities





# FREEWAYS

this quarter include the completion of two retaining walls, continued construction on four other retaining walls, and grading of slopes on northbound I-5. Pile driving for the northbound off ramp bridge was delayed due to utility conflicts and pile driving for the La Paz bridge was delayed due to contaminated soil within the area. Staff continues coordination of the service contract with Southern California Regional Rail Authority/Metrolink, and with Caltrans on ROW and utility relocations. From March to the end of May, OCTA and Caltrans provided extended lane closure hours / work windows where possible due to significantly less traffic in the construction area as a result of the Governor’s stay-at-home order. These longer work windows provided the contractor (at their discretion) the opportunity to potentially complete some activities sooner than originally anticipated. As the stay-at-home order is gradually lifted and traffic volumes continue to rise, OCTA will continue to work with Caltrans to extend lane closure hours and work windows where possible.

- Segment:** I-5, Alicia Parkway to El Toro Road
- Status:** Design Complete. Construction Contract Award Underway
- Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the cities of Lake Forest, Laguna Hills and Laguna Woods. The proposed improvements include the extension of the second HOV lane between El Toro Road and Alicia Parkway in both northbound and southbound directions. This quarter, the project achieved Ready-to-List status on April 14, 2020, was advertised on May 11, 2020 and the bid opening was held on June 30, 2020. The bid results are currently under review and construction is anticipated to begin in Fall 2020. The consultant selection to provide construction management support services was approved by the Board on April 13, 2020. Due to extended ROW coordination with Caltrans and delayed design start date, this project is marked “red” in the CAP, with a delay of over 15 months beyond the original schedule. The Board has approved \$49.9 million in federal funding and OCTA has received \$9.4 million in state funding.

## PROJECT D

**This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz and El Toro Road. Three interchange improvements at La Paz, Avery Parkway and Avenida Pico are included and discussed as part of the respective segments in Project C.**

- Segment:** I-5, Ortega Highway Interchange
- Status:** PROJECT COMPLETE
- Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** Construction began in February 2013 to reconstruct the SR-74 Ortega Highway Bridge over I-5 and improve local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. All lanes on the new bridge were opened to traffic on September 4, 2015. A dedication ceremony was held on October 1, 2015. The project was officially completed on January 15, 2016.



## FREEWAYS

**Segment:** I-5, El Toro Interchange

**Status:** Environmental Phase In Review

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** Caltrans is the lead in the environmental phase of this project, which includes the study of four build alternatives that consider modifications to the existing interchange, ranging from an I-5 southbound direct connector to El Toro Road to modifications in how existing on and off ramp intersections operate. The project area includes the cities of Laguna Hills, Laguna Woods and Lake Forest who are direct stakeholders of the project improvements. The study began in April 2017 and the Draft Initial Study/Environmental Assessment (IS/EA) was completed in March 2019. The three stakeholder cities are not in consensus on a preferred alternative and costs identified for the remaining alternatives are significantly higher than the assumed cost in the Next 10, which creates additional challenges. The environmental phase was anticipated to be completed in late 2019, however without the cities' consensus, OCTA will not support finalization of the document. OCTA has requested Caltrans put completion of the ED on hold while a consultant is retained by OCTA to provide further assessment of the alternatives to help facilitate reaching agreement. Major activities this quarter included the release of request for proposals and consultant selection to provide services for alternatives analysis. Consultant work is anticipated to begin in September 2020 and be completed by March 2021.

### STATE ROUTE 22 (SR-22) PROJECTS ▼

PROJECT E

**Segment:** SR-22 Access Improvements

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** Completed in 2008, Project E made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the City of Garden Grove to reduce freeway and street congestion in the area. This M2 project was completed early as a "bonus project" provided by the original Measure M (M1).

### STATE ROUTE 55 (SR-55) PROJECTS ▼

PROJECT F

**Segment:** SR-55, I-405 to I-5

**Status:** Design Phase Underway - 95% Complete

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** This project will widen SR-55 between I-405 and I-5 in the cities of Irvine, Santa Ana and Tustin. The improvements will include a four-mile general purpose lane and a second HOV lane in both directions between the I-405 and I-5. Auxiliary lanes will be added and extended in some segments within the project limits. Through a cooperative agreement, Caltrans and OCTA's consultant initiated the design together and on July 19, 2019, the 95 percent design was completed. The cooperative agreement was subsequently revised to transfer the Supplemental Fact Sheet task from Caltrans to OCTA. The Supplemental Fact Sheet was submitted on April



# FREWAYS

10, 2020 and the 100 percent design was submitted on April 29, 2020. On May 11, 2020, a project update was presented to the Board. The project was anticipated to be ROW certified and ready to list (RTL) by December 2020, however the certification and RTL timeframes may be revised due to recent ROW challenges. The Board has approved \$103 million in federal funds and OCTA has received \$80 million in state funds through the 2018 State Transportation Improvement Plan (STIP). Caltrans has committed \$46.8 million in SHOPP funds and OCTA will seek to capture another \$70 million in future Senate Bill 1 (SB 1) funding to fully fund the project.

- Segment:** SR-55, I-5 to SR-91
- Status:** Environmental Phase Complete
- Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** This project is studying approximately 7.5 miles of SR-55 between I-5 and SR-91 in the cities of Santa Ana, Tustin, Orange and Anaheim. The environmental study looked at the addition of one general purpose lane in each direction between SR-22 and the I-5 and operational improvements between SR-22 and SR-91. The environment phase of the project was completed with the approval of the Design Standard Decision Document, the Final ED, and the Final Project Report documents on March 30, 2020. This project was approved by the Board in the 2019 updated Next 10 to advance through construction. Based on funding availability, the design of this project is anticipated to begin in early 2022.

## STATE ROUTE 57 (SR-57) PROJECTS ▾

### PROJECT G

- Segment:** SR-57 Northbound, Katella Avenue to Lincoln Avenue
- Status:** PROJECT COMPLETE
- Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** This project increased capacity and improved operations on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim with the addition of a new 3-mile general purpose lane, on- and off-ramp improvements, and sound walls. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The project opened to traffic on November 19, 2014 and was completed on April 21, 2015.

- Segment:** SR-57 Northbound, Orangethorpe Avenue to Yorba Linda Boulevard
- Status:** PROJECT COMPLETE
- Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** This project increased capacity and improved operations on northbound SR-57 with a new 2.5-mile northbound general-purpose lane between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton. In addition to the new lane, capital improvements include reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The project opened to traffic on April 28, 2014 and was completed on November 6, 2014.



## FREEWAYS

**Segment:** SR-57 Northbound, Yorba Linda Boulevard to Lambert Road

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** Completed on May 2, 2014, this project improved capacity, operations, and traffic flow on SR-57 with the addition of a new 2.5-mile northbound general purpose lane between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits include on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The project opened to traffic on September 23, 2013 and was completed on May 2, 2014.

**Segment:** SR-57 Northbound, Lambert Road to Tonner Canyon Road

**Status:** Schedule TBD

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** Caltrans previously completed a Project Study Report/Project Development Support document for the Lambert Road to Tonner Canyon Road segment, which would add a northbound truck-climbing lane (approximately 2.5 miles) in the City of Brea. The project will require coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the county line. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019 and is anticipated to be complete at the end of 2021. Phase 2, which is the mainline improvements, was initially approved for STIP funding in March 2018 to initiate the environmental phase. However, due to the 2019 STIP reduction, funding was shifted to cover projects already underway. The schedule for this project will be updated during the annual M2 cash flow review and Next 10 update.

**Segment:** SR-57 Northbound, Orangewood Avenue to Katella Avenue

**Status:** Environmental Phase Complete

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** This project studied the addition of a new one mile northbound general purpose lane on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The northbound general-purpose lane would join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. The Final ED and Final Project Report were approved on March 29, 2019. This project was approved by the Board in the 2019 updated Next 10 to advance through construction. The design phase is scheduled to begin in late 2021.



# FREEWAYS

## STATE ROUTE 91 (SR-91) PROJECTS ▼

**Segment:** SR-91 Westbound, I-5 to SR-57

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



PROJECT H

**Summary:** This project increased capacity in the westbound direction of SR-91 by adding an additional 4.5-mile general purpose lane in the westbound direction between Anaheim and Fullerton and provided operational improvements at on and off-ramps between Brookhurst Street and State College Boulevard. The project was opened to traffic on March 7, 2016 and was completed on June 23, 2016.

**Segment:** SR-91, SR-55 to Tustin Avenue Interchange

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



PROJECT I

**Summary:** This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim in the approximately two-mile area. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The project was opened to traffic on May 14, 2016 and was completed on July 15, 2016.

**Segment:** SR-91, SR-55 to SR-57

**Status:** Environmental Phase Complete

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** This project will improve traffic flow and operations along SR-91 in the cities of Anaheim, Fullerton, Orange and Placentia in the approximately six-mile study area. 91 Express Lanes excess revenue is designated to pay for the mainline freeway improvements included in M2, as approved by the Board. The study is looking at the addition of one general purpose lane eastbound between SR-57 and SR-55, and one general purpose lane westbound from the NB SR-57 connector to State College Boulevard. Additional features of this project include improvements to various interchanges, added auxiliary lanes in some segments and re-established lane in others within the project limits. The finalization of the ED was delayed due to a requirement by Caltrans that required OCTA to provide a site investigation in the landscape area of the former landfill operating as a metals recycling facility in order to consider approval of necessary design exceptions. The site investigation was completed in January 2020 and the Phase II Investigation Report was approved on April 28, 2020. The Final ED was approved on June 22, 2020. The Design Standard Decision Document and the Final Project Report were both approved on June 24, 2020. This project will be split into three segments for the design phase. The design for segment 1 (SR-55 to Lakeview Avenue) was initiated on March 30, 2020 and the design of segment 2 (La Palma Avenue to SR-55) was initiated on June 17, 2020. The consultant recommendation for segment 3 (Acacia Street to La Palma Avenue) will be presented to the Board and the design is anticipated to begin in late 2020.

## FREEWAYS

**Segment:** SR-91, SR-55 to SR-241

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



PROJECT J

**Summary:** This completed segment added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241 in the Cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a much needed second eastbound exit lane at the Lakeview Avenue, Imperial Highway and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping and soundwalls. Completion of this project in March 2013 means a total of 18 lane miles have been added to SR-91 since December 2010. The project opened to traffic in December 2012 and was completed on March 5, 2013.

