



BOARD AGENDA

Orange County Transportation Authority Board Meeting
Orange County Transportation Authority Headquarters
Board Room - Conference Room 07-08
550 South Main Street
Orange, California
Monday, July 10, 2017 at 9:00 a.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Board of Directors may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Comments on Agenda Items

Members of the public may address the Board of Directors regarding any item. Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Call to Order

Invocation

Director Shaw

Pledge of Allegiance

Director Do



BOARD AGENDA

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Recognition of the Orange County Transportation Authority's 2017 High School Intern Program

Karen DeCrescenzo/Maggie McJilton

Overview

The Orange County Transportation Authority's (OCTA) High School Intern Program, which is a six-week summer program for students from the Anaheim Union High School District who are participating in Anaheim's Innovative Mentoring Experience. This mentoring program focuses on promoting college, career advancement, and life readiness. For the first time, OCTA is hosting 15 area high school students who are working in a variety of departments throughout the Authority. The Deputy Chief Executive Officer, Ken Phipps, will introduce the participants to the Board of Directors.

Consent Calendar (Items 2 through 8)

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

Orange County Transportation Authority Consent Calendar Matters

2. Approval of Minutes

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of June 26, 2017.

3. Fiscal Year 2016-17 Third Quarter Budget Status Report

Scott Arbuckle/Andrew Oftelie

Overview

The Orange County Transportation Authority's staff has implemented the fiscal year 2016-17 budget. This report summarizes the material variances between the budget and actual revenues and expenses through the third quarter of fiscal year 2016-17.



BOARD AGENDA

3. (Continued)

Recommendation

Receive and file as an information item.

4. Fiscal Year 2016-17 Third Quarter Grant Reimbursement Status Report Rene Vega/Andrew Oftelie

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for information purposes for the Orange County Transportation Authority Board of Directors. This report focuses on activity for the period of January through March 2017.

Recommendation

Receive and file as an information item.

5. Environmental Mitigation Program Endowment Fund Investment Report Rodney Johnson/Andrew Oftelie

Overview

The Orange County Transportation Authority has developed a Natural Community Conservation Plan/Habitat Conservation Plan; acquired conservation properties; and funded habitat restoration projects to mitigate the impacts of Measure M2 freeway projects. California Community Foundation manages the non-wasting endowment required to pay for the long-term management of the conservation properties. Each quarter, the California Community Foundation publishes a comprehensive report detailing the composition of the pool and the performance. Attached is the first quarterly investment report for the Endowment Pool. The report has been reviewed and is consistent with the pool objectives.

Recommendation

Receive and file as an information item.



BOARD AGENDA

6. Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

Louis Zhao/Kia Mortazavi

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval.

Recommendations

- A. Conditionally approve one delay request for the City of Irvine's Peters Canyon Off-Street Bikeway Lighting Improvements Project, contingent on the Orange County Board of Supervisors approval of the right-of-way agreement.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

7. OC Active: Project Update

Paul Martin/Kia Mortazavi

Overview

Preparation of a countywide active transportation plan is underway. The plan will help ensure bicycle and pedestrian improvement efforts are coordinated between local jurisdictions, and will reduce the need for agencies to develop similar plans in order to compete for state and federal grants. Project goals have been developed as a first step in the process and are presented for review.

Recommendation

Receive and file as an information item.



BOARD AGENDA

Orange County Local Transportation Authority Consent Calendar Matters

8. Capital Programming Update

Ben Ku/Kia Mortazavi

Overview

The Orange County Transportation Authority uses various state, federal, and local fund sources to fund freeway, grade separation, and transit projects. Several projects have accomplished project milestones and funding revisions for specific highway and transit projects are presented for the Board of Directors' approval.

Recommendations

- A. Consistent with current Capital Action Plan cost estimates, authorize the use of \$15.479 million in Measure M2 for Interstate 5 widening from State Route 73 to Oso Parkway.
- B. Authorize the following adjustments to replace \$14.374 million in Federal Transit Administration 5307 and to fund an increase in the project cost by \$4.133 for the San Juan Creek Bridge Replacement Project.
 - Increase of \$12.645 million in Proposition 1B Trade Corridor Improvement Fund project cost savings (contingent on actual savings accrued from the OC Bridges projects),
 - Increase of \$3.364 million in Federal Transit Administration Section 5337 State of Good Repair funds,
 - Increase of \$2.376 million in Proposition 116 funds, and
 - Increase of \$0.122 million in Measure M2 funds.
- C. Authorize the use of up to \$7.363 million in Congestion Mitigation and Air Quality Improvement Program funds for the Anaheim Canyon Station Project.
- D. Replace \$2 million in Federal Transit Administration Section 5337 with Measure M2 to support right-of-way activities for the Anaheim Canyon Station Project.



BOARD AGENDA

8. (Continued)

- E. Authorize the use of up to \$6 million in Federal Transit Administration Section 5307 funds for Metrolink preventive maintenance capitalized operations.
- F. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program, and execute or amend all necessary agreements to facilitate the above actions.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

- 9. Overview of SB 1 (Chapter 5, Statutes of 2017) - The Road Repair and Accountability Act of 2017**
Adriann Cardoso/Kia Mortazavi

Overview

SB 1 (Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, will provide \$52.5 billion for transportation purposes over the next ten years, with investments targeted towards fix-it-first purposes on local streets and roads, highways, transit operations and maintenance, capital investments, and active transportation. The general requirements of several competitive programs are presented for review.

Recommendation

Receive and file as an information item.



BOARD AGENDA

Discussion Items

10. Public Comments

At this time, members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per speaker, unless different time limits are set by the Chairman subject to the approval of the Board of Directors.

11. Chief Executive Officer's Report

12. Directors' Reports

13. Closed Session

There are no Closed Session items scheduled.

14. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, July 24, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07-08, Orange, California.

Minutes of the
Orange County Transportation Authority
Orange County Transit District
Orange County Local Transportation Authority
Orange County Service Authority for Freeway Emergencies
Board of Directors Meeting

Call to Order

The June 26, 2017 regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Vice Chair Bartlett at 9:05 a.m. at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

Following the Invocation and Pledge of Allegiance, the Clerk of the Board noted a quorum was present, with the following Directors in attendance:

Directors Present: Michael Hennessey, Chairman
Lisa A. Bartlett, Vice Chair
Laurie Davies
Barbara Delgleize
Andrew Do
Lori Donchak
Steve Jones
Mark A. Murphy
Richard Murphy
Al Murray
Shawn Nelson
Miguel Pulido
Tim Shaw
Todd Spitzer
Michelle Steel
Gregory T. Winterbottom
Ryan Chamberlain, Governor's Ex-Officio Member

Directors Absent: Tom Tait

Also Present: Darrell Johnson, Chief Executive Officer
Ken Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Olga Prado, Assistant Clerk of the Board
James Donich, General Counsel
Members of the Press and the General Public

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Presentation of Resolutions of Appreciation for Employees of the Month for June 2017

Darrell Johnson, Chief Executive Officer (CEO), presented the OCTA Resolutions of Appreciation Nos. 2017-053, 2017-054, and 2017-055 to Darvy Traylor, Coach Operator; Esteban Gonzalez, Maintenance; and John Paul Gonzalez, Administration, as Employees of the Month for June 2017.

Orange County Local Transportation Authority Special Calendar Matters

2. Taxpayer Oversight Committee New Member Recruitment and Lottery

Chairman Hennessey provided an overview of the Measure M Taxpayer Oversight Committee and conducted the lottery for final selection of new Measure M Taxpayer Oversight Committee Members.

The names were drawn from the recommended finalists from the Grand Jurors' Association of Orange County, each representing the Second and Third Supervisorial Districts.

The lottery results were as follows:

Second District

Larry Tekler

Alternates (in order):

- Andrew Smith
- Michael Schwarzmenn
- Paul K. Anderson
- Lloyd Dalton

Third District

Andrew Lesko

Alternates (in order):

- Ronald T. Randolph
- James L. Kelly
- Grant Eklund
- Nelson E. Bonilla

Chairman Hennessey thanked all of the applicants and finalists for their interests.

Consent Calendar (Items 3 through 11)

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

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

A motion was made by Director Murray, seconded by Director M. Murphy, and declared passed by those present, to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of June 12, 2017.

Director Pulido was not present to vote on this item.

4. State Legislative Status Report

Director Nelson pulled this item and reported that at the recent Legislative and Communications Committee meeting there was discussion about Senate Bill (SB) 268 (Mendoza, D-Artesia), which proposes to change the membership of the Los Angeles County Metropolitan Transportation Authority Board of Directors (Board), and Director Nelson expressed his concerns.

Director Do also provided his concerns and that there is current legislation proposed in the Senate to take away the Orange County Board of Supervisors control over the CalOptima Board.

Lance Larson, Executive Director of External Affairs, provided background and status on SB 268, as well as highlighted Assembly Bill (AB) 805 (Gonzalez-Fletcher, D-San Diego) that proposes to change the Board membership of San Diego County's transportation agencies. Mr. Larson stated that staff will take OCTA's position on SB 268 to the July 2017 Legislative and Communications Committee meeting.

A discussion ensued, and Director Nelson asked that OCTA engage on both SB 268 and AB 805, and amend staff's recommendation to include adopting an OPPOSE position unless amended position on SB 268.

A motion was made by Director Nelson, seconded by Director Do, and declared passed by those present, to adopt an OPPOSE position on AB 686 (Santiago, D-Los Angeles), which would require public agencies to affirmatively further fair housing in their programs and activities, as well as an OPPOSE position unless amended Senate Bill 268 (Mendoza, D-Artesia).

Director Pulido was not present to vote on this item.

5. Federal Legislative Status Report

A motion was made by Director Murray, seconded by Director M. Murphy, and declared passed by those present, to receive and file as an informational item.

Director Pulido was not present to vote on this item.

6. Special Needs Advisory Committee Appointments and Annual Update

Vice Chair Bartlett pulled both this item and Item 7. She suggested to the Board Members with pending appointments for the Special Needs Advisory Committee and Citizens Advisory Committee to reach out to Board Members, in their Supervisorial District, for recommendations to serve on the committee.

A motion was made by Vice Chair Bartlett, seconded by Director Davies, and declared passed by those present, to receive and file the Special Needs Advisory Committee's status report.

Director Pulido was not present to vote on this item.

7. Citizens Advisory Committee Annual Update and New Member Recruitment

Vice Chair Bartlett pulled both this item and Item 6. See Item 6 for her comments.

A motion was made by Vice Chair Bartlett, seconded by Director Davies, and declared passed by those present, to receive and file the Citizens Advisory Committee status report.

Director Pulido was not present to vote on this item.

Orange County Local Transportation Authority Consent Calendar Matters

8. San Juan Creek Bridge Replacement Project Update and Authority to Acquire Right-of-Way

Vice Chair Bartlett pulled this item, and expressed appreciation for OCTA's efforts to obtain extra funding and working with the stakeholders in regards to the San Juan Creek Bridge Replacement Project.

Vice Chair Bartlett requested that OCTA keep her apprised of any difficulties and impacts to the property owners, as she wants to keep the Fifth Supervisorial District's elected officials engaged about any project's issues.

8. (Continued)

A motion was made by Vice Chair Bartlett, seconded by Director Donchak, and declared passed by those present, to authorize the Chief Executive Officer, or his designee, to initiate discussions with property owners and utility owners, make offers, and execute agreements for the acquisition of all necessary interests in real property and necessary utility relocations for the San Juan Creek Bridge Replacement project.

Director Pulido was not present to vote on this item.

9. Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee

A motion was made by Director Murray, seconded by Director M. Murphy, and declared passed by those present, to:

- A. Approve the reappointment of current committee members serving on the Measure M2 Environmental Cleanup Program Environmental Cleanup Allocation committee for an additional three-year term.
- B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Cleanup Program Environmental Cleanup Allocation Committee.

Director Pulido was not present to vote on this item.

10. Membership Appointments for the Measure M2 Environmental Oversight Committee

A motion was made by Director Murray, seconded by Director M. Murphy, and declared passed by those present, to:

- A. Approve the reappointment of current committee members serving on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee for an additional three-year term.
- B. Appoint one committee member to replace an outgoing member on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee.

Director Pulido was not present to vote on this item.

11. Line of Credit Financing Documents

Darrell Johnson, CEO, pulled this item and stated that the Line of Credit financing documents for this item relates to Measure M2 funds and requires a Board vote of 12 ayes.

Director Spitzer thanked Finance and Administration (F&A) Committee Chairman Do, the Ad Hoc committee, the financial consultant team, OCTA's staff, and OCTA's General Counsel for a phenomenal job.

Director Spitzer, noted for the record, his frustration with the Build America Bureau Credit Programs Office (Bureau) requirements, in order for OCTA to obtain the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. In addition, Director Spitzer requested that OCTA continue dialogues with OCTA's federal lobbyist to explore future options to reduce or eliminate requirements for the Line of Credit.

Mr. Johnson responded that staff will have conversations with OCTA's federal lobbyist about lessons learned and the exploration of future options for the Line of Credit.

A motion was made by Director Donchak, seconded by Director Davies, and declared passed by a vote of 15-0, to:

- A. Approve the substantially final form of the 2019 and 2021 Credit and Fee Agreements between the Orange County Local Transportation Authority, Orange County Transportation Authority and Bank of America, N.A., for a total amount of \$900 million, and authorize the Chief Executive Officer to negotiate and execute final 2019 and the 2021 Credit and Fee Agreements.
- B. Authorize the Chairman, Vice-Chair, Chief Executive Officer, Executive Director of Finance and Administration, and the Treasurer to sign on behalf of the Orange County Local Transportation Authority all documents related to the line of credit, including the credit agreement, fee agreement, bank note, supplemental indenture, and any certificates, notices, receipts, or agreements in connection with the foregoing.

Director Pulido was not present to vote on this item.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

12. Transportation Infrastructure Finance and Innovation Act Loan Approval for the Interstate 405 Improvement Project

Darrell Johnson, CEO, opened with remarks that the TIFIA loan approval for the Interstate 405 Improvement Project is an important milestone. Mr. Johnson thanked the Members of the F&A Committee, former F&A Committee Chairman Spitzer, F&A Committee Chairman Do, and the Ad Hoc Committee for their leadership in guiding OCTA in the negotiations for the TIFIA loan.

Mr. Johnson also stated that OCTA expects approval of the TIFIA loan this week from the Council on Credit and Finance. In addition, Mr. Johnson introduced and thanked the consultant financial team and OCTA's General Counsel and its team for all their work.

Kirk Avila, Treasurer and General Manager of the 91 Express Lanes, provided a PowerPoint presentation as follows:

- Background;
- Sources of Funds for Project Costs;
- Financing Milestones;
- Key Provisions of TIFIA Loan Agreement;
- Recommendations; and
- Next Steps.

A discussion ensued regarding:

- OCTA staff, the financial consultant team, and the Board were thanked for all their efforts.
- The TIFIA loan savings in interest rates is approximately \$300 million, and the savings could be used for Orange County highway projects.
- The goal in establishing the TIFIA finance plan for the 405 Express Lanes was to ensure that OCTA could allow, from a financial perspective, the ability to have high-occupancy vehicle (HOV) 2+ travel for free during the non-peak hours and HOV 3+ at all times of the day.
- The TIFIA finance plan gives OCTA the ability to build revenue funds established from the 405 Express Lanes and not use anything from OCTA's "balance sheet."
- The 405 Express Lanes excess toll revenues will be set aside for seven years and would be available at year 2030.
- Half of the excess toll revenues funds, on an annually basis, would be used to pay the Bureau's principal portion of the TIFIA loan. The remaining excess toll revenues funds would be available to OCTA to spend on Assembly Bill 194 approved projects.

12. (Continued)

- Chairman Hennessey, F&A Committee Chairman Do, and former F&A Committee Chairman Spitzer where acknowledged for their leadership in regards to this item.
- The TIFIA loan is a non-recourse loan, debt cover ratio came in substantially lower than originally anticipated, and the interests rate also came in substantially lower.

A motion was made by Director Do, seconded by Director Pulido, and declared passed by those present, to:

- A. Approve the substantially final form of the Transportation Infrastructure Finance and Innovation Act Loan Agreement between the Orange County Transportation Authority and the United States Department of Transportation in the amount of approximately \$627 million, the substantially final form of the Master Trust Indenture and Supplemental Indenture by and between Orange County Transportation Authority and the Trustee, and authorize the Chief Executive Officer to negotiate and execute a final Transportation Infrastructure Finance and Innovation Act Loan Agreement, Master Indenture, and Supplemental Indenture.
- B. Authorize the Chairman, Vice-Chair, Chief Executive Officer, Executive Director of Finance and Administration, and the Treasurer to sign all documents related to the Transportation Infrastructure Finance and Innovation Act loan, including the Transportation Infrastructure Finance and Innovation Act Loan Agreement and Bond, the Master Indenture, Supplemental Indenture, and any certificates, notices, receipts, or agreements in connection with the foregoing.

Discussion Items

13. Public Comments

There were no public comments received.

14. Chief Executive Officer's Report

Darrell Johnson, CEO, reported that:

- On Monday, June 26th and Tuesday, June 27th, Metrolink will offer special service on its Orange County Line to and from Los Angeles Union Station as the Dodgers take on the Angels at Dodgers' Stadium.
- On Wednesday, June 28th and Thursday, June 29th, the Angels Express will be back in service.

14. (Continued)

- On Thursday, June 29th at 6:00 p.m., OCTA will host an open house for the Interstate 605/Katella Interchange Project at the Los Alamitos Community Center. Staff will be in attendance to provide information about the first stage of the project which includes the preliminary engineering and environmental process.
- On Saturday, July 1st at 10:00 a.m., OCTA will participate in an event with the City of Laguna Beach to kick-off the Laguna Beach Summer Breeze shuttle service. Mr. Johnson stated that last year, the shuttle service was introduced by Laguna Beach to help alleviate traffic over the summer.
- The Laguna Beach Summer Breeze shuttle service will be available on Saturdays and Sundays, July 1 through September 3, from 11:00 a.m. to midnight, and Vice Chair Bartlett will attend the kick-off event.

15. Directors' Reports

Director Murray reported the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board meeting was held on Monday, June 19th. He stated that the LOSSAN Agency's Board is very pleased with OCTA's efforts as the Managing Agency, and directed staff to pursue negotiations with OCTA in the same role beyond the current expiration of June 2018.

Director Murray also reported that the LOSSAN Agency's Board approved the continuance of the Rail 2 Rail program with Metrolink pursuing an increased reimbursement rate per boarding. In addition, the Metrolink Board took a similar action on Friday, June 23rd, and he thanked Director Nelson for his leadership in that effort.

Director Donchak reported that she, along with Vice Chair Bartlett, attended the completion celebration event, in Trabuco Canyon, for the Natural Community Conservation Plan/Habitat Conservation Plan. Director Donchak highlighted the three components of the conservation plan, and expressed that this is another example of OCTA's staff excellent work.