**Segment:** SR-91, SR-241 to SR-71

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** Completed in January 2011, this segment added six miles through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71. The project improves mobility and operations by reducing traffic weaving from traffic exiting at SR-71 and Green River Road. An additional eastbound lane on SR-91 was added and all existing eastbound lanes and shoulders were widened. The project opened to traffic on December 2, 2010, and was completed January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

**Segment:** SR-91, SR-241 to I-15

**Status:** RCTC's Design-Build - Initial Phase Complete March 20, 2017

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** Freeway improvements that cross county lines require close coordination to maintain seamless travel. This project adds one general-purpose lane (bringing the total to six lanes in each direction) on SR-91 between SR-241 and I-15. Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires constructing the improvements under multiple segments to coordinate improvements and to capitalize on available funding. While the portion of this project between SR-241 and the Orange County/Riverside County line is part of OCTA's OC Go Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The 6th lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties sales tax measures, the construction timing of the additional general-purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC has been developing the 91 Corridor Operation Project to initiate



# FREEWAYS

construction and the project is anticipated to be complete in late 2021. In addition, OCTA and RCTC will be jointly conducting a feasibility study to determine how best to implement the 6th general-purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. On October 10, 2019, the RFP was released for the SR-91 (SR-241 to SR-71) Eastbound Geometric and Design Alternatives Analysis. The consultant recommendation was approved by the Board on February 10, 2020, and a Notice to Proceed was provided on May 5, 2020.

## INTERSTATE 405 (I-405) PROJECTS ▼

### PROJECT K

**Segment:** I-405, SR-73 to I-605

**Status:** Design-Build Underway

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** OCTA and Caltrans are working together to widen I-405 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster in the approximately 16 mile project area. These improvements will add one general purpose lane, add a second lane to be combined with the existing HOV lane to provide a dual express lanes facility, and improve the local interchanges along the corridor from SR-73 to I-605.<sup>3</sup>

During the quarter, work continued on ROW acquisition, utility coordination and public outreach. OCTA is in possession of 99 percent of the property necessary for construction with the remaining one percent on schedule. Design is substantially complete. Work continued on the review of various design and construction submittals. OCTA's toll lanes system integrator, Kapsch, is under contract and working with OCTA and the design-builder. Significant roadway construction activities including installation of drainage systems, retaining walls, and paving are underway. Additionally, over 50 walls are under construction or completed. Significant bridge construction continued on Fairview Road, Magnolia Street, Goldenwest Street, Bolsa Chica Road and Westminster Boulevard bridges. These are two-stage bridges, which means traffic is maintained on the remaining portion of the existing bridge while the first half of the new bridge is constructed. Stage 1 of the Goldenwest Street and Bolsa Chica Road bridges were completed and opened to traffic during this quarter. Construction continued at the McFadden Avenue, Talbert Avenue, Bushard Street, and Edwards Street bridges, which are one-stage bridges that are closed to traffic during construction. Construction also continued at the Beach Boulevard, Bolsa railroad crossing, old Navy railroad crossing, Santa Ana River and Harbor Boulevard bridges which consists of widening the existing freeway bridges over those facilities. OCTA also continued targeted public outreach through neighborhood meetings in anticipation of construction activities. Construction is scheduled to be completed in 2023. From March to the end of May, OCTA and Caltrans provided extended lane closure hours / work windows where possible due to significantly less traffic in the construction area as a result of the Governor's stay-at-home order. These longer work windows provided the contractor (at their discretion) the opportunity to potentially complete some activities sooner than originally anticipated. As the stay-at-home order is gradually lifted and traffic volumes continue to rise, OCTA will continue to work with Caltrans to extend lane closure hours and work windows where possible.

<sup>3</sup>The general purpose lane portion of the project is a M2 project and will be funded by a combination of local, state and federal funds, with the express lanes portion of the project financed and paid for by those who choose to pay a toll and use the 405 Express Lanes.



## FREWAYS

**Segment:** I-405, I-5 to SR-55

PROJECT L

**Status:** Environmental Phase Complete

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** This project studied the addition of general purpose lanes for approximately 8.5-miles along the I-405 corridor between I-5 and SR-55 in Irvine. The project development team reviewed the alternatives and public comments received during public circulation and as a result of the effort, recommended adding one general purpose lane in each direction. The final Project Report and ED were completed in August 2018. The Next 10 sets direction through 2026 and is reviewed annually. As projects listed are completed, schedules and revenues are reviewed, the Board adopts an updated delivery plan providing direction on project advancement. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond 2026.

## INTERSTATE 605 (I-605) PROJECTS ▾

**Segment:** I-605, Katella Interchange Improvements

PROJECT M

**Status:** Environmental Phase Complete; Design Proposals Under Review

**Contact:** Rose Casey, Capital Projects • (714) 560-5729

**Summary:** This project will improve freeway access and the arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project will include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The final ED was approved in October 2018 and the final PR was approved in November 2018. This project was approved by the Board in the 2019 updated Next 10 to advance through construction. The RFP for design services was approved for release in April 2020. During the quarter, staff reviewed the proposals and conducted consultant interviews. A recommendation is anticipated to be presented to the Board in August 2020 to initiate design efforts in late 2020.

## FREEWAY SERVICE PATROL ▾

**Status:** Service Ongoing

PROJECT N

**Contact:** Cliff Thorne • (714) 560-5975

**Summary:** Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled on Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 17,122<sup>4</sup> services. Since June 2012, FSP has provided a total of 551,274<sup>4</sup> services on the Orange County freeway system.

<sup>4</sup>Service calculations are based on all services provided as FSP is funded by M2 and external sources.



## STREETS AND ROADS

### REGIONAL CAPACITY PROGRAM ▼

**Status:** 2020 Call for Projects Programmed in May 2020

PROJECT O

**Contact:** Joseph Alcock, Planning • (714) 560-5372

**Summary:** This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, 155 projects totaling more than \$319<sup>5</sup> million, including \$24 million in external funding, have been awarded through ten calls for projects by the Board. On August 12, 2019, the Board approved the release of the 2020 Call for Projects. The application deadline for the tenth call closed on October 24, 2019. On May 11, 2020, the Board recommended eight applications for programming in the total amount of \$23.4 million.

<sup>5</sup>To date, 15 of the 191 phases awarded by OCTA totaling approximately \$21.2 million have been canceled by the awarded local jurisdictions.

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### OC Bridges Railroad Program

This program built seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the BNSF Railroad in North County. With all seven grade separations open to traffic, an OC Bridges completion ceremony was held on October 24, 2017. To date, the Board has approved approximately \$664 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects. Minor activities this quarter include the closeout of two projects.

**Segment:** Kraemer Boulevard Grade Separation

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** The project located at Kraemer Boulevard railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. The grade separation was opened to traffic on June 28, 2014, and an event was held on July 8, 2014, to commemorate the opening. Project acceptance by the cities of Anaheim and Placentia, respectively, occurred in December 2014 and the cities assumed full maintenance responsibilities. In December 2015, the one-year warranty period expired with no issues or repairs identified.



## STREETS AND ROADS

**Segment:** Lakeview Avenue Grade Separation

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** The project located at Lakeview Avenue railroad crossing grade separated the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue. Construction began on July 1, 2014.

Lakeview Avenue was reopened on June 6, 2017. Construction acceptance from the cities of Anaheim and Placentia were obtained on June 2, 2017, and OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on some constructed items. The one-year warranty was extended to July 2019 for some minor repair items and close-out activities are completed. Staff presented recommendation for final claim resolution to the Board on July 22, 2019, which was approved. Funding reimbursement and closeout are completed.

**Segment:** Orangethorpe Avenue Grade Separation

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** The project located at Orangethorpe Avenue railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. Construction was completed in October 2016 and construction acceptance was obtained from the cities of Anaheim and Placentia on October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. The one-year warranty was extended to June 2019 for some minor repair items. Funding reimbursement and closeout are completed.

**Segment:** Placentia Avenue Grade Separation

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** The project located at Placentia Avenue railroad crossing is grade separated and open to traffic. This project separated the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. An event was held on March 12, 2014, to commemorate the opening. Project acceptance by the cities of Anaheim and Placentia occurred in December 2014 and the cities assumed full maintenance responsibilities. In December 2015, the one-year warranty period expired with no issues or repairs identified. Funding reimbursement and closeout are completed.

## STREETS AND ROADS

**Segment:** Raymond Avenue Grade Separation

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** The project located at Raymond Avenue railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination, and ROW support. Construction began on June 2, 2014. Raymond Avenue has been opened to traffic since October 2017. OCTA received construction acceptance on May 14, 2018. Activities this quarter include project closeout with BNSF and processing final invoices. Funding reimbursement and closeout are ongoing.

**Segment:** State College Boulevard Grade Separation

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** The project located at State College Boulevard railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton managed the construction and OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. State College Boulevard was opened to through traffic on November 1, 2017. Construction acceptance and maintenance responsibilities from the City of Fullerton was obtained on March 7, 2018, and the one-year warranty began. Activities this quarter include processing final invoices. Funding reimbursement and closeout are ongoing.

**Segment:** Tustin Avenue/Rose Drive Grade Separation

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** The project located at Tustin Avenue/Rose Drive railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge over the railroad crossing for vehicular traffic. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. Construction was completed in October 2016 and construction acceptance was obtained from the cities of Anaheim and Placentia on October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. The one-year warranty was extended to November 2018 for some minor repair items. In November 2018, the warranty period expired with no additional issues or repairs identified. Funding reimbursement and closeout are completed.



## STREETS AND ROADS

### REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▾

**Status:** 2020 Call for Projects Programmed in May 2020

PROJECT P

**Contact:** Anup Kulkarni, Planning • (714) 560-5867

**Summary:** This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate a network of over 2,000 signalized intersections along 750 miles of roadway within Orange County. OCTA also leverages external funding to further enhance the efficiency of the street grid and reduce travel delay.

To date, OCTA and local agencies have synchronized more than 2,800 intersections over more than 746 miles of streets (84 completed projects). Through ten Calls for Projects, 101 projects totaling more than \$107.4 million have been awarded. Overall, OCTA has funded 120 projects<sup>6</sup> totaling more than \$132.3 million, including \$25.5 million in leveraged external funding.

On May 11, 2020, the Board approved funding for six projects totaling \$12.1 million as part of the 2020 Call for Projects Regional Traffic Signal Synchronization Program.

<sup>6</sup>To date, three projects totaling approximately \$1.6 million have been canceled by the awarded local jurisdictions.