Director Delgleize reported that last Tuesday, the City of Huntington Beach broke the Guinness World Record for the largest recorded surf paddle-out, and thanked all that used public transportation to attend the event.

16. Closed Session

A Closed Session will be held as follows:

- A. Pursuant to Government Code Section 54956.9(b) – Conference with Legal Counsel – Anticipated Litigation. One Matter.
- B. Pursuant to Government Code Section 54956.9(a) – Conference with Legal Counsel – Existing Litigation. Estate of Richard Collins, et al., v. Orange County Transportation Authority, et al. OCSC Case No. 30-2016-00844677.
- C. Pursuant to Government Code Section 54956.9(d)(1) to discuss City of Long Beach v. State of California Department of Transportation, San Diego Superior Court Case No. 37-2016-00014907.
- D. Pursuant to Government Code Section 54957.6 to discuss negotiations with Teamsters Local 952 regarding the coach operators. The lead negotiator for the Orange County Transportation Authority is Maggie McJilton, Executive Director of Human Resources and Organizational Development and for Teamsters Local 952 is Patrick Kelly or his designee.

Director Pulido was not present for the Closed Session items.

17. Adjournment

The meeting was adjourned at 10:00 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, July 10, 2017**, at Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

ATTEST:

Laurena Weinert
Clerk of the Board

Michael Hennessey
OCTA Chairman



COMMITTEE TRANSMITTAL

July 10, 2017

To: Members of the Board of Directors
From: Laurena Weinert, ^{MS} Clerk of the Board
Subject: Fiscal Year 2016-17 Third Quarter Budget Status Report

Finance and Administration Committee Meeting of June 28, 2017

Present: Directors Do, Hennessey, Jones, R. Murphy, Spitzer, and Steel
Absent: Director Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



June 28, 2017

To: Finance and Administration Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Fiscal Year 2016-17 Third Quarter Budget Status Report

Overview

The Orange County Transportation Authority's staff has implemented the fiscal year 2016-17 budget. This report summarizes the material variances between the budget and actual revenues and expenses through the third quarter of fiscal year 2016-17.

Recommendation

Receive and file as an information item.

Background

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2016-17 Budget on June 13, 2016. The approved budget itemized the anticipated revenues and expenses necessary to deliver OCTA's transportation programs and projects. The OCTA budget is a compilation of individual budgets for each of OCTA's funds, including the General Fund; five enterprise funds; six special revenue funds; one capital project fund; one debt service fund; four trust funds; and two internal service funds.

The balanced budget as originally approved by the Board in June was \$1.16 billion. Sources of funds were comprised of \$972.2 million in current year revenues and \$189.3 million in use of prior year designations. Uses of funds were comprised of \$1.09 billion of current year expenditures and \$68.8 million of designations.

The Board has approved two amendments increasing both expense and revenue budgets by \$1.15 billion. The first amendment approved on September 26, 2016, increased the maximum obligation for two Job Access and Reverse Commute agreements by \$0.3 million. The second was approved on November 14, 2016, for agreement C-5-3843, Design-Build costs for the

Interstate 405 Improvement Project totaling \$1.15 billion. These amendments increased the total FY 2016-17 working budget to \$2.31 billion.

Discussion

Staff monitors and analyzes revenues and expenditures versus the working budget. The Quarterly Budget Status Report (Attachment A) provides a summary level overview of amendments, staffing levels, and provides explanations for any material budget-to-actual variances within each pertinent OCTA program or fund. The OCTA programs and funds included are the Measure M2 (M2) Program, Transit Program, 91 Express Lanes Program, Commuter Rail Fund, and General Fund.

Attachment A is comprised of two sections. The first section covers total OCTA information, amendments, staffing, revenues, operating, and capital expenditures. The second section focuses on variance explanations by program or fund.

The third quarter true-up was received for the Local Transportation Authority (LTA) M2 sales tax revenue. The results yield a 2.29 percent growth rate year-over-year in comparison to the budgeted growth rate of 4.4 percent. Table 1 shows budget versus actual LTA M2 sales tax revenues received quarterly with the true-up included for each quarter.

Table 1 - LTA M2 Sales Tax Revenue				
	Quarter 1	Quarter 2	Quarter 3	Total YTD
Budget	\$ 77,610,405	\$ 82,291,806	\$ 71,627,319	\$ 231,529,530
Actuals	\$ 75,979,564	\$ 80,967,512	\$ 71,019,965	\$ 227,967,041
Variance	\$ (1,630,841)	\$ (1,324,294)	\$ (607,354)	\$ (3,562,489)

*True-up payments are received at the end of the following quarter.

Similarly, in the third quarter, the true-up for the Local Transportation Fund (LTF) sales tax revenue was also received. The results yield a 2.34 percent growth rate year-over-year in comparison to the budgeted growth rate of 2.8 percent. Table 2 shows budget versus actual LTF sales tax revenues received quarterly with the true-up included for each quarter.

Table 2 - LTF Sales Tax Revenue				
	Quarter 1	Quarter 2	Quarter 3	Total YTD
Budget	\$ 39,807,310	\$ 41,573,889	\$ 36,973,156	\$ 118,354,355
Actuals	\$ 39,568,549	\$ 41,800,481	\$ 37,145,453	\$ 118,514,483
Variance	\$ (238,761)	\$ 226,592	\$ 172,297	\$ 160,128

*True-up payments are received at the end of the following quarter.

Fare revenue for Transit Operations underran by approximately \$2 million, primarily due to a year-over-year decrease in fixed-route boardings of 9.1 percent. Underruns in operating revenue for the Transit Program are offset by underruns of \$7.9 million in operating expenditures. These underruns are discussed in more detail in Attachment A.

The majority of variance explanations were due to timing issues for both revenues and expenses. In areas where expenditures underran the budget, the primary cause was timing issues related to capital projects. Often these same projects have external funding that cannot be sought for reimbursement until expenditures are incurred, thus creating underruns in revenues as well.

Summary

In the third quarter, LTA M2 and LTF sales tax revenue true-ups were received. The results yielded a 2.29 percent growth rate year-over-year compared to the budgeted growth rate of 4.4 percent for LTA M2 sales tax revenue and 2.34 percent growth compared to the budgeted growth rate of 2.8 percent for LTF.

Fare revenue underran by approximately \$2 million, primarily due to a year-over-year decrease in fixed-route boardings of 9.1 percent. Underruns in operating revenue for the Transit Program are offset by underruns of \$7.9 million in operating expenditures.

Attachment

A. Quarterly Budget Status Report Third Quarter of Fiscal Year 2016-17

Prepared by:

A handwritten signature in purple ink, appearing to read "Scott Arbuckle", with a long horizontal flourish extending to the right.

Scott Arbuckle
Section Manager,
Financial Planning and Analysis
(714) 560-5350

Approved by:

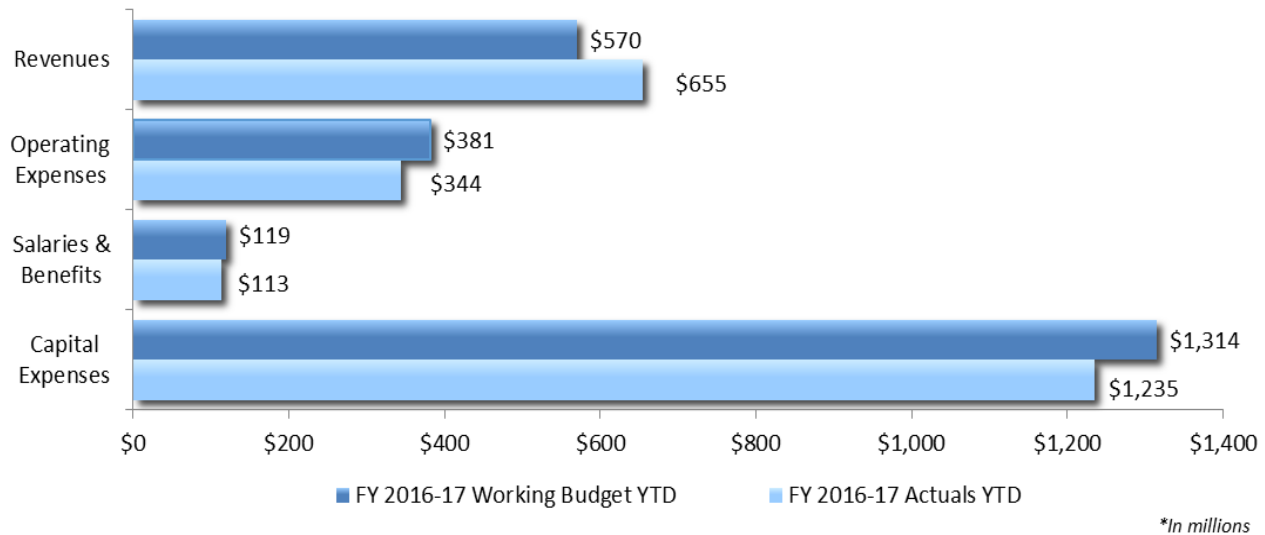
A handwritten signature in purple ink, appearing to read "A. Oftelie", with a horizontal flourish extending to the right.

Andrew Oftelie
Executive Director,
Finance and Administration
(714) 560-5649



Quarterly Budget Status Report

Third Quarter of Fiscal Year 2016-17



OVERVIEW

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2016-17 budget on June 13, 2016. The approved budget itemized the anticipated revenues and expenses necessary to deliver OCTA's transportation programs and meet service commitments.