### LOCAL FAIR SHARE ▾

**Status:** Ongoing

PROJECT Q

**Contact:** Ben Torres, Finance • (714) 560-5692

**Summary:** In order to help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local agencies are reviewed to determine eligibility to receive M2 funds. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. Approximately \$455 million<sup>7</sup> in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

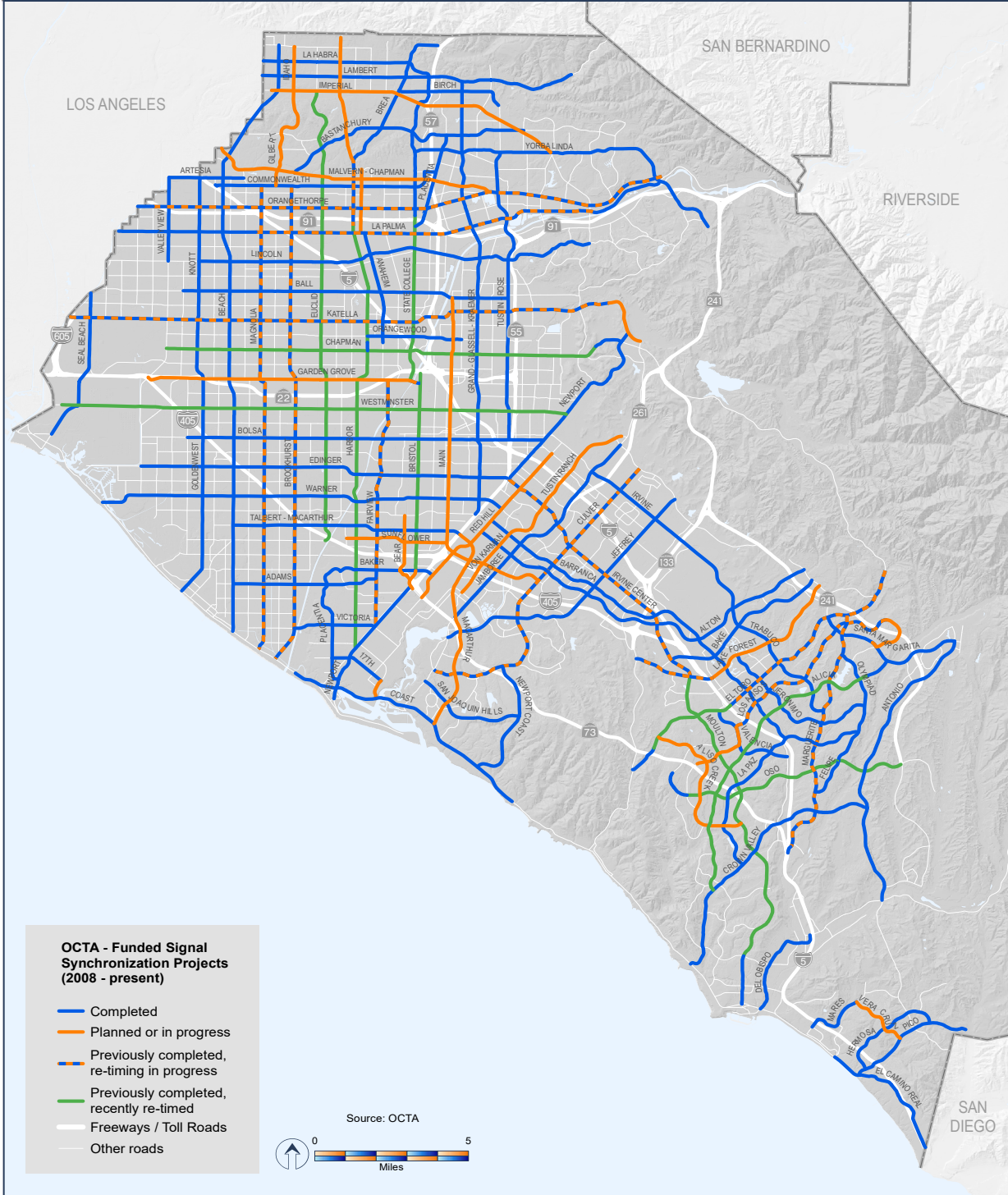
See [pages 49-50](#) for funding allocation by local agency.

<sup>7</sup>Includes disbursements to the City of Santa Ana and City of Stanton that were previously suspended. On May 13, 2019, the Board determined that the cities were ineligible to receive net M2 revenues. Funds were suspended until the cities achieved compliance. On April 13, 2020, based on compliance audit results, the Board determined the cities eligible to receive net M2 revenues again.



# STREETS AND ROADS

## OCTA-Funded Signal Synchronization Projects (2008 - Present)





# TRANSIT

## HIGH FREQUENCY METROLINK SERVICE ▾

### PROJECT R

Project R will increase rail services within the County and provides additional Metrolink service north of Fullerton to Los Angeles. The program provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks. This program also includes funding for grade crossing improvements at high volume arterial streets, which cross Metrolink tracks.

**Project:** Metrolink Grade Crossing Improvements

**Status:** PROJECT COMPLETE

**Contact:** Jennifer Bergener, Rail • (714) 560-5462



**Summary:** Enhancement at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. As a result of one private crossing which did not allow for OCTA to make enhancements and one street closure that eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a “quiet zone” at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones within their communities.

**Project:** Metrolink Service Expansion Program

**Status:** Service Ongoing

**Contact:** Jennifer Bergener, Rail • (714) 560-5462

**Summary:** Following the completion of the Metrolink Service Expansion Program (MSEP) improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours.

In October 2019, several intracounty trains were extended to Los Angeles to increase ridership through a redeployment of the trains without significantly impacting operating costs. However, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic in March 2020. Metrolink implemented a temporary 30 percent service reduction due to the decline in ridership; the service reduction impacted the October service change. The changes and impacts of the service reduction consisted of:

- Orange County (OC) Line: Three weekday intracounty round trips operating between Fullerton and Laguna Niguel/Mission Viejo were replaced with two round trips between Laguna Niguel/Mission Viejo and Los Angeles. Note, one intracounty round trip (trains 642 and 643) was discontinued as part of the COVID-19 related service reduction. As of June 2020, the intracounty round trips (trains 632 and 633) that was extended was averaging 22 passengers per trip.



## TRANSIT

- 91/Perris Valley (91/PV) Line: Three round trips within Riverside County between Perris–South and Riverside–Downtown were replaced with one round trip between Perris–South and Los Angeles Union Station via Fullerton. As of June 2020, the round trip that was extended was averaging 35 passengers per trip.

The State of California enforced the statewide lockdown through May 2020. Governor Newsom announced on May 4, 2020 that the State will ease the statewide lockdown in phases. Despite the gradual lifting of the stay-at-home orders, COVID-19 cases continue to rise in California which has impacted ridership through June 2020. In response to the ridership impacts, Metrolink drafted a Recovery Plan Framework. The Recovery Plan Framework is designed to phase in actions to position the Authority for post-pandemic operations and consists of the following:

1. Health and safety: Commuting together, socially distant.
2. Operational transparency: Fast track commuter confidence.
3. The triple bottom line: Economy, environment, equity
4. Future proof operations: More efficient stewardship.
5. Sustainable financial performance.

As stay-at-home orders are slowly being loosened across southern California, Metrolink staff continues to reiterate cleaning and safety as riders return. Note, the 30 percent service reduction that was implemented in March 2020 will remain in place until further notice. As of June 30, 2020, Metrolink rail ridership on the three lines serving Orange County was down 83 percent compared to the prior year.

Plans to implement the addition of two round trips in April 2020 have been postponed until full service is reinstated. The postponed April service changes will include the addition of one evening weekday round trip from Oceanside to Los Angeles on the OC Line. Additional changes to the OC Line include the discontinuation of two intracounty trains due to low ridership levels. To offset the termination of the two intracounty trains, an evening train that currently travels between Los Angeles and Laguna Niguel/Mission Viejo will be extended to Oceanside. Along the 91/PV Line, one weekday round trip will be added between Los Angeles and Perris, south via Fullerton. The above-mentioned changes are in alignment with OCTA's redeployment plan.

### Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on [pages 51-55](#).





TRANSIT

**Segment:** Anaheim Canyon Metrolink Station Improvements

**Status:** Design Underway – 99% Complete

**Contact:** Jim Beil, Capital Programs • (714) 560-5646

**Summary:** This OCTA-led project will include construction of a second main track and platform, lengthening the existing platform, and improved pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. The design plans have been completed to 98 percent. Plans were expected to be complete and ready to bid in March 2020, but permanent access to railroad signal equipment for maintenance purposes as well as access to the railroad ROW during the construction phase needs to be resolved. It is anticipated that these issues will be resolved and the project will be bid in September 2020. FTA grants provide approximately \$13 million to support rehabilitation and replacement of capital improvements which are not impacted by the COVID-19 pandemic. Construction of the project is anticipated to begin in January 2021 with completion anticipated in mid-2022. This project is marked “red” in the CAP due to delays in ROW negotiations.

**Segment:** Fullerton Transportation Center Improvements

**Status:** PROJECT COMPLETE

**Contact:** Jim Beil, Capital Programs • (714) 560-5646



**Summary:** Completed early on, a new 5-level parking structure was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This City-led project was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project which was completed May 1, 2019.

**Segment:** Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps

**Status:** PROJECT COMPLETE

**Contact:** Jim Beil, Capital Programs • (714) 560-5646



**Summary:** The Laguna Niguel/Mission Viejo station accessibility improvements project was completed in September 2017. Improvements include new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction acceptance from the cities was obtained on September 20, 2017.





# TRANSIT

**Segment:** Orange Transportation Center Metrolink Parking Structure

**Status:** PROJECT COMPLETE

**Contact:** Jim Beil, Capital Programs • (714) 560-5646



**Summary:** This project includes a 608-space, 5-level, shared use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017 and was completed on February 15, 2019. A dedication ceremony was held on February 19, 2019.

**Segment:** New Placentia Metrolink Station and Parking Structure

**Status:** Design Complete - Ready for Advertisement subject to BNSF construction and maintenance agreement

**Contact:** Jim Beil, Capital Programs • (714) 560-5646

**Summary:** Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new Cooperative Agreement with the City of Placentia that revised the project's scope and budget, and with the changes the City of Placentia will contribute towards the cost. The station will include platforms, parking, a new bus stop, and passenger amenities. OCTA is the lead agency for design and construction of the project. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. BNSF will be the lead on the rail construction. Design plans for the station are complete and will be ready to advertise for bidding once a construction and maintenance (C&M) agreement with BNSF is in place. Due to the dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.

**Segment:** San Clemente Pier Station Lighting

**Status:** PROJECT COMPLETE

**Contact:** Jim Beil, Capital Programs • (714) 560-5646



**Summary:** This project was completed on March 17, 2017, and project closeout was completed in the same month. OCTA was the lead agency for design and installation of this project which added lighting to the existing platform and new decorative handrails at the San Clemente Pier Station.





## TRANSIT

Additional rail corridor improvements include: completed Control Point project at Fourth Street in the City of Santa Ana, which provides rail operational efficiencies; completed Positive Train Control implementation, which improves rail safety by monitoring and controlling train movement; continued with ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek (design and environmental clearance tasks were completed and ROW acquisition is in progress); completed the construction of the Railroad ROW Slope Stabilization project in June 2020, which includes eight locations within the OCTA-owned Los Angeles - San Diego - San Luis Obispo (LOSSAN) rail corridor that have been identified for improvements to prevent future erosion and slope instability; and continued implementation of video surveillance systems.

**Segment:** Sand Canyon Grade Separation

**Status:** PROJECT COMPLETE

**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** The project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014, and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. The project is complete and construction acceptance was obtained from the City of Irvine on January 15, 2016. The project completed the one-year warranty period and no repairs were identified. The project closed out in January 2017.

**Segment:** Tustin Metrolink Station Parking Structure

**Status:** PROJECT COMPLETE

**Contact:** Jim Beil, Capital Programs • (714) 560-5646



**Summary:** This early completion project, provided additional parking at the Tustin Metrolink Station to meet requirements associated with the MSEP by constructing a new 4-story parking structure with approximately 735 spaces, plus on-site surface parking. The parking structure was opened to the public on September 22, 2011.

**Segment:** Laguna Niguel to San Juan Capistrano Passing Siding Project

**Status:** Construction Underway – 70% Complete

**Contact:** Jim Beil, Capital Programs • (714) 560-5646

**Summary:** The project is currently in the construction phase and will add approximately 1.8-miles of new passing siding railroad track adjacent to the existing mainline track, which will enhance the operational efficiency of passenger services within the LOSSAN rail corridor. The construction contract was awarded on January 14, 2019, and the Notice to Proceed was issued on March 12, 2019.



# TRANSIT

Construction continued with the mainline and pocket track, crossovers, retaining wall #1 and roadway modifications at Camino Capistrano and Rancho Capistrano. Construction of retaining walls #2, #3 and new passing track were completed this quarter. This project is anticipated to be completed by early 2021.

## TRANSIT EXTENSIONS TO METROLINK ▼

In order to broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program which allows cities to apply for funding to connect passengers to their final destination via transit extensions. There are currently two categories for this program: a fixed guideway program (streetcar) and a rubber tire transit program.

### PROJECT S

**Project:** OC Streetcar

**Status:** Full Funding Grant Agreement (FFGA) Executed November 30, 2018, Construction and Utility Relocation Work Ongoing, Vehicle Production Underway, Operations and Maintenance contract approved by the Board on May 22, 2020.

**Contact:** Mary Shavalier, Rail • (714) 560-5725

**Summary:** The OC Streetcar will serve the Santa Ana Regional Transportation Center through downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove. At the request of the two cities, OCTA is serving as the lead agency for the project.

Construction work continued with in-street utilities nearing completion and final storm work underway, installation of the service and inspection pit and vapor barrier at the Maintenance and Storage Facility (MSF), hand digging and surveying of the Overhead Contact System (OCS) pole foundations, disposal of hazardous soil from the Pacific Electric ROW and other project areas, grading and drainage system installation on the Pacific Electric ROW. The contractor completed the first of two major concrete pours for the superstructure of the Westminster Bridge and deck pour in May. Precast girders at the Santa Ana River Bridge were installed in May and the construction of the retaining walls at the Santa Ana River and Westminster bridges are ongoing.

After a brief closure of the Siemens plant the previous quarter, Siemens returned to a 100 percent production level of the OC Streetcar S700 vehicle in early April. All eight vehicles are in various stages of production. OCTA has not been notified by Siemens of any reported impacts to the overall delivery schedule.

The first article inspection was conducted for the truck assembly. The trucks contain the motor, gearbox, braking system and the vehicle steel wheels. Outstanding first article inspections that require out-of-state travel are on hold due to current travel restrictions. OCTA is in the process of finalizing outstanding items from final design review and continues to coordinate with Conduent and Siemens on Computer Aided Dispatch/Automatic Vehicle Location design specifications.

During the quarter, the Board approved continuing the work to address utility conflicts during underground relocation work and hand digging of OCS, traffic signal and streetlight pole foundations. To support the local community, OCTA continues to directly support Santa Ana’s Business Improvement District and residents during



# TRANSIT

construction of the OC Streetcar through the Eat, Shop, Play program and by providing on-going construction alerts.

On May 22, 2020, the Board approved the consultant selection for the O&M contract. Negotiations are underway to finalize and execute the contract to prepare for issuance of the Notice to Proceed.

On June 17, 2020, OCTA and FTA conducted its quarterly meeting to discuss project status and report on the project schedule and cost estimate.

Work continues to progress on other key OC Streetcar activities including coordination with third parties on utility relocation, public outreach and continued coordination with the FTA and project management oversight consultant.

**Project:** Bus and Station Van Extension Projects

**Status:** Service Through 2020 for Anaheim Canyon Metrolink Bus Connection

**Contact:** Joseph Alcock, Planning • (714) 560-5372

**Summary:** Bus and Station Van Extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$730,000. One project located within the City of Anaheim and three proposals within the City of Lake Forest were approved for funding by the Board on July 23, 2012. Currently, the Anaheim project is in service and the Lake Forest projects have been canceled. The Anaheim Canyon Metrolink Station Bus Connection began service in February 2013 and is anticipated to continue providing service between the station and the Anaheim Resort area through 2020 when the grant expires. In anticipation of the grant expiration, the city applied for Project V funding to continue this service. On April 13, 2020, the Board recommended to fund the service under Project V and extend the service until June 30, 2027.

## METROLINK GATEWAYS ▾

**Status:** PROJECT COMPLETE

**Contact:** Jennifer Bergener, Rail • (714) 560-5462



## PROJECT T

**Summary:** This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the City of Anaheim. In addition to providing transit connections for OCTA bus service, Metrolink and Amtrak service, shuttle and charter bus service, taxis, bikes, and other public and private transportation services, ARTIC also accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, opened the facility to rail and bus service on December 6, 2014. A ribbon-cutting ceremony was held on December 8, 2014, with a grand opening celebration hosted on December 13, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.



# TRANSIT

## EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES ▾

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately \$80.7 million<sup>9</sup> in Project U funding has been provided under M2.

**Project:** Senior Mobility Program

PROJECT U

**Status:** Ongoing

**Contact:** Beth McCormick, Transit • (714) 560-5964

**Summary:** This program provides one percent of net M2 revenues to continue and expand local community transportation service for seniors under the SMP. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county’s senior population, by the residents age 60 and above multiplied by available revenues. Remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

Since inception, approximately \$24 million<sup>8</sup> and 2,430,500 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. Several local jurisdictions have modified or suspended service during the stay-at-home order as a result of the COVID-19 pandemic. This quarter, approximately \$437,000 was paid out to the 31 participating cities.

<sup>8</sup>Includes disbursements to the City of Santa Ana and City of Stanton that were previously suspended. On May 13, 2019, the Board determined that the cities were ineligible to receive net M2 revenues. Funds were suspended until the cities achieved compliance. On April 13, 2020, based on compliance audit results, the Board determined the cities eligible to receive net M2 revenues again.

**Project:** Senior Non-emergency Medical Transportation Program

**Status:** Ongoing

**Contact:** Beth McCormick, Transit • (714) 560-5964

**Summary:** This program provides one percent of net M2 revenues to supplement existing county-wide senior non-emergency medical transportation services. Since inception, more than \$25.8 million and 940,720 SNEMT boardings have been provided. This quarter, approximately \$461,598 in SNEMT funding was paid<sup>9</sup> to the County of Orange.

<sup>9</sup>Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.



# TRANSIT

**Project:** Fare Stabilization Program  
**Status:** Ongoing  
**Contact:** Sean Murdock, Finance • (714) 560-5685

**Summary:** Between years 2011-2015, one percent of net M2 revenues was dedicated to stabilizing fares and providing fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, an amendment to the M2 Ordinance No. 3, adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

Approximately \$1,242,000<sup>10</sup> in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 100,000 program-related boardings recorded on fixed route and ACCESS services, approximately \$20,000 was utilized. In early April, in response to the COVID-19 pandemic, OCTA began a process of rear-door boarding on fixed-route services. The senior and disabled boardings recorded for the quarter were based off of pass sales and ACCESS boardings figures. Since inception of the program, more than \$31 million and 119 million program-related boardings have been provided.

<sup>10</sup>Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

## COMMUNITY BASED TRANSIT/CIRCULATORS ▾

**Status:** Service Updates; 2020 Call for Projects programmed in April 2020  
**Contact:** Joseph Alcock, Planning • (714) 560-5372

PROJECT V

**Summary:** This program provides funding for local jurisdictions to develop local bus transit services such as community-based circulators and shuttles that complement regional bus and rail services and meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has provided four rounds of funding (June 2013, June 2016, June 2018 and April 2020) which have awarded 35 projects and 10 planning studies totaling approximately \$52 million. Out of the transit circulator projects: 19 are currently active; eight have been canceled (primarily due to low ridership); seven are planned and one has been completed.

In March 2019, OCTA requested letters of interest for a future round of Project V funding. Ten responses from eligible local agencies were received and staff reported these findings to the Board in August 2019. At that meeting, the Board directed staff to develop and evaluate potential revisions for the Project V Comprehensive Transportation Funding Programs Guidelines. The revisions and the request to authorize a fourth Project V call for approximately \$9 million was authorized by the Board on October 14, 2019. On April 13, 2020, the Board made programming recommendations for six local agency projects submitted under the capital and operating reserve categories and for three local agency projects under the planning category for a combined total of approximately \$9.2 million.



# TRANSIT

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Currently, most of these services are generally meeting their required performance standards. The most recent Project V Ridership report was presented to the Transit Committee on January 9 and the Board on January 13, 2020. The next Project V Ridership report is scheduled for July 2020. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

Local jurisdictions have temporarily suspended local transit services beginning mid-March due to the stay-at-home order as a result of the COVID-19 pandemic, and it is unclear at this time as to when services may potentially be re-initiated.

## SAFE TRANSIT STOPS ▼

**Status:** City-Initiated Improvements Underway or Complete

**Contact:** Joseph Alcock, Planning • (714) 560-5372

**PROJECT W**

**Summary:** This program provides funding for passenger amenities at the 100 busiest transit stops across Orange County. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, lighting, and other passenger related amenities.

In 2014, the Board approved the first round of funding in the amount of \$1,205,666 to support 51 city-initiated improvements and \$370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of eight stops and the OCTA initiated improvements were funded through another grant source and the funds were de-allocated and returned to the program in June 2019. Improvements funded through the first effort at all 43 stops are now complete.

In October 2018, the Board authorized a second Project W allocation process, providing up to \$3 million (in total) to eligible agencies to support bus stop amenity improvements. Eligible agencies were able to receive between \$20,000 to \$35,000 (per identified bus stop based on ridership). On June 13, 2019, funding recommendations were approved by the Board providing just under \$1 million to support improvements at 36 locations. In May 2020, the Board directed staff to return with additional programming recommendations for Project W. Applications were due on June 30, 2020, and final recommendations will be advanced to the Board for consideration later this Fall.



## ENVIRONMENTAL

### CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES ▼

**Project:** Environmental Cleanup Program

**Status:** Ongoing

PROJECT X

**Contact:** Dan Phu, Planning • (714) 560-5907

**Summary:** This program implements street and highway-related water quality improvement programs and projects that assist agencies countywide with federal Clean Water Act standards for urban runoff. It is intended to augment, not replace existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The ECAC is charged with making recommendations to the Board on the allocation of funds for the ECP. These funds are allocated on a countywide, competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation-related pollution.