In the third quarter, the second quarter Local Transportation Authority (LTA) Measure M2 (M2) and Local Transportation Fund (LTF) sales tax revenue true-ups were received. The results yielded a 2.79 percent growth rate year-over-year compared to the budgeted growth rate of 4.4 percent for LTA M2 sales tax revenue and 2.35 percent growth compared to the budgeted growth rate of 2.8 percent for LTF. Advances in the third quarter for LTA M2 sales tax revenue did increase slightly. However, LTA M2 sales tax revenue is still causing a year-to-date underrun of approximately \$3.1 million. Advances for LTF sales tax revenue were higher than anticipated in the third quarter causing actuals to exceed the budget by approximately \$3.1 million. However, the actual amount for both of these sales tax revenues for the third quarter will not be finalized until mid-June when OCTA receives the third quarter "true-up" payment. Fare revenue underran by approximately \$2 million, primarily due to a year-over-year decrease in fixed-route boardings of 9.1 percent. Underruns in operating revenue for the Transit Program are offset by underruns of \$7.9 million in operating expenditures.

The majority of variance explanations are due to timing issues for both revenues and expenses. In areas where expenditures underran the budget, the primary cause is timing issues related to capital projects. Often these same projects have external funding that cannot be sought for reimbursement until expenditures are incurred, creating underruns in revenues as well.

This report summarizes the material variances between the budget plan and actual revenues and expenses for the FY.

AMENDMENTS

The OCTA Board of Directors has approved two budget amendments in the amount of \$1.15 billion.

Description (in thousands)	Amount
Adopted Budget	\$ 1,161,476
Job Access & Reverse Commute Agreements	313
Design-Build I-405 Improvement Project	1,147,065
Total Working Budget	\$ 2,308,854



STAFFING

A staffing plan of 1,386.5 full-time equivalent positions was approved for FY 2016-17. At the end of the third quarter 1,328 of these positions were filled.

Staffing Description	Budget	Filled	Vacant	% Vacancy
Coach Operators	680.0	663.0	17.0	2.5%
Maintenance	171.0	160.0	11.0	6.4%
TCU	37.0	36.0	1.0	2.7%
<i>Union Subtotal</i>	888.0	859.0	29.0	3.3%
Transit Operations Support	173.5	162.5	11.0	6.3%
Other Administrative	325.0	306.5	18.5	5.7%
<i>Administrative Subtotal</i>	498.5	469.0	29.5	5.9%
Total OCTA	1,386.5	1,328.0	58.5	4.2%

TOTAL SALARIES AND BENEFITS

At the end of the third quarter, actual salaries and benefits of \$113 million were \$6.2 million under the budget of \$119.2 million. This variance is due to a \$4.6 million underrun in Transit Program salaries and benefits and a \$1.6 million underrun in General Fund salaries and benefits. In both cases, the underruns are primarily driven by vacant administrative positions.

Total Administrative Salaries and Benefits Expenses				
	Budget	Actual	\$ Variance	% Variance
Transit	\$ 80,469	\$ 75,890	\$ 4,579	5.7%
General Fund	\$ 38,693	\$ 37,117	\$ 1,576	4.1%
Total	\$ 119,163	\$ 113,007	\$ 6,155	5.2%

PROGRAM AND FUND VARIANCES

Year-to-date material variances are listed by program or fund group in thousands.

General Fund				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 4,490	\$ 4,137	\$ (354)	-7.9%
Expenses	\$ 72,678	\$ 63,420	\$ 9,258	12.7%

Expenses: General Fund expenses underran the budget by \$9.3 million. This variance (\$17.9 million) is primarily attributed to the construction of the Placentia Metrolink station. The construction of the Placentia Metrolink station is anticipated to take place in FY 2017-18 as a result of an increase in scope to incorporate a parking garage to ensure compliance with current building code standards. There is also an underrun of \$1.6 million in administrative salaries and benefits. These underruns are partially offset by timing of the Bristol Street Widening Project expenditures of \$11.5 million. The majority of the expenses associated with the project were expected to be paid in the fourth quarter. However, the entirety of the expenses were paid to the City of Santa Ana during the third quarter. Expenditures are anticipated to be in alignment with the budget by the end of the fourth quarter.



Measure M2 Program				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 268,093	\$ 306,157	\$ 38,064	14.2%
Expenses	\$ 1,393,468	\$ 1,380,701	\$ 12,767	0.9%

Revenues: Within the M2 Program, there is a net overrun of \$38.1 million. This is primarily due to overruns in the OC Bridges (\$31.8 million) and Regional Capacity Program revenues (\$14.4 million). These overruns are due to prior year grant revenue reimbursements being received in the current FY. However, these overruns are partially offset by an underrun in LTA sales tax revenue of \$3.1 million.

LTA sales tax revenue is growing at 2.79 percent year-over-year in comparison to the budgeted growth rate of 4.4 percent. As a result of the lower than budgeted growth rate, LTA M2 sales tax revenue is underrunning the budget by approximately \$3.1 million year-to-date. Table 1 shows budget versus actual LTA M2 sales tax revenues received quarterly with the true-up included for the first and second quarter. However, the actual amount of LTA M2 sales tax revenues for the third quarter will be finalized mid-June when OCTA receives the third quarter "true-up" payment.

Table 1 - LTA M2 Sales Tax Revenue

	Quarter 1		Quarter 2		Quarter 3		Total YTD
Budget	\$	77,610	\$	82,292	\$	63,122	\$ 223,025
Actuals	\$	75,980	\$	80,968	\$	62,976	\$ 219,923
Variance	\$	(1,631)	\$	(1,324)	\$	(146)	\$ (3,102)

*True-up payments are received at the end of the following quarter.

Expenses: M2 expenses are underrunning by \$12.8 million. The variance can be attributed to OC Bridges (\$8.1 million), State Route 57 (SR-57) Freeway Improvements (\$7.1 million), Interstate 5 Freeway Improvements (\$7 million), Regional Traffic Signal Synchronization (\$5 million), Regional Capacity Program (\$5 million), Community Based Transit Circulators (\$4.3 million), and State Route 55 Freeway Improvements (\$2.7 million). These underruns are partially offset by overruns within Interstate 405 (I-405) Freeway improvements (\$29.9 million),

The \$8.1 million underrun pertaining to OC Bridges can be attributed to several grade separation projects. The State College Separation Project is contributing \$4.5 million to the underrun. This underrun is primarily due to the cooperative agreement with the City of Fullerton. Approval of an amendment to the cooperative agreement was required by the Fullerton City Council before additional payments can be provided to the city. The amendment was approved late in the third quarter and invoicing is expected to begin in the fourth quarter. The Tustin Avenue Grade Separation Project is contributing \$2.5 million to the underrun. Invoices related to this project are currently running one to two months in arrears. Right-of-Way (ROW) land acquisition underran by \$1 million due to a lower than expected cost to acquire properties.

The \$7.1 million variance pertaining to the SR-57 Project can primarily be attributed to delays in the project. The project continues to be delayed as the consultant addresses design product quality issues. Staff and California Department of Transportation (Caltrans) are working with the consultant to

address the quality issues to complete the design, and achieve construction ready in FY 2018.

The landscaping for the SR-57 between Katella Avenue and Lincoln Avenue will not be completed in the current FY as planned due to delays in Caltrans safety reviews of the final design. This will push future milestones of the project into FY 2018.

The Regional Traffic Signal Synchronization Program underran by \$5 million through the third quarter. This is due to the collaboration process with consultants, local agencies, and Caltrans. A large collaborative effort is required due to the massive scope of the projects, as such, the projects are taking longer than originally anticipated. Progress will accelerate as the projects advance in development.

Approximately \$5 million of the variance is associated with the Regional Capacity Program. The billing cycles and the magnitude of expenses are dependent upon the cities progress/completion of their individual projects, making billing cycles difficult to forecast. This program will continue to be monitored throughout the FY.

The underrun within Community Based Transit Circulators (\$4.3 million) is primarily due to fewer than expected cities joining the program through the third quarter. Memorandums of understanding (MOUs) have been sent out to several cities within the county for signatures. Service for these areas could potentially begin during the next FY.

The SR-55 project has experienced underruns (\$2.7 million) within ROW utilities due to modification requests by Caltrans. An updated Draft Environmental Document and Project Report was completed late in the third quarter. The environmental, design and ROW phases are anticipated to begin next FY.

The primary driver behind the \$29.9 million overrun relating to the I-405 Improvement Project is the earlier than expected encumbrance of the design build contract. This contract was originally expected to be fully executed in the fourth quarter, which created a \$64 million overrun. This overrun has been partially offset by underruns in ROW land acquisition and project development. A \$26 million underrun in ROW land acquisition can be attributed to the longer than expected lead time required to extend offers to land owners, and the difficulty of predicting the acceptance rate among property owners. Underruns of \$12.1 million within project

development are primarily due to invoicing running several months in arrears.



Transit Program				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 214,669	\$ 268,034	\$ 53,365	24.9%
Expenses	\$ 183,623	\$ 166,909	\$ 16,715	9.1%

Revenues: Transit revenues have overrun by \$53.4 million. The variance is primarily related to the receipt of federal grant funds for the purchase of buses from the prior year. (\$57 million) and LTF sales tax revenues (\$3.1 million). However, this overrun was partially offset by an underrun in grant funds related to the engine upgrade project (\$3.8 million) and fare revenues (\$2 million).

An overrun of \$57 million within revenue was related to a bus procurement. Federal grant funds received through the third quarter were a partial reimbursement from a prior year bus procurement. Additional federal grant funds are likely to be received as the FY continues.