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been nine rounds of funding under the Tier 1 grants program. A total of 177 projects, amounting to more than \$24 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. To date, all Orange County cities plus the County of Orange have received funding under this program. A tenth Tier 1 Call for Projects was released in March 2020. As a result of the stay-at-home order due to the COVID-19 pandemic, the application deadline was extended until June 25, 2020. The schedule and timing of the Tier 1 funding recommendations is anticipated in October 2020. The impact to M2 sales tax revenue and how this will affect future Project X calls for projects is currently being assessed. Staff will also be determining the timing of a future Tier 2 call for projects. It was anticipated, prior to the COVID-19 pandemic, that a Tier 2 call could be feasible sometime around the fiscal year 2021 or 2022 timeframe.

Staff estimates that over 33 million gallons of trash has been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to over 50 Olympic size swimming pools. Over time, the volume of trash captured is expected to increase. It is estimated that the funded Tier 2 projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities.





## ENVIRONMENTAL

### FREEWAY MITIGATION ▼

**Project:** Environmental Mitigation Program

**Status:** Biological Permits Issued and Conservation Plan in Place

**Contact:** Dan Phu, Planning • (714) 560-5907

**Summary:** In June 2017, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife (Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. As a result, the environmental process will be streamlined, allowing OCTA to move forward with the M2 freeway projects (as described in the Conservation Plan) with little additional coordination from the Wildlife Agencies. The OCTA Conservation Plan is unique as it is only the second state/federal conservation plan approved in Orange County.

The Conservation Plan also includes a streamlined process for coordination for streambed alteration agreements for portions of freeway projects that cross through streams and riverbeds. In 2017, the United States Army Corps of Engineers (Corps) issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The State Board provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance. These efforts are the result of years of collaboration between OCTA, the Corps, and State Board, and constitute another groundbreaking milestone for the M2 Environmental Mitigation Program.

The program is proceeding as planned, with seven properties (Preserves) acquired (1,300 acres), and 12 restoration projects approved for funding by the Board, totaling approximately 350 acres. The restoration project plans have been approved by the Wildlife Agencies and are currently at various stages of implementation. The Board authorized \$42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. It was previously estimated that it would take approximately 12 to 15 years to fully fund the endowment with deposits annually. Approximately \$2.9 million has been deposited annually. The most recent deposit was made in November 2019. A reassessment of the M2 revenue stream as well as the current Conservation Plan endowment balance will be completed due to the COVID-19 pandemic. Staff will continue to oversee and provide endowment updates to the Finance and Administration and the Environmental Oversight Committee (EOC) on a regular basis.

Resource management plans (RMPs) for the Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.



## ENVIRONMENTAL

In consultation with the local fire authority, staff has begun to work with a consultant to draft fire management plans (Plans) for the seven Preserves. The Plans will provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. These Plans are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies as well as the local fire authority. The Plans are anticipated to be complete in 2020.

Conservation Plan Annual Reports will be completed every year. These reports will include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, progress of the restoration projects, plan administration, and public outreach activities. Annual Reports are reviewed and must be approved by the Wildlife Agencies. In summary, the Annual Reports to date document that OCTA's activities through 2019 were in compliance and on target with the Conservation Plan commitments. OCTA will continue with its efforts to complete the required objectives in a timely manner. It is anticipated that the next Annual Report will be provided to the OCTA Board of Directors in mid-2020. The Annual Reports will be available for public review at [www.PreservingOurLegacy.org](http://www.PreservingOurLegacy.org).

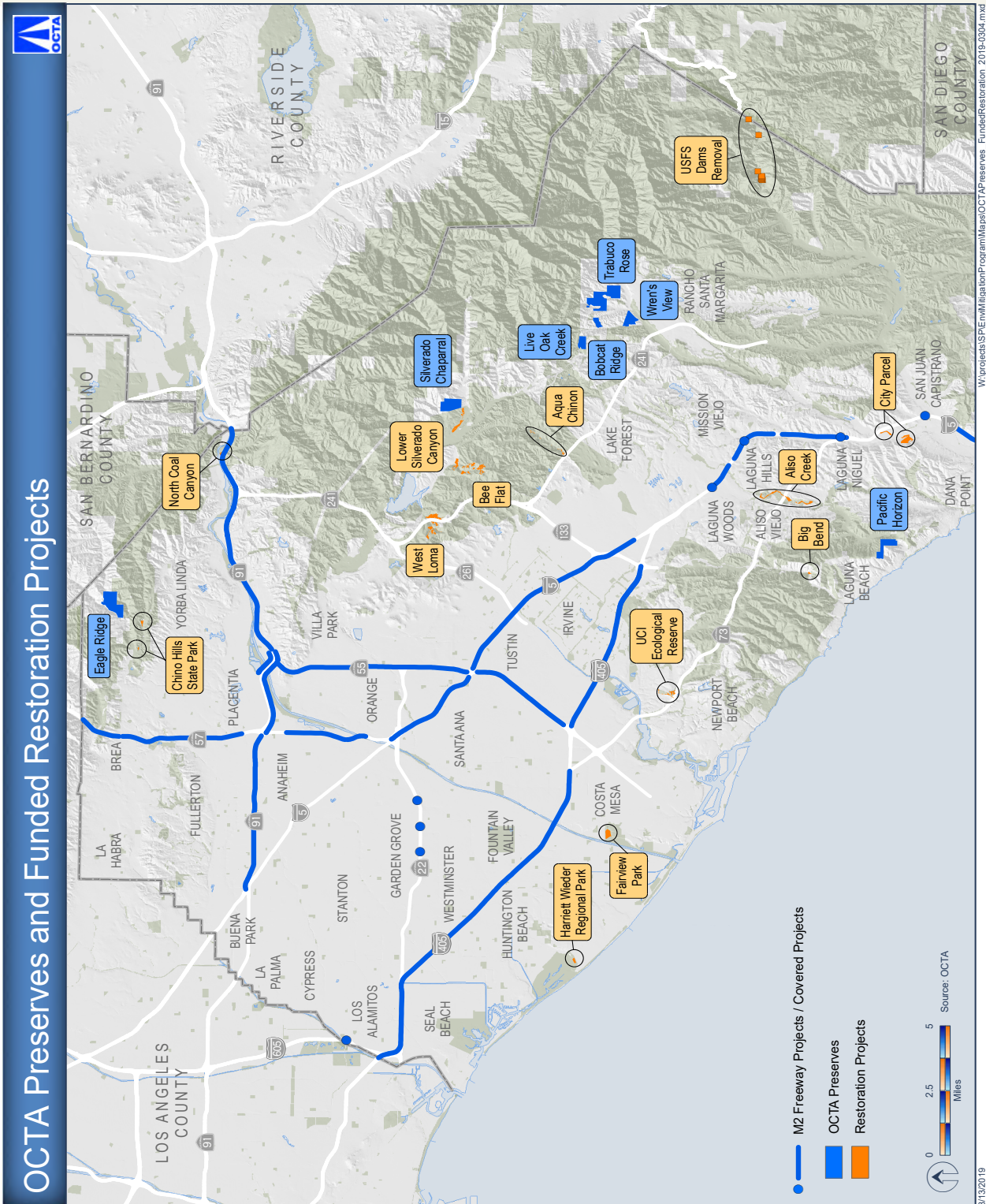
To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project K (I-405 from SR-73 to I-605), Project C (I-5 from SR-73 to El Toro Road), and Project M (I-605 and Katella Interchange). If these mechanisms were not in place, it is anticipated that these projects would incur an additional \$700,000 to \$2.5 million (in 2018 dollars) in mitigation related costs and unknown schedule risks. Furthermore, a strong partnership has been forged through collaboration with the environmental community.

OCTA provides docent led hikes and equestrian rides in the Preserves. As a result of the stay-at-home order due to the COVID-19 pandemic, OCTA is postponing all scheduled hikes and equestrian rides until further notice. OCTA will release the revised 2020 Wilderness Preserve Hiking and Equestrian Riding Tour calendar once the order has been lifted. A list of scheduled 2020 wilderness Preserve tours will be available on the M2 website at [www.PreservingOurLegacy.org](http://www.PreservingOurLegacy.org).

As part of the safeguards in place for the M2 Program, a 12-member EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the implementation of the Conservation Plan between OCTA and state and federal Wildlife Agencies. The EOC has led efforts with policy recommendations to the Board and has operated in an open and transparent manner that has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens.

See map of Preserves and funded restoration properties on the following page.

ENVIRONMENTAL



8/13/2019 W:\projects\SP\EM\Millage\tonProgram\Map\psOCTA\Preserves\_FundedRestoration\_2019\_0304.mxd



## PROGRAM MANAGEMENT

### PROGRAM MANAGEMENT OFFICE ▼

**Contact:** Francesca Ching, PMO Manager • (714) 560-5625

The M2 PMO provides inter-divisional coordination for all M-related projects and programs. To ensure agency-wide compliance, the PMO holds a bi-monthly committee meeting comprised of executive directors and key staff from each of the divisions, who meet to review significant issues and activities within the M2 programs. This quarter, the focus of the PMO has been on several major items, including the following.

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### Market Conditions Forecast and Risk Analysis

In September 2017, the Board was presented with a Next 10 Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet. The consultant's analysis identified a strong potential for OCTA to experience an increasing cost environment during the Next 10 delivery years. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and Next 10.

The Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts providing insight on OCTA's capital program twice a year.

The results of the 2019 fall analysis concluded that OCTA may experience a cost increase of between two percent and six percent during the 2020 through 2022 time period of construction activity. Staff incorporated information from this analysis into the M2 cashflow for the 2019 updated Next 10.

The consultant team completed the 2020 spring update of the forecasting model in early March. The report was finalized prior to the COVID-19 pandemic and showed a cooling of the prior increasing-cost environment. It is anticipated that current events may cause this to further change during the Next 10 delivery years. The fall 2020 update is underway and is anticipated to be presented to the Board in October.

### Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 providing staff guidance on the delivery of M2 projects and programs between 2017 and 2026. The PMO monitors the progress on the ten deliverables identified in the Next 10 and reports on them in this report. See [pages 3-6](#) for the status on deliverables.

Annually, OCTA reviews the M2 program assumptions and updates the cash flows and Next 10 assumptions as needed based on changes to the revenue forecast and project cost and schedule updates. The 2019 Next 10 incorporating the updated forecast of \$13.4 billion was presented to the Board at the November 11, 2019 meeting. The 2019 Next 10 identified five projects to be advanced through construction: I-5 between I-405 and Yale Avenue (Project B), I-5 between Yale Avenue and SR-55 (Project B), SR-55 between I-5 and SR-91 (Project



## PROGRAM MANAGEMENT

F), SR-57 Northbound from Orangewood Avenue to Katella Avenue (Project G), and I-605 / Katella Interchange (Project M). The result of the Next 10 review demonstrated a delivery plan that remains solvent. COVID-19 pandemic impacts to sales tax revenue forecast and project cost and schedule will be evaluated during the annual Fall review of the delivery plan.

### M2 Performance Assessment

The M2 ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in delivery of M2 as promised to the voters. Four performance assessments have been completed covering fiscal years FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15 and FY 2015-16 through FY 2017-18. The most recent report commended OCTA's management of the M2 program with eight recommendations for enhancements. Staff implemented all eight recommendations for enhancements and provided a final report to the Board on January 13, 2020. There are no outstanding action items. Procurement efforts for the next performance assessment will begin late 2020.

### M2 Ordinance Tracking Matrix

The M2 Ordinance and Transportation Investment Plan (Ordinance No. 3) includes numerous requirements that staff must follow in order to keep the promise to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA is in compliance with all requirements detailed in Ordinance No. 3. The tracking matrix update for 2019 was finalized and was shared with the Taxpayer Oversight Committee (TOC) on May 12, 2020. This document is for PMO tracking purposes but is also helpful to TOC members during their annual compliance finding. On June 9, 2020, the TOC held the Measure M annual public hearing and determined that Measure M is being delivered as promised to Orange County voters for the 29th consecutive year.

### PMO M2 Tracking Tools

The PMO has developed several tracking tools to assist in reporting consistency and increased transparency of the M2 program. See the following for a brief explanation of PMO M2 tracking tools and their current status:

#### Local Jurisdiction Fact Sheets

Fact Sheets have been created for the County of Orange and each of Orange County's 34 cities. The Fact Sheets provide data on transportation and transit projects (funded through Measure M, state, and federal grants) in a format which emphasizes key points concisely on a single printed page. The City Fact Sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. During the quarter, staff initiated efforts to update the City Fact Sheets to include the 2020 Measure M2 community-based circulator projects approved by the Board on April 13, 2020, the 2020 Regional Capacity Program and Regional Traffic Signal Synchronization Program projects approved by the Board on May 11, 2020 in addition to programming updates.



## PROGRAM MANAGEMENT

### M2 Financial Picture

The M2 Financial Picture report provides a summary of each M2 project's total expenditures to date (external and internal), programmed funding, current estimate at completion per the latest quarter, and M2 program cash flow assumptions through 2041. This document allows the PMO to appropriately track and answer questions regarding the M2 investment. The FY 2019-20 third quarter Financial Picture was updated in May 2020.

### Engineer's Estimate versus Bids Tracking

The Estimate versus Bid Tracking process allows the PMO to monitor the bidding environment for capital projects in the M2 Program. Capital projects that were planned for and began construction early in the M2 program have shown cost savings due to a favorable bidding environment during the recession. For these earlier M2 projects, savings can be primarily traced back to construction costs.

More recent market conditions analyses have indicated that OCTA will experience an increasing cost environment related to increased demand for construction services, lack of labor resources, and increased construction material costs. It should be noted that the engineer's estimate is based on a number of factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or downtick in the market.

Project C (I-5 between Alicia Parkway and El Toro Road) was advertised for construction bids on May 11, 2020 and the bid opening was held on June 30, 2020. The apparent low bid is 11.74 percent below the engineer's estimate and is being assessed for responsiveness.

The next M2 project anticipated to go out to bid in 2020 is Project R (Anaheim Canyon Metrolink Station Improvements). Staff will track and update the spreadsheet as appropriate.

### **M2 Administrative Safeguards**

M2 includes a one percent cap on administrative expenses for salaries and benefits of OCTA administrative staff on an annual basis. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above one percent, only one percent can be allocated with the difference borrowed from other, non-M2 fund sources. Conversely, in years where administrative salaries and benefits are below one percent, OCTA can still allocate the full one percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above one percent.

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$13.4 billion or 45 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of

## PROGRAM MANAGEMENT

the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced under-runs in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent draft June 2020 Taxpayer Oversight Committee Report, the outstanding principal balance was \$0 and the remaining interest owed to OCUTT was \$1.1 million.

Staff meets quarterly to review all labor costs to ensure proper cost allocation under M2. After the quarter ended, staff met on July 15, 2020 to review labor reports for this quarter to ensure costs attributed to the one percent cap are accurately reported and there were no misplaced project related costs, as well as to ensure project costs were applied to the correct projects.

### Taxpayer Oversight Committee

The M2 Ordinance requires a Taxpayer Oversight Committee (TOC) oversee the implementation of the M2 plan and ensure compliance with all requirements of Measure M2 Ordinance No. 3. With the exception of the elected Auditor Controller of Orange County who is identified as the chair in the Ordinance, all other members are not elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Orange County Grand Jurors Association and are selected from the qualified pool by lottery. The TOC is scheduled to meet every other month. The TOC upholds the integrity of the measure by monitoring the use of M2 funds and ensuring compliance. The responsibilities of the 11-member Measure M2 TOC are to:

- Ensure all transportation revenue collected from M2 is spent on the projects approved by the voters as part of the plan.
- Ratify any changes in the plan and recommend any major changes go back to the voters for approval.
- Participate in ensuring that all jurisdictions in Orange County conform with the requirements of M2 before receipt of any tax monies for local projects.
- Hold annual public meetings regarding the expenditure and status of funds generated by M2.
- Review independent audits of issues regarding the plan and performance of the Orange County Local Transportation Authority regarding the expenditure of M2 sales tax monies.
- Annually certify whether M2 funds have been spent in compliance with the plan.



## PROGRAM MANAGEMENT

On March 12, 2020 and March 18, 2020, the Governor enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public due to COVID-19. As a result, the TOC held a special meeting on May 12, 2020 and again on June 9, 2020 via teleconference for the first time in the history of the TOC.

At the May 12, 2020 meeting, the TOC received presentations on the Proposed Measure M2 Maintenance of Effort adjustment, Proposed Changes to Agreed-Upon Procedures and Selection of Cities for Audit, and the M2 Ordinance Compliance Matrix. The TOC also reviewed Measure M2 Audits for Santa Ana and Stanton, received an OCLTA audit from Crowe LLP and approved the Annual Adoption of Audit Charter for the Audit Subcommittee.

The Taxpayer Oversight Committee held its annual Measure M public hearing on Tuesday, June 9, 2020 and unanimously found that the Orange County Transportation Authority is proceeding in accordance with the Measure M2 Ordinance for the 29th consecutive year and the Chair certified that M2 revenues have been spent in compliance with the Plan. In addition, the TOC received a presentation on the Measure M2 Quarterly Progress Report for the first quarter of 2020, reviewed the 2020 Call for Projects and Programming Recommendations for the Comprehensive Transportation Funding Programs and received updates on the Proposed Amendment to OCLTA Measure M2 Ordinance No. 3, the Measure M2 Senior Mobility Program Temporary Guideline Requirement Suspension and the I-405 Improvement Project.

On June 22, 2020, new member recruitment for two member term expirations took place this quarter with two new members selected by lottery by the Board.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to ensure local jurisdictions have submitted the following documents in order to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Traffic Signal Synchronization Plan, Pavement Management Plan, and an Expenditure Report. The Audit Subcommittee meets bi-monthly and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual M2 Audit, as well as any other items related to M2 audits.





## PROGRAM MANAGEMENT

### M2 FINANCING AND SCHEDULE OF FUNDING ▼

**Contact:** Sam Kaur, Revenue and Grants • (714) 560-5889

#### Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; University of California, Los Angeles; and California State University, Fullerton) to provide a long-range forecast of taxable sales to forecast M2 revenues for purposes of planning projects and program expenditures.

In the past, OCTA averaged the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, the Board approved a new sales tax forecast methodology as part of the FY 2016-17 budget development process. This methodology includes a more conservative approach by utilizing the MuniServices, Inc. forecast for the first five years and the three-university average for the remaining years.

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the California Department of Tax and Fee Administration (CDTFA) a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

#### Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. Based on the most current forecasts updated in October 2019, OCTA staff forecasts total nominal sales tax collections over the life of M2 to be approximately \$13.4 billion. This is approximately \$10.9 billion (45 percent) less than the original 2005 projection.

OCTA's assumed growth rate for FY 2018-19 budget was 3.7 percent or gross annual sales tax of \$332 million. FY 2018-19 gross actuals were closely in alignment with the budget closing the year at approximately \$332 million.

For FY 2019-20, the assumed budget growth rate is 2.5 percent. However, this forecast does not include the impact of the COVID-19 pandemic that began in March 2020. This pandemic has caused uncertainty to the global, national, and local economy. Locally, the Governor issued stay-at-home order was in effect through the fourth quarter of FY 2019-20. As a result, it has become more challenging to forecast the economic impact, long-term effects of COVID-19, and the stay-at-home order will have on M2 sales tax revenues both in the near and foreseeable future. In the fourth quarter alone, OCTA anticipates M2 sales tax revenues to decline by 33 percent, resulting in an overall 8.7 percent decline year-over-year, when compared to FY 2018-19.

OCTA staff is working closely with MuniServices, Inc. and the three universities to monitor and determine the impact on OCTA's sales tax collections and long-term forecast.

## FINANCING

### Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2020 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended June 30, 2020	Year to Date June 30, 2020 (A)	Period from Inception to June 30, 2020 (B)
<b>Revenues:</b>			
Sales taxes	\$ 48,818	\$ 303,388	\$ 2,717,117
Other agencies' share of Measure M2 costs:			
Project related	14,685	78,575	746,359
Non-project related	-	-	454
Interest:			
Operating:			
Project related	997	932	2,160
Non-project related	662	16,942	69,298
Bond proceeds	1,590	11,751	73,238
Debt service	6	247	1,060
Commercial paper	-	-	393
Right-of-way leases	24	228	1,169
Proceeds on sale of assets held for resale	-	-	12,201
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	41	311
Non-project related	-	-	100
Total revenues	<u>66,782</u>	<u>412,104</u>	<u>3,625,931</u>
<b>Expenditures:</b>			
Supplies and services:			
Sales tax administration fees	323	3,236	29,528
Professional services:			
Project related	11,222	29,378	411,180
Non-project related	1,275	3,732	30,517
Administration costs:			
Project related	2,524	10,087	83,356
Non-project related:			
Salaries and Benefits	945	2,974	28,081
Other	1,326	5,305	47,320
Other:			
Project related	42	153	5,180
Non-project related	31	103	5,018
Payments to local agencies:			
Project related	32,139	92,703	1,038,560
Capital outlay:			
Project related	118,634	266,810	1,292,793
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	8,530	59,030
Interest on long-term debt and commercial paper	6	35,615	214,229
Total expenditures	<u>168,467</u>	<u>458,626</u>	<u>3,244,823</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(101,685)</u>	<u>(46,522)</u>	<u>381,108</u>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(26,805)	(56,521)	(261,200)
Transfers in:			
Project related	785	15,301	173,771
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	<u>(26,020)</u>	<u>(41,220)</u>	<u>672,134</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (127,705)</u>	<u>\$ (87,742)</u>	<u>\$ 1,053,242</u>