The underrun of \$3.8 million in grant revenues related to the engine upgrade project is simply a timing issue. The project has been completed and we anticipate to receive the reimbursed revenues by the end of the FY.

Fare revenues underran by \$2 million. This is primarily due to lower than anticipated utilization of fixed-route bus services. Year-over-year fixed-route boardings have decreased by 9.1 percent. Staff will continue to monitor this variance and provide regular updates.

In the third quarter, the second quarter Local Transportation Fund (LTF) sales tax revenue true-up was also received. The results yield a 2.35 percent growth rate year-over-year in

comparison to the budgeted growth rate of 2.8 percent. Advances in the third quarter have grown at 12.8 percent, resulting in an overrun of approximately \$3.1 million year-to-date. Table 2 shows budget versus actual LTF sales tax revenues received quarterly with the true-up included for the first and second quarter. However, the actual amount of LTF sales tax revenues for the third quarter will be finalized mid-June when OCTA receives the third quarter "true-up" payment.

Table 2 - LTF Sales Tax Revenue				
	Quarter 1	Quarter 2	Quarter 3	Total YTD
Budget	\$ 39,807	\$ 41,574	\$ 33,871	\$ 115,252
Actuals	\$ 39,569	\$ 41,800	\$ 37,001	\$ 118,370
Variance	\$ (239)	\$ 227	\$ 3,130	\$ 3,117

*True-up payments are received at the end of the following quarter.

Expenses: The \$16.7 million underrun in Transit expenditures is primarily attributed to bus capital projects and procurement (\$6.6 million), salaries and benefits (\$4.6 million), bus base and transit center projects (\$1.9 million), fuels (\$1.1 million), and equipment maintenance (\$0.6 million).

Expenses related to bus capital projects and procurement underran through the third quarter by \$6.6 million. Approximately \$5.5 million of the underrun is due to the mid-life engine campaign on 97 Compressed Natural Gas buses. Maintenance staff was required by Cummins to establish Installation Quality Assurance Approval (IQA) before the first set of engines could be delivered. The IQA was recently completed and the project has continued. The remaining \$1.1 million variance can be attributed to the procurement of buses for community based circulator service. The purchase price for seven cutaway buses came in lower than expected.

Labor costs underran by approximately \$4.6 million primarily due to vacant positions. The current vacancy rate for Transit union employees is 3.3 percent and 6.3 percent for administrative employees.

Projects related to bus base improvements have contributed \$1.9 million to the variance. This underrun is primarily due to the project to improve security cameras at the Santa Ana and Garden Grove bases (\$1.2 million) and two small construction projects at the Garden Grove Base (\$0.5 million). These projects are anticipated to begin in FY 2018 and have been re-budgeted.

The underruns in fuel (\$1.1 million) and equipment maintenance (\$0.6 million) can be attributed to the timing of

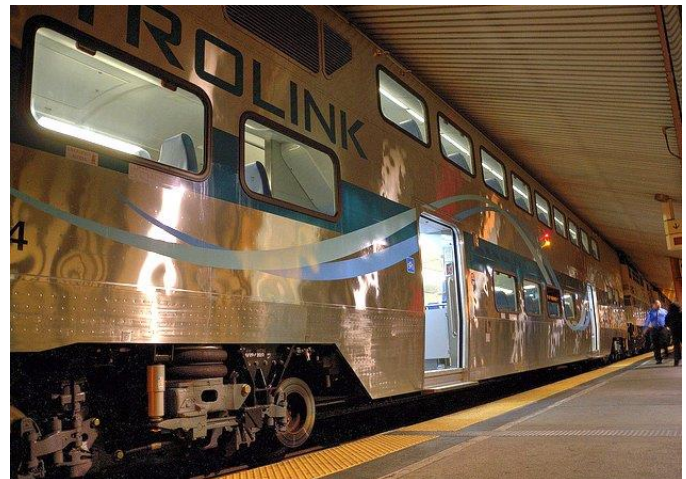
invoicing from the vendors. Several accounts within these categories are billing two to three months in arrears. Actuals are expected to be in alignment with the budget by year end.



91 Express Lanes Program				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 32,741	\$ 39,996	\$ 7,254	22.2%
Expenses	\$ 33,665	\$ 26,459	\$ 7,205	21.4%

Revenues: The 91 Express Lanes revenues are overrunning by \$7.3 million. Approximately \$3.7 million of the overrun is related to more than anticipated non-toll revenues. These revenues are due to a higher number of toll violations having been processed through the third quarter and a larger number of account minimum fees collected than originally anticipated. An additional \$3.3 million of the overrun is related to more trips than originally anticipated through the third quarter. When forecasting trips, a conservative approach was taken due to the repaving project that resulted in weekend closures earlier in the FY. It was anticipated that the weekend closures that would occur during the project would lead to a significant decrease in trips. The weekend closures related to the project did not have the projected negative effect and trips exceeded expectations through the third quarter.

Expenses: 91 Express Lanes expenses are underrunning by \$7.2 million primarily due to the pavement rehabilitation project. This project began later than expected due to scheduling requirements and weather conditions. The paving project is contributing \$5.5 million to the underrun and should be completed in the fourth quarter. Operational costs related to the toll road are also contributing to the underrun. The contract for toll road operations was negotiated at a lower than expected rate leading to an underrun of \$0.6 million.



Commuter Rail Fund				
	Budget	Actual	\$ Variance	% Variance
Revenues	\$ 12,683	\$ 6,314	\$ (6,369)	-50.2%
Expenses	\$ 61,918	\$ 25,930	\$ 35,988	58.1%

Revenues: Commuter Rail Fund revenues underran by \$6.4 million. The underrun is primarily due to revenues associated with the Orange Transportation Center parking project. Expenditures for this project were anticipated to be incurred in the third quarter. However, the project is now anticipated to incur expenses in FY 2018. As a result, revenues for this project will now be received in the FY 2018.

Expenses: Commuter Rail Fund expenses are underrunning by \$36 million. The underrun is primarily due to the Orange Transportation Center Parking Expansion Project (\$24.0 million), the Metrolink operating subsidy (\$6.3 million), and Metrolink Service Expansion Project Management Services (\$2.3 million). Award for the construction of the Orange Transportation Center Parking Expansion project is anticipated in the fourth quarter and expenses will begin in FY 2018. Expenses for the Metrolink operating subsidy are currently running a quarter in arrears. The remaining underrun of \$2.3 million is related to a Rotem car payment. OCTA received two invoices related to the purchase of Rotem cars by Metrolink. The processing of these invoices took longer than anticipated due to a request for additional back-up information and a subsequent financial review. After extensive review of the invoices and additional information, the process has moved forward and the payment will be made in the fourth quarter.



COMMITTEE TRANSMITTAL

July 10, 2017

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Fiscal Year 2016-17 Third Quarter Grant Reimbursement Status Report

Finance and Administration Committee Meeting of June 28, 2017

Present: Directors Do, Hennessey, Jones, R. Murphy, Spitzer, and Steel

Absent: Director Pulido

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



June 28, 2017

To: Finance and Administration Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Fiscal Year 2016-17 Third Quarter Grant Reimbursement Status Report

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for information purposes for the Orange County Transportation Authority Board of Directors. This report focuses on activity for the period of January through March 2017.

Recommendation

Receive and file as an information item.

Discussion

The Orange County Transportation Authority (OCTA) has secured grant funding from federal, state, and local grant agencies to deliver programs, projects, and services to improve mobility in Orange County. The use of these funds is consistent with OCTA's Board of Directors approved capital programming policies. The Quarterly Grant Reimbursement Status Report summarizes awarded/executed, current, and closed grant agreements.

Awarded/Executed Grant Agreements:

During the third quarter, there were no new grants executed; however, there are a number of grants in development which are anticipated to be executed within the fourth quarter of this fiscal year (FY).

Current Grant Agreements:

OCTA's Federal Transit Administration (FTA) formula grant agreements total 16, and FTA discretionary grant agreements total three. The total FTA formula and discretionary grant agreements amount to \$424.9 million. The total amount reimbursed through the third quarter under these grant agreements is \$350.7 million, leaving a balance of \$74.2 million (Attachment A).

The balance (\$66.4 million) of the 16 FTA formula grant agreements will primarily fund fixed-route bus procurements, engine repowers, rideshare and vanpool programs, design and engineering for the Laguna Niguel/San Juan Capistrano passing siding project, preliminary engineering for the OC Streetcar Project, and rail rehabilitation projects.

The balance (\$7.7 million) of the three FTA discretionary grant agreements will primarily fund a new control point at 4th Street on the OCTA-owned railroad right-of-way (ROW), as well as slope stabilization improvements on the railroad ROW from the City of Laguna Niguel to the City of Lake Forest. The balance will also fund security camera surveillance systems for commuter rail stations located in the cities of Anaheim, Laguna Niguel/Mission Viejo, Orange, and Placentia.

OCTA also has 47 other formula grant agreements (Attachment B) and 10 other discretionary grant agreements (Attachment C).

The 47 other formula grant agreements total \$427.5 million. The total amount reimbursed through the third quarter under these other grant agreements is \$280.1 million, leaving a balance of \$147.4 million.

The ten other discretionary grant agreements total \$7.3 million. A total of \$1.9 million of these discretionary grant agreements has been reimbursed, leaving a balance of \$5.4 million. These other discretionary grant agreements have a defined grant expiration date. Project expenses must be fully paid and reimbursed prior to the grant agreement expiration date. Staff anticipates each of the remaining balances to be fully reimbursed prior to the grant agreement expiration date.