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2020 (Unaudited) Schedule 2

(\$ in thousands)	Quarter Ended June 30, 2020 (actual)	Year to Date June 30, 2020 (actual) (C.1)	Period from Inception through June 30, 2020 (actual) (D.1)	Period from July 1, 2020 through March 31, 2041 (forecast) (E.1)	Total (F.1)
<b>Revenues:</b>					
Sales taxes	\$ 48,818	\$ 303,388	\$ 2,717,117	\$ 7,967,453	\$ 10,684,570
Operating interest	662	16,942	69,298	119,512	188,810
Subtotal	<u>49,480</u>	<u>320,330</u>	<u>2,786,415</u>	<u>8,086,965</u>	<u>10,873,380</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	<u>49,480</u>	<u>320,330</u>	<u>2,786,969</u>	<u>8,086,965</u>	<u>10,873,934</u>
<b>Administrative expenditures:</b>					
Sales tax administration fees	323	3,236	29,528	88,121	117,649
Professional services	1,275	3,732	26,742	76,044	102,786
<b>Administration costs:</b>					
Salaries and Benefits	945	2,974	28,081	81,027	109,108
Other	1,326	5,305	47,320	137,337	184,657
Other	31	84	1,998	6,387	8,385
Capital outlay	-	-	31	-	31
Environmental cleanup	718	2,492	44,357	159,324	203,681
Total expenditures	<u>4,618</u>	<u>17,823</u>	<u>178,057</u>	<u>548,240</u>	<u>726,297</u>
Net revenues	<u>\$ 44,862</u>	<u>\$ 302,507</u>	<u>\$ 2,608,912</u>	<u>\$ 7,538,725</u>	<u>\$ 10,147,637</u>
<hr/>					
(C.2) (D.2) (E.2) (F.2)					
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ 298,950	\$ 1,103,575
Interest revenue from bond proceeds	1,590	11,751	73,238	80,824	154,062
Interest revenue from debt service funds	6	247	1,060	4,616	5,676
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>1,596</u>	<u>11,998</u>	<u>879,316</u>	<u>384,390</u>	<u>1,263,706</u>
<b>Financing expenditures and uses:</b>					
Professional services	-	-	3,775	1,046	4,821
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	-	8,530	59,030	926,690	985,720
Bond debt and other interest expense	6	35,615	214,229	581,608	795,837
Other	-	19	3,020	-	3,020
Total financing expenditures and uses	<u>6</u>	<u>44,164</u>	<u>325,116</u>	<u>1,509,344</u>	<u>1,834,460</u>
Net bond revenues (debt service)	<u>\$ 1,590</u>	<u>\$ (32,166)</u>	<u>\$ 554,200</u>	<u>\$ (1,124,954)</u>	<u>\$ (570,754)</u>

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2020 (Unaudited) Schedule 3

Project	Description	Net Revenues through June 30, 2020	Total Net Revenues
	(G) (\$ in thousands)	(H)	(I)
<b>Freeways (43% of Net Revenues)</b>			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 102,831	\$ 399,969
B	I-5 Santa Ana/SR-55 to El Toro	65,680	255,470
C	I-5 San Diego/South of El Toro	137,176	533,577
D	I-5 Santa Ana/San Diego Interchange Upgrades	56,447	219,558
E	SR-22 Garden Grove Freeway Access Improvements	26,256	102,120
F	SR-55 Costa Mesa Freeway Improvements	80,077	311,466
G	SR-57 Orange Freeway Improvements	56,601	220,154
H	SR-91 Improvements from I-5 to SR-57	30,630	119,140
I	SR-91 Improvements from SR-57 to SR-55	91,125	354,442
J	SR-91 Improvements from SR-55 to County Line	77,057	299,722
K	I-405 Improvements between I-605 to SR-55	234,716	912,954
L	I-405 Improvements between SR-55 to I-5	69,947	272,065
M	I-605 Freeway Access Improvements	4,376	17,020
N	All Freeway Service Patrol Freeway Mitigation	32,818 56,092	127,650 218,174
	Subtotal Projects	1,121,829	4,363,481
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Freeways</b>	\$ 1,121,829	\$ 4,363,481
	%		
<b>Street and Roads Projects (32% of Net Revenues)</b>			
O	Regional Capacity Program	\$ 260,895	\$ 1,014,776
P	Regional Traffic Signal Synchronization Program	104,353	405,893
Q	Local Fair Share Program	469,604	1,826,575
	Subtotal Projects	834,852	3,247,244
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Street and Roads Projects</b>	\$ 834,852	\$ 3,247,244
	%		

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2020 (Unaudited) Schedule 3

Expenditures through June 30, 2020 (J)	Reimbursements through June 30, 2020 (K)	Net M2 Cost (L)
\$ 10,048	\$ 7,421	\$ 2,627
10,429	7,952	2,477
188,274	49,554	138,720
2,344	527	1,817
5	-	5
36,515	20,814	15,701
51,412	12,433	38,979
34,913	824	34,089
24,114	22,958	1,156
7,022	5,618	1,404
718,221	123,391	594,830
9,228	6,954	2,274
2,149	16	2,133
5,944	-	5,944
55,190	2,995	52,195
<u>1,155,808</u>	<u>261,457</u>	<u>894,351</u>
53,565	-	53,565
<u>\$ 1,209,373</u>	<u>\$ 261,457</u>	<u>\$ 947,916</u>
		42.0%
\$ 772,101	\$ 506,689	\$ 265,412
69,396	6,342	63,054
<u>459,703</u>	<u>77</u>	<u>459,626</u>
1,301,200	513,108	788,092
<u>59,495</u>	<u>-</u>	<u>59,495</u>
<u>\$ 1,360,695</u>	<u>\$ 513,108</u>	<u>\$ 847,587</u>
		37.6%

## FINANCING

### Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2020 (Unaudited) Schedule 3

Project	Description	Net Revenues through June 30, 2020	Total Net Revenues
	(G)	(H)	(I)
	(\$ in thousands)		
<b>Transit Projects (25% of Net Revenues)</b>			
R	High Frequency Metrolink Service	\$ 247,612	\$ 1,012,076
S	Transit Extensions to Metrolink	230,306	895,801
T	Metrolink Gateways	31,690	51,867
U	Expand Mobility Choices for Seniors and Persons with Disabilities	84,698	351,871
V	Community Based Transit/Circulators	52,164	202,899
W	Safe Transit Stops	5,758	22,395
	Subtotal Projects	652,228	2,536,909
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Transit Projects</b>	<b>\$ 652,228</b>	<b>\$ 2,536,909</b>
	%		
<b>Environmental Cleanup (2% of Revenues)</b>			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 55,728	\$ 217,468
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Environmental Cleanup</b>	<b>\$ 55,728</b>	<b>\$ 217,468</b>
	%		
<b>Taxpayer Safeguards and Audits</b>			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 40,757	\$ 160,269
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 27,864	\$ 108,734
	%		

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2020 (Unaudited) Schedule 3

Expenditures through June 30, 2020 (J)	Reimbursements through June 30, 2020 (K)	Net M2 Cost (L)
\$ 291,208	\$ 98,743	\$ 192,465
106,115	2,133	103,982
98,220	60,956	37,264
82,411	88	82,323
11,809	1,239	10,570
1,141	26	1,115
590,904	163,185	427,719
33,273	-	33,273
<u>\$ 624,177</u>	<u>\$ 163,185</u>	<u>\$ 460,992</u>
		20.4%
<u>\$ 44,357</u>	<u>\$ 292</u>	<u>\$ 44,065</u>
-	-	-
<u>\$ 44,357</u>	<u>\$ 292</u>	<u>\$ 44,065</u>
		1.6%
<u>\$ 29,528</u>	<u>\$ -</u>	<u>\$ 29,528</u>
		1.1%
<u>\$ 28,081</u>	<u>\$ 217</u>	<u>\$ 27,864</u>
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	4TH QUARTER FY 2019-20	FUNDS TO DATE
ALISO VIEJO	191,595.95	\$5,725,771
ANAHEIM	1,657,131.51	\$47,358,459
BREA	271,268.01	\$8,228,606
BUENA PARK	410,245.73	\$12,824,563
COSTA MESA	705,908.04	\$20,959,473
CYPRESS	243,473.36	\$7,576,903
DANA POINT	162,812.55	\$4,782,198
FOUNTAIN VALLEY	291,731.66	\$8,918,468
FULLERTON	613,922.39	\$18,686,637
GARDEN GROVE	700,585.87	\$21,367,836
HUNTINGTON BEACH	932,945.53	\$27,957,227
IRVINE	1,358,225.47	\$38,950,253
LAGUNA BEACH	120,361.75	\$3,667,293
LAGUNA HILLS	160,227.74	\$4,896,539
LAGUNA NIGUEL	311,986.52	\$9,568,990
LAGUNA WOODS	59,117.44	\$1,829,554
LA HABRA	249,710.55	\$7,565,834
LAKE FOREST	384,994.35	\$11,391,354



## LOCAL FAIR SHARE

M2 Funds		
ENTITY	4TH QUARTER FY 2019-20	FUNDS TO DATE
LA PALMA	71,092.16	\$2,358,064
LOS ALAMITOS	61,713.65	\$1,866,017
MISSION VIEJO	438,335.89	\$13,435,174
NEWPORT BEACH	524,884.27	\$15,814,557
ORANGE	781,900.38	\$23,684,707
PLACENTIA	223,471.78	\$6,591,810
RANCHO SANTA MARGARITA	198,886.01	\$6,085,747
SAN CLEMENTE	270,902.84	\$8,086,266
SAN JUAN CAPISTRANO	181,412.72	\$5,450,043
SANTA ANA	1,286,627.89	\$39,952,858*
SEAL BEACH	113,106.45	\$3,593,655
STANTON	127,575.34	\$4,288,988*
TUSTIN	429,679.06	\$12,859,615
VILLA PARK	24,498.02	\$749,807
WESTMINSTER	399,630.66	\$12,292,810
YORBA LINDA	287,297.51	\$8,639,760
COUNTY UNINCORPORATED	923,760.78	\$27,137,689
<b>TOTAL M2 FUNDS</b>	<b>15,171,019.83</b>	<b>\$455,143,524</b>

*\*Includes disbursements to the City of Santa Ana and City of Stanton that were previously suspended. On May 13, 2019, the Board determined that the cities were ineligible to receive net M2 revenues. Funds were suspended until the cities achieved compliance. On April 13, 2020, based on compliance audit results, the Board determined the cities eligible to receive net M2 revenues again.*