Combined, the formula and discretionary grants total \$859.7 million. The total amount reimbursed across all these grant agreements equals \$632.7 million, leaving a remaining balance of \$227 million.

Closed Grant Agreements:

There were eight grant agreements totaling \$79.5 million that were closed out in the third quarter of FY 2016-17. These grant agreements are summarized in Attachment D.

Summary

This report provides an update of the grant agreement funded activities for the third quarter of FY 2016-17, January through March 2017. Staff recommends this report be received and filed as an information item.

Attachments

- A. Third Quarter Grant Reimbursement Status Report, January through March 2017, Federal Transit Administration Formula and Discretionary Grant Agreements
- B. Third Quarter Grant Reimbursement Status Report, January through March 2017, Other Formula Grant Agreements
- C. Third Quarter Grant Reimbursement Status Report, January through March 2017, Other Discretionary Grant Agreements
- D. Third Quarter Grant Reimbursement Status Report, January through March 2017, Closed Grant Agreements

Prepared by:



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Section Manager, Grants and Revenue
Financial Planning & Analysis
714-560-5702

Approved by:



Andrew Oftelie
Executive Director,
Finance and Administration
714-560-5649

Third Quarter Grant Reimbursement Status Report

January through March 2017

Federal Transit Administration Formula and Discretionary Grant Agreements						
	FEDERAL FISCAL YEAR (FFY)	GRANT NUMBER	FEDERAL GRANT AMOUNT	FEDERAL GRANT AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE OUT DATE
FTA Section 5307 - Urbanized Area Formula Grant Program						
1	2011	CA-90-Y860	\$ 58,821,054	\$ 56,095,709	\$ 2,725,345	March 2018
2	2012	CA-90-Y942	57,746,965	42,599,125	15,147,840	December 2017
3	2013	CA-90-Z027	53,878,507	53,379,853	498,654	December 2017
4	2014	CA-90-Z174	55,129,189	54,578,137	551,052	September 2017
5	2015	CA-2016-032	55,400,721	52,537,940	2,862,781	December 2017
6	2016	CA-2016-116	56,269,958	38,594,259	17,675,699	June 2018
FTA Section 5307 Grant Subtotal			\$ 337,246,394	\$ 297,785,023	\$ 39,461,371	
FTA Section 5307 - Federal Funds flexed from the Federal Highway Administration (FHWA):						
7	2010	CA-95-X131	\$ 2,102,650	\$ 1,170,180	\$ 932,470	April 2018
8	2012	CA-95-X180	4,260,000	3,467,786	792,214	June 2017
9	2012	CA-95-X195	2,244,000	2,154,468	89,532	June 2017
10	2012	CA-95-X210	12,669,000	7,335,168	5,333,832	October 2018
11	2012	CA-95-X254	5,657,000	2,746,693	2,910,307	June 2018
12	2014	CA-95-X286	6,621,000	2,749,406	3,871,594	August 2017
FTA Section 5307 Flexed Grant Subtotal			\$ 33,553,650	\$ 19,623,701	\$ 13,929,949	
FTA Section 5316 - Jobs Access and Reverse Commute (JARC) Grant Program						
13	2009	CA-37-X113	\$ 13,962,488	\$ 8,584,687	\$ 5,377,801	September 2019
FTA Section 5316 Grant Subtotal			\$ 13,962,488	\$ 8,584,687	\$ 5,377,801	
FTA Section 5317 - New Freedoms Grant Program						
14	2009	CA-57-X038	\$ 6,387,801	\$ 6,262,555	\$ 125,246	September 2017
FTA Section 5317 Grant Subtotal			\$ 6,387,801	\$ 6,262,555	\$ 125,246	
FTA Section 5337 - State of Good Repair Grant Program						
15	2016	CA-2016-096	\$ 5,261,812	\$ 1,857,054	\$ 3,404,758	December 2018
FTA Section 5337 Grant Subtotal			\$ 5,261,812	\$ 1,857,054	\$ 3,404,758	
FTA Section 5339 - Buses and Bus Facilities Grant Program						
16	2016	FTA CA-2016-031	\$ 10,591,955	\$ 6,465,169	\$ 4,126,786	June 2017
FTA Section 5339 Grant Subtotal			\$ 10,591,955	\$ 6,465,169	\$ 4,126,786	
Formula Grants Total			\$ 407,004,100	\$ 340,578,189	\$ 66,425,911	

ATTACHMENT A

Third Quarter Grant Reimbursement Status Report

January through March 2017

Federal Transit Administration Formula and Discretionary Grant Agreements						
	FEDERAL FISCAL YEAR (FFY)	GRANT NUMBER	FEDERAL GRANT AMOUNT	FEDERAL GRANT AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE OUT DATE
FTA Section 5309 - Discretionary Capital Grant Program						
17	2007	CA-04-0078	\$ 7,021,300	\$ 5,380,761	\$ 1,640,539	December 2018
18	2009	CA-04-0122	4,845,999	3,934,803	911,196	December 2020
19	2012	CA-05-0269	6,000,000	812,918	5,187,082	March 2020
FTA Section 5309 Grant Subtotal			\$ 17,867,299	\$ 10,128,482	\$ 7,738,817	
Discretionary Grants Total			\$ 17,867,299	\$ 10,128,482	\$ 7,738,817	
Formula and Discretionary Grants Total			\$ 424,871,399	\$ 350,706,671	\$ 74,164,728	

Funding Source Notes:

FTA Section 5307 - Urbanized Area Formula Grant Program: Funds are used to fund preventive maintenance, capital cost of contracting, and to purchase revenue vehicles, facility modifications, and bus-related equipment.

FTA Section 5316 - Jobs Access and Reverse Commute (JARC) Grant Program: Grants provide funds to support new transit services and to establish mobility management programs to assist low-income individuals.

FTA Section 5317 - New Freedoms Grant Program: Grants provide funds to support new transit services and establish mobility management programs to enhance access for persons with disabilities.

FTA Section 5337 - State of Good Repair Grant Program: A formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy lanes.

FTA Section 5339 - Buses and Bus Facilities Grant Program: A new formula-based program dedicated to support capital projects such as the replacement, rehabilitation, and purchase of buses, vans, and related equipment.

FTA Section 5309 - Discretionary Capital Grant Program: Grants provide for projects that improve efficiency and coordination of transportation systems.

Third Quarter Grant Reimbursement Status Report
January through March 2017

Other Formula Grant Agreements						
	FISCAL YEAR (FY)	GRANT PROJECT	GRANT AMOUNT	GRANT AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE OUT DATE
Active Transportation Program (ATP)						
1	2017	Orange County Active Transportation Plan (PA/ED)	\$ 280,000	\$ 0	\$ 280,000	April 2019
ATP Subtotal			\$ 280,000	\$ 0	\$ 280,000	
State Transportation Improvement Plan (STIP) Programming, Planning & Monitoring (PPM)						
2	2015	PPM Program	\$ 1,445,000	\$ 218,361	\$ 1,226,639	December 2017
3	2016	PPM Program	831,000	0	831,000	December 2018
4	2017	PPM Program	1,899,000	0	1,899,000	December 2019
STIP PPM Subtotal			\$ 4,175,000	\$ 218,361	\$ 3,956,639	
State Proposition 1B: Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)						
5	2015	Fullerton Transportation Center Elevator Project (Construction)	\$ 500,000	\$ 0	\$ 500,000	August 2020
6	2015	Raymond Ave Grade Separation Project (Construction)	43,008,102	24,365,703	18,642,399	August 2020
PROP 1B PTMISEA Subtotal			\$ 43,508,102	\$ 24,365,703	\$ 19,142,399	
State Proposition 1B California Transit Security Grant Program (CTSGP): Transit System Safety, Security & Disaster Response Account (TSSSDRA)						
7	2012	Video Surveillance System Upgrades (PA/ED)	\$ 100,000	\$ 84,342	\$ 15,658	December 2017
8	2014	State College Blvd Grade Separation (Construction)	1,506,069	0	1,506,069	December 2017
PROP 1B TSSSDRA Subtotal			\$ 1,606,069	\$ 84,342	\$ 1,521,727	
State Proposition 1B: Trade Corridor Improvement Fund (TCIF)						
9	2011	Kraemer Blvd Grade Separation (Construction)	\$ 15,513,000	\$ 14,632,720	\$ 880,280	June 2017
10	2011	Placentia Ave Grade Separation (Construction)	9,550,000	9,299,039	250,961	June 2017
11	2012	Orangethorpe Ave Grade Separation (Construction)	41,632,000	24,080,768	17,551,232	June 2019
12	2012	Tustin Ave / Rose Dr Grade Separation Project (Construction)	30,862,000	18,245,598	12,616,402	July 2019
13	2013	Lakeview Ave Grade Separation (Construction)	27,628,157	11,721,158	15,906,999	June 2019
PROP 1B TCIF Subtotal			\$ 125,185,157	\$ 77,979,283	\$ 47,205,874	
State Proposition 1B: Highway-Railroad Crossing Safety Account (HRCSA)						
14	2010	Sand Canyon Ave Grade Separation (Construction)	\$ 6,618,000	\$ 6,457,051	\$ 160,949	June 2017
PROP 1B HRCSA Subtotal			\$ 6,618,000	\$ 6,457,051	\$ 160,949	

ATTACHMENT B

Third Quarter Grant Reimbursement Status Report
January through March 2017

Other Formula Grant Agreements

State Proposition 1B: State-Local Partnership Program (SLPP)						
15	2012	Bristol St. Widening - 3rd St. to Civic Ctr. (Construction)	\$ 3,120,000	\$ 1,873,586	\$ 1,246,414	June 2017
16	2013	Brookhurst St Improvements, Ball to Katella (Construction)	3,393,000	1,246,233	2,146,767	June 2018
17	2013	Cow Camp Road - Segment 1 (Construction)	4,160,000	3,914,374	245,626	June 2018
18	2013	Harbor Blvd and Adams St. Improvements (Construction)	1,482,000	1,387,168	94,832	June 2018
19	2013	La Pata Ave. Phase 1 (Construction)	5,110,000	994,059	4,115,941	June 2018
PROP 1B SLPP Subtotal			\$ 17,265,000	\$ 9,415,420	\$ 7,849,580	
State Proposition 116: Clean Air and Transportation Improvement Act Bond Funds						
20	2010	Sand Canyon Ave Grade Separation (Construction)	\$ 21,574,222	\$ 21,324,663	\$ 249,559	June 2017
PROP 116 Subtotal			\$ 21,574,222	\$ 21,324,663	\$ 249,559	
Federal Highway Administration Grant Program - Congestion Mitigation & Air Quality (CMAQ)						
21	2010	Orangethorpe Ave Grade Separation (ROW)	\$ 27,504,000	\$ 23,588,900	\$ 3,915,100	June 2019
* 22	2011	Lakeview Ave Grade Separation (ROW)	6,532,000	6,532,000	0	June 2019
23	2012	I-5 HOV Segment 1, Ave Pico to Vista Hermosa (PS&E)	4,246,000	3,371,787	874,213	June 2019
24	2012	I-5 HOV Segment 2, Vista Hermosa to PCH (PS&E)	3,687,000	2,000,843	1,686,157	June 2019
25	2012	I-5 HOV Segment 3, PCH to San Juan Creek Rd (PS&E)	2,067,000	1,522,143	544,857	June 2019
26	2012	Lakeview Ave Grade Separation (ROW Utility Relocation)	3,135,862	60,901	3,074,961	June 2019
27	2013	I-5 HOV Segment 1, Ave Pico to Vista Hermosa (ROW)	8,000,000	4,009,067	3,990,933	June 2019
28	2015	I-5 from the Orange/San Diego County Line to Avenida Pico (PA/ED)	450,000	50,891	399,109	June 2020
29	2015	I-5, SR-55 to SR-57 (PS&E)	2,800,000	1,590,545	1,209,455	June 2020
CMAQ Subtotal			\$ 58,421,862	\$ 42,727,077	\$ 15,694,785	

Third Quarter Grant Reimbursement Status Report
January through March 2017

Other Formula Grant Agreements						
Federal Highway Administration Grant Program - Regional Surface Transportation Program (RSTP)						
30	2010	Sand Canyon Ave Grade Separation (Construction)	\$ 8,665,741	\$ 8,422,209	\$ 243,532	June 2017
31	2011	Tustin Ave / Rose Dr Grade Separation Project (ROW Utility Relocation)	2,254,000	0	2,254,000	July 2019
32	2011	Tustin Ave / Rose Dr Grade Separation Project (ROW)	21,494,000	19,594,689	1,899,311	July 2019
* 33	2012	Lakeview Ave Grade Separation (ROW)	11,527,563	11,527,563	0	June 2019
34	2012	Tustin Ave / Rose Dr Grade Separation Project (Construction)	8,700,440	7,263,024	1,437,416	July 2019
35	2013	I-5, I-405 to SR-55 (PA/ED)	8,000,000	2,703,577	5,296,423	June 2018
36	2014	I-5 Segment 2, Oso Pkwy to Alicia Pkwy (PS&E)	10,000,000	8,640,472	1,359,528	June 2019
37	2015	I-405, I-5 to SR-55 (PA/ED)	8,000,000	3,795,173	4,204,827	June 2020
38	2015	I-5 Segment 1, SR-73 to Oso Pkwy (PS&E)	9,101,000	5,433,327	3,667,673	June 2020
39	2015	I-5 Segment 3, Alicia Pkwy to El Toro Rd (PS&E)	8,044,000	4,239,722	3,804,278	June 2020
40	2015	SR-91, SR-57 to SR-55 (PA/ED)	7,000,000	1,159,103	5,840,897	June 2020
41	2016	SR-57, Orangewood to Katella Ave (PA/ED)	2,500,000	33,164	2,466,836	June 2021
42	2017	SR-55, I-5 to SR-91 (PS&E)	5,000,000	0	5,000,000	June 2022
RSTP Subtotal			\$ 110,286,744	\$ 72,812,023	\$ 37,474,721	
Federal Highway Administration Grant Program - Traffic Congestion Relief Program (TCRP)						
43	2011	Kraemer Blvd Grade Separation (Construction)	\$ 1,462,000	\$ 0	\$ 1,462,000	June 2017
TCRP Subtotal			\$ 1,462,000	\$ 0	\$ 1,462,000	
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Demonstration Funds						
44	2009	I-405, SR-73 to I-605 (PS&E)	\$ 439,371	\$ 429,111	\$ 10,260	December 2017
45	2012	Orangethorpe Ave Grade Separation (Construction)	18,600,000	14,696,659	3,903,341	June 2019
46	2013	I-405, SR-73 to I-605 (PS&E)	8,421,393	5,021,816	3,399,577	December 2017
SAFETEA-LU Demo Subtotal			\$ 27,460,764	\$ 20,147,586	\$ 7,313,178	
SAFETEA-LU: Projects of National and Regional Significance (PNRS)						
47	2013	Lakeview Ave Grade Separation (Construction)	\$ 9,709,030	\$ 4,612,469	\$ 5,096,561	June 2019
SAFETEA-LU-PNRS Subtotal			\$ 9,709,030	\$ 4,612,469	\$ 5,096,561	
Total Other Formula			\$ 427,551,950	\$ 280,143,978	\$ 147,407,972	

Footnotes:

Row No. 22 This grant remains active as the ROW phase for this project is pending closeout with Caltrans.

Row No. 33 This grant remains active as the ROW phase for this project is pending closeout with Caltrans.

Third Quarter Grant Reimbursement Status Report
January through March 2017

Other Discretionary Grant Agreements						
	FISCAL YEAR (FY)	GRANT PROJECT	GRANT AMOUNT	GRANT AMOUNT REIMBURSED	REMAINING BALANCE	ANTICIPATED CLOSE OUT DATE
Air Quality Management District (AQMD) Grant Program and Mobile Source Air Pollution Reduction Review Committee (MSRC) / Transportation Control Measure Partners						
* 1	2014	Signal Synchronization (PA/ED)	\$ 1,250,000	\$ 1,250,000	\$ 0	April 2017
2	2015	Mobile Ticketing (PA/ED)	1,553,657	0	1,553,657	January 2018
MSRC Subtotal			\$ 2,803,657	\$ 1,250,000	\$ 1,553,657	
Transit Security Grant Program (TSGP) - State Office of Homeland Security						
3	2015	Update OCTA's Security and Emergency Plans (PA/ED)	\$ 100,000	\$ 0	\$ 100,000	August 2018
4	2015	VIPR and Counter Terrorism Team Operations (PA/ED)	115,500	86,764	28,736	August 2018
5	2015	Vulnerability Assessment of OCTA's Industrial Control and Communications	300,000	0	300,000	August 2018
6	2016	Update OCTA's Security and Emergency Plans (PA/ED)	70,000	0	70,000	August 2019
7	2016	VIPR and Counter Terrorism Team Operations (PA/ED)	70,000	0	70,000	August 2019
TSGP Subtotal			\$ 655,500	\$ 86,764	\$ 568,736	
Low Carbon Transit Operations Program (LCTOP) - California Department of Transportation (CALTRANS)						
8	2016	Fare Discount - Fixed Route (PA/ED)	\$ 3,588,424	\$ 532,110	\$ 3,056,314	June 2019
CAP & TRADE LCTOP Subtotal			\$ 3,588,424	\$ 532,110	\$ 3,056,314	
Highway Safety Plan (HSP) - California Office of Traffic Safety (OTS)						
9	2017	Active Transportation Video Series (PA/ED)	\$ 50,000	\$ 0	\$ 50,000	September 2017
OTS Subtotal			\$ 50,000	\$ 0	\$ 50,000	
State Highway Account - Sustainable Communities						
10	2017	Active Transportation Count (PA/ED)	\$ 177,000	\$ 0	\$ 177,000	February 2019
SHA-SC Subtotal			\$ 177,000	\$ 0	\$ 177,000	
Total Other Discretionary			\$ 7,274,581	\$ 1,868,874	\$ 5,405,707	

Footnotes:

Row No. 1 This grant remains active as OCTA is pending final payment from MSRC.

Third Quarter Grant Reimbursement Status Report
January through March 2017

Closed Grant Agreements						
	FISCAL YEAR (FY)	FUNDING SOURCE	GRANT PROJECT	GRANT AMOUNT	GRANT AMOUNT REIMBURSED	REMAINING BALANCE
1	2015	CAP & TRADE LCTOP	Fare Discount - Summer Youth (PA/ED)	\$ 1,346,536	\$ 1,346,536	\$ 0
2	2012	CMAQ	FTA CA-95-X213	6,000,000	6,000,000	0
3	2016	FTA Section 5310	FTA CA-2016-151	4,011,574	4,011,574	0
4	2016	MSRC	Angels Express Bus Service from Goldenwest Terminal (PA/ED)	128,500	128,500	0
5	2012	PROP 1B PTMISEA	Placentia Ave Grade Separation (Construction)	12,000,000	12,000,000	0
6	2012	PROP 1B PTMISEA	Raymond Ave Grade Separation Project (ROW)	25,172,000	25,172,000	0
7	2013	PROP 1B TSSSDRA	Raymond Ave Grade Separation Project (Construction)	1,680,495	1,680,495	0
* 8	2012	RSTP	FTA CA-95-X188	29,198,000	29,197,997	3
Total Closed Grants				\$ 79,537,105	\$ 79,537,102	\$ 3

Footnotes:

Row No. 8 The remaining balance is a result of rounding and has been deobligated.