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
<b>Freeway Projects:</b>					
I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-15	Dec-17	Apr-21
Project A	\$41.5	<b>Jun-11</b>	<b>Jun-15</b>	<b>Nov-18</b>	Apr-21
I-5, I-405 to Yale Avenue	\$230.5	May-14	TBD	TBD	TBD
Project B	\$230.5	<b>May-14</b>	Sep-21	Jul-25	Jan-29
I-5, Yale Avenue to SR-55	\$200.4	May-14	TBD	TBD	TBD
Project B	\$200.4	<b>May-14</b>	Apr-21	Feb-25	Aug-28
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	\$83.4	<b>Jun-09</b>	<b>Jun-11</b>	<b>Dec-14</b>	<b>Aug-18</b>
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	\$75.4	<b>Jun-09</b>	<b>Jun-11</b>	<b>Jun-14</b>	<b>Jul-17</b>
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Jun-11	Oct-13	Sep-16
Project C	\$74.3	<b>Jun-09</b>	<b>Jun-11</b>	<b>Dec-13</b>	<b>Jul-18</b>
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	\$79.8	<b>Sep-05</b>	<b>Jan-09</b>	<b>Aug-12</b>	<b>Jan-16</b>
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	<b>Jan-14</b>	<b>Sep-15</b>	<b>Sep-16</b>
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Mar-15	Dec-18	Apr-25
Project C & D	\$196.1	<b>Oct-11</b>	<b>Mar-15</b>	<b>Dec-19</b>	Apr-25
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Nov-14	Jun-18	Nov-23
Project C & D	\$203.1	<b>Oct-11</b>	<b>Nov-14</b>	<b>Mar-19</b>	Nov-23
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Mar-15	May-19	Jun-23
Project C	\$165.9	<b>Oct-11</b>	<b>Mar-15</b>	Aug-20	Sep-24

\*Status through June 2020. For detailed project information, please refer to the individual project section within this report.

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Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	\$12.4	N/A	Jul-22	Nov-24	Jun-26
I-5, I-5/El Toro Road Interchange	TBD	Apr-17	TBD	TBD	TBD
Project D <b>Cost/Schedule Risk</b>	TBD	<b>Apr-17</b>	TBD	TBD	TBD
SR-55, I-405 to I-5	\$410.9	Feb-11	Sep-17	Jul-21	Aug-25
Project F <b>Cost/Schedule Risk</b>	\$410.9	<b>May-11</b>	<b>Sep-17</b>	Dec-21	Jan-26
SR-55, I-5 to SR-91	TBD	Dec-16	TBD	TBD	TBD
Project F	TBD	<b>Dec-16</b>	TBD	TBD	TBD
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	TBD	Apr-16	TBD	TBD	TBD
Project G	TBD	<b>Apr-16</b>	TBD	TBD	TBD
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-08	Aug-11	Sep-14
Project G	\$38.0	<b>Apr-08</b>	<b>Aug-08</b>	<b>Oct-11</b>	<b>Apr-15</b>
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	<b>May-09</b>	<b>Sep-17</b>	<b>Jun-18</b>
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Feb-08	Oct-10	May-14
Project G	\$52.3	<b>Aug-05</b>	<b>Feb-08</b>	<b>Oct-10</b>	<b>Nov-14</b>
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Feb-08	Oct-10	Sep-14
Project G	\$54.1	<b>Aug-05</b>	<b>Feb-08</b>	<b>Oct-10</b>	<b>May-14</b>
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	<b>Oct-14</b>	<b>Feb-18</b>	<b>Apr-19</b>
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-23	TBD	TBD	TBD

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	\$59.2	<b>Jul-07</b>	<b>Mar-10</b>	<b>Jan-13</b>	<b>Jun-16</b>
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	<b>Nov-14</b>	<b>Mar-17</b>	<b>Nov-17</b>
SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$100.9	Jan-15	Mar-20	Feb-24	Sep-27
Project I	\$100.9	<b>Jan-15</b>	<b>Mar-20</b>	Feb-24	Sep-27
SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Jan-15	Jun-20	TBD	TBD
Project I	\$208.4	<b>Jan-15</b>	<b>Jun-20</b>	Apr-24	Dec-27
SR-91, Acacia Street to La Palma Ave (Segment 3)	\$116.2	Jan-15	TBD	TBD	TBD
Project I	\$116.2	<b>Jan-15</b>	Nov-20	Sep-24	May-28
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	\$42.5	<b>Jul-08</b>	<b>Jun-11</b>	<b>Oct-13</b>	<b>Jul-16</b>
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	\$79.7	<b>Jul-07</b>	<b>Apr-09</b>	<b>May-11</b>	<b>Mar-13</b>
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	<b>May-12</b>	<b>Oct-13</b>	<b>Feb-15</b>
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	\$57.8	<b>Mar-05</b>	<b>Jul-07</b>	<b>Aug-09</b>	<b>Jan-11</b>
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	<b>Dec-14</b>	TBD	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	\$1,900.0	Mar-09	Mar-14	Nov-16	May-23
Project K	\$1,900.0	<b>Mar-09</b>	<b>Mar-14</b>	<b>Nov-16</b>	May-23

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
I-605, I-605/Katella Interchange	\$29.0	Aug-16	TBD	TBD	TBD
Project M	\$29.0	<b>Aug-16</b>	Dec-20	Jun-23	Feb-25
<b>Grade Separation Projects:</b>					
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O	\$125.5	<b>Feb-09</b>	<b>Mar-10</b>	<b>Feb-14</b>	<b>May-18</b>
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jul-06	May-13	May-18
Project O	\$100.2	<b>Dec-08</b>	<b>Jul-06</b>	<b>Feb-14</b>	<b>Mar-18</b>
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	\$64.5	<b>Jan-01</b>	<b>Jan-09</b>	<b>Jul-11</b>	<b>Dec-14</b>
Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Jan-09	Aug-11	Oct-14
Project O	\$63.8	<b>Jan-01</b>	<b>Feb-09</b>	<b>Sep-11</b>	<b>Dec-14</b>
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	\$105.9	<b>Jan-01</b>	<b>Feb-09</b>	<b>Jan-13</b>	<b>Oct-16</b>
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	\$96.6	<b>Jan-01</b>	<b>Feb-09</b>	<b>Feb-13</b>	<b>Oct-16</b>
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	\$110.7	<b>Jan-01</b>	<b>Feb-09</b>	<b>Nov-13</b>	<b>Jun-17</b>
<b>Rail and Station Projects:</b>					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Jan-04	Feb-11	May-14
Project R	\$61.9	N/A	<b>Jan-04</b>	<b>Feb-11</b>	<b>Jan-16</b>

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	\$90.4	<b>Jan-08</b>	<b>Jan-08</b>	<b>Aug-09</b>	<b>Dec-11</b>
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	\$5.0	<b>Sep-10</b>	<b>Feb-12</b>	<b>May-13</b>	<b>Mar-14</b>
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Mar-15	Dec-16	Feb-21
	\$36.4	<b>Aug-11</b>	<b>Mar-15</b>	<b>Mar-19</b>	Feb-21
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	Oct-08	TBD	TBD
Project R <b>Cost/Schedule Risk</b>	\$40.1	<b>Jan-03</b>	<b>Oct-08</b>	May-21	Dec-22
Orange County Maintenance Facility	TBD	Apr-20	TBD	TBD	TBD
Project R	TBD	<b>Apr-20</b>	TBD	TBD	TBD
Anaheim Canyon Station	\$27.9	Jan-16	Mar-19	Nov-19	Mar-21
	\$29.9	<b>Jan-16</b>	<b>Mar-18</b>	Dec-20	Jul-22
Orange Station Parking Expansion	\$33.2	Dec-09	Nov-10	Nov-16	Feb-19
	\$30.9	<b>Dec-09</b>	<b>Nov-10</b>	<b>Jun-17</b>	<b>Feb-19</b>
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	Jan-12	Sep-14	Mar-17
	\$4.2	N/A	<b>Jan-12</b>	<b>Apr-15</b>	<b>May-19</b>
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jul-13	Jan-15	Apr-17
	\$5.0	<b>Jul-13</b>	<b>Jul-13</b>	<b>Oct-15</b>	<b>Sep-17</b>
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T	\$232.2	<b>Apr-09</b>	<b>Jun-09</b>	<b>Sep-12</b>	<b>Dec-14</b>
OC Streetcar	\$424.4	Aug-09	Feb-16	Aug-18	Dec-21
Project S <b>Cost/Schedule Risk</b>	\$424.4	<b>Aug-09</b>	<b>Feb-16</b>	<b>Sep-18</b>	Apr-22

\*Status through June 2020. For detailed project information, please refer to the individual project section within this report.

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January 2018

## FREEWAY IMPROVEMENT PROGRAM

### Interstate 5 (I-5) Projects

- A** I-5, SR-55 to SR-57
- B** I-5, El Toro "Y" Area to SR-55
- C** I-5, SR-73 to El Toro Road
- C** I-5, Avenida Pico to San Juan Creek Road
- D** I-5 Highway Interchanges

### State Route 22 (SR-22) Projects

- E** SR-22 Access Improvements

### State Route 55 (SR-55) Projects

- F** SR-55, I-405 to I-5
- F** SR-55, I-5 to SR-91

### State Route 57 (SR-57) Projects

- G** SR-57 NB, Orangewood Avenue to Katella Avenue
- G** SR-57 NB, Katella Avenue to Lincoln Avenue
- G** SR-57 NB, Orangethorpe Avenue to Lambert Road
- G** SR-57 NB, Lambert Road to Tonner Canyon Road

### State Route 91 (SR-91) Projects

- H** SR-91 WB, I-5 to SR-57
- I** SR-91, SR-57 to SR-55
- J** SR-91, SR-55 to Riverside County Line

### Interstate 405 (I-405) Projects

- K** I-405, I-605 to SR-73
- L** I-405, SR-55 to El Toro "Y" Area

### Interstate 605 (I-605) Projects

- M** I-605 Katella Interchange Improvements

**Freeway Mitigation Restoration Projects**  
Part of Projects A-M

**Freeway Mitigation Acquisition Projects**  
Part of Projects A-M

## STREETS & ROADS

- O** Grade Separation Program (shown)
- P** Signal Synchronization Project Corridors

## TRANSIT PROJECTS

- R** Grade Separation and Station Improvement Projects
- S** Transit Extensions to Metrolink
- T** Metrolink Station Conversion to accept Future High-Speed Rail Systems

## OC GO PROJECTS NOT SHOWN

- Project N:** Freeway Service Patrol
- Project O:** Streets & Roads - Regional Capacity Program
- Project Q:** Local Fair Share Program
- Project R:** Grade crossing and Trail Safety Enhancements
- Project X:** Metrolink Service Expansion Program

- Project U:** Senior Mobility Program (SMP), Senior Non-emergency Medical Transportation Program (SNEMT), and Fare Stabilization Programs
- Project V:** Community Based Transit/Circulators
- Project W:** Safe Transit Stops
- Project X:** Environmental Cleanup Program