COMMITTEE TRANSMITTAL

July 10, 2017

To: Members of the Board of Directors

From: Laurena Weinert, ^{LM} Clerk of the Board

Subject: Environmental Mitigation Program Endowment Fund Investment Report

Finance and Administration Committee Meeting of June 28, 2017

Present: Directors Do, Hennessey, Jones, R. Murphy, Spitzer, and Steel
Absent: Director Pulido

Committee Vote

Following the discussion, no action was taken on this receive and file information item.

Committee Recommendation

Receive and file as an information item.



June 28, 2017

To: Finance and Administration Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Environmental Mitigation Program Endowment Fund Investment Report

Overview

The Orange County Transportation Authority has developed a Natural Community Conservation Plan/Habitat Conservation Plan; acquired conservation properties; and funded habitat restoration projects to mitigate the impacts of Measure M2 freeway projects. California Community Foundation manages the non-wasting endowment required to pay for the long-term management of the conservation properties. Each quarter, the California Community Foundation publishes a comprehensive report detailing the composition of the pool and the performance. Attached is the first quarterly investment report for the Endowment Pool. The report has been reviewed and is consistent with the pool objectives.

Recommendation

Receive and file as an information item.

Background

On September 26, 2016, the Board of Directors approved the selection of the California Community Foundation (CCF) as an endowment fund manager for the Measure M2 Freeway Environmental Mitigation Program. Approximately \$2.9 million on an annual basis will be deposited in the endowment. On February 28, 2017, Orange County Transportation Authority (OCTA) wired \$2,877,000 to CCF to be deposited in the Endowment Pool. These annual deposits are expected to continue for ten to 12 years or until the fund totals approximately \$46.2 million.

Discussion

As of March 31, 2017, total pool assets in the CCF Endowment Pool were \$912.8 million. Total foundation assets were \$1.66 billion. Performance for the Endowment Pool was 0.8 percent for the month, exceeding the benchmark by 0.2 percent; 4.9 percent for the quarter, exceeding the customized benchmark by 1.3 percent. The one year return was 13.2 percent, exceeding the benchmark by 3.1 percent.

Summary

The OCTA is submitting a copy of the CCF Investment Report to the Finance and Administration Committee. The report is for the quarter ending March 31, 2017.

Attachments

- A. California Community Fund Statement - March 31, 2017
- B. California Community Fund Endowment Pool Investments – March 2017

Prepared by:



Rodney Johnson
Deputy Treasurer
Treasury/Toll Roads
714-560-5675

Approved by:



Andrew Oftelie
Executive Director,
Finance and Administration
714-560-5649



Fund Name: OCTA - Measure M2 Environmental Mitigation Program Fund
Fund Start Date: 2/28/2017
Investment Pool(s): Endowment Pool

FUND STATEMENT

OCTA - Measure M2 Environmental Mitigation Program Fund (V398)

1/1/2017 - 3/31/2017

Fund Summary

	This Period 01/01/2017 - 03/31/2017	Calendar YTD 1/1/2017 - 3/31/2017
Opening Fund Balance	\$0.00	\$0.00
Contributions (see attached detail)	2,877,000.00	2,877,000.00
Investment Activity, net	22,059.23	22,059.23
Net Changes to Fund	2,899,059.23	2,899,059.23
Ending Balance	\$2,899,059.23	\$2,899,059.23

Investment Pool Performance as of 03/31/2017

	This Qtr.	1 - Year	3 - Years	5 - Years	10 - Years
Endowment Pool	4.9%	13.2%	3.5%	6.1%	4.4%
Social Impact Endowment Pool	3.6%	9.0%	5.2%	6.7%	4.4%
Conservative Balanced Pool	2.1%	5.5%	3.9%	n/a	n/a
Short Duration Bond Pool	0.5%	0.5%	n/a	n/a	n/a
Capital Preservation Pool	0.1%	0.4%	0.2%	0.2%	1.1%

Endowment Pool - invested for long-term growth and appreciation while providing a relatively predictable stream of distributions that keeps pace with inflation over time. The target asset allocation is 50% equities, 30% alternatives, 10% fixed income and 10% real assets. Investment management fees are 85 basis points.

Social Impact Endowment Pool - invested in a diversified pool aiming for capital growth for long-term grantmaking; underlying instruments undergo rigorous environmental and social analysis, with an asset allocation of approximately 60%-75% equities and 25%-40% fixed income. Investment management fees are 66 basis points.

Conservative Balanced Pool - designed to aim for moderate growth and to offer diversified exposure to the U.S. equity market and to investment grade fixed income with maturities from one to five years and an asset allocation of 70% fixed income and 30% equities investments. Investment management fees are 9 basis points.

Short Duration Bond Pool - invested to offer diversified exposure to investment grade fixed income with maturities from one to five years for the purposes of grants over a near-term one to four year horizon. Investment management fees are 10 basis points.

Capital Preservation Pool - designed to preserve principal and provide liquidity for present grantmaking needs through investment in short-term fixed income and cash instruments. Investment management fees are 10 basis points.

Contribution Details

Date	Donor Name	Amount
03/01/2017	Orange County Transportation Authority	2,877,000.00
		\$2,877,000.00

Definition of Terms

Opening Fund Balance - Your fund's balance at the beginning of the statement period.

Contributions - Irrevocable financial additions to your fund.

Grants - Grants you recommended to IRS-qualified public charities that have been approved and distributed from your fund. This also includes refunds and voids of grants made.

Administrative Fee - CCF charges administrative fees to cover general operating activities. These activities could include gift establishment, receipt of assets and contributions, grants and fund administration, research on nonprofit agencies and issue areas, and other charitable purposes.

Investment Activity, net – This represents the financial returns from the CCF investment pool(s) in which your fund is invested, including interest, dividends and gains/losses as well as the deduction of any investment-related fees.

Fund Balance Transfer - Money transferred to or from another CCF fund.

Other Expenses - Permissible expenses (i.e., legal, phone charges, etc.) related to the administration of your fund.

Net Changes to Fund - The net amount of your fund after contributions, income, grants, administration and grant management fee, investment managers' fees, fund balance transfers, and other expenses.

Ending Fund Balance - The fund's balance at the end of the statement period reported on this statement. This amount includes any contributions, grant distributions, fund balance transfers, and increase or decrease in market value.

Meet Our Team

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Endowment Pool

March 2017

INVESTMENTS

The Endowment Pool returned 0.8% for the month of March 2017, 20 basis points ahead of its benchmark. For the trailing year, the pool returned 13.2%, 310 basis points ahead of its benchmark.

Total Pool Assets

\$912.80 million (Endowment Pool), \$1.66 billion (total foundation assets) as of March 31, 2017.

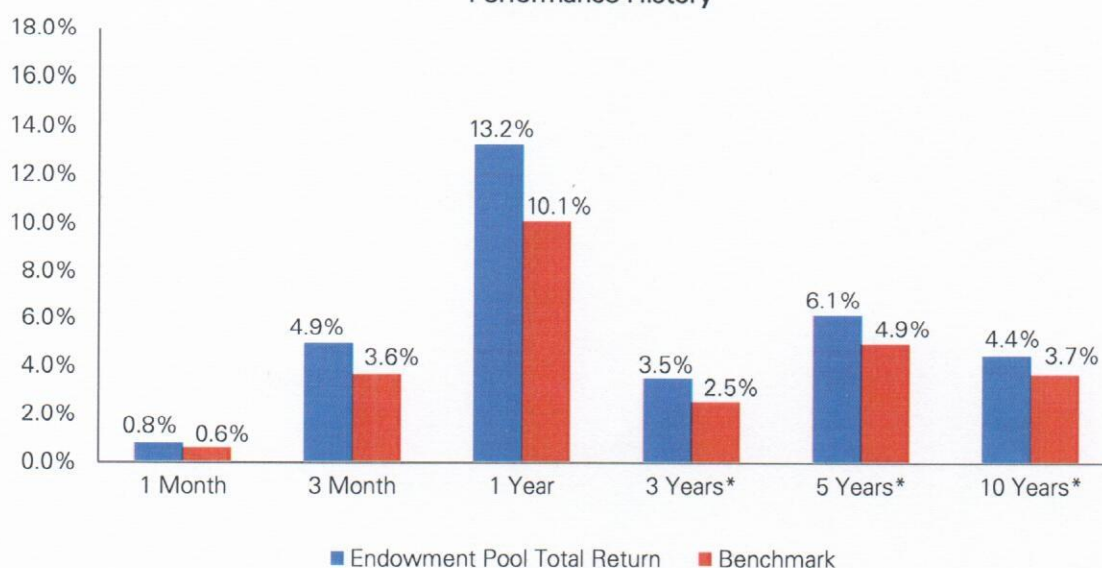
Pool Objective

Preserve the real (i.e., inflation-adjusted) purchasing power of the investment pool net of annual distributions for grants and expenses. An additional objective is to provide a relatively predictable, stable stream of distributions for grants and expenses that keep pace with inflation over time.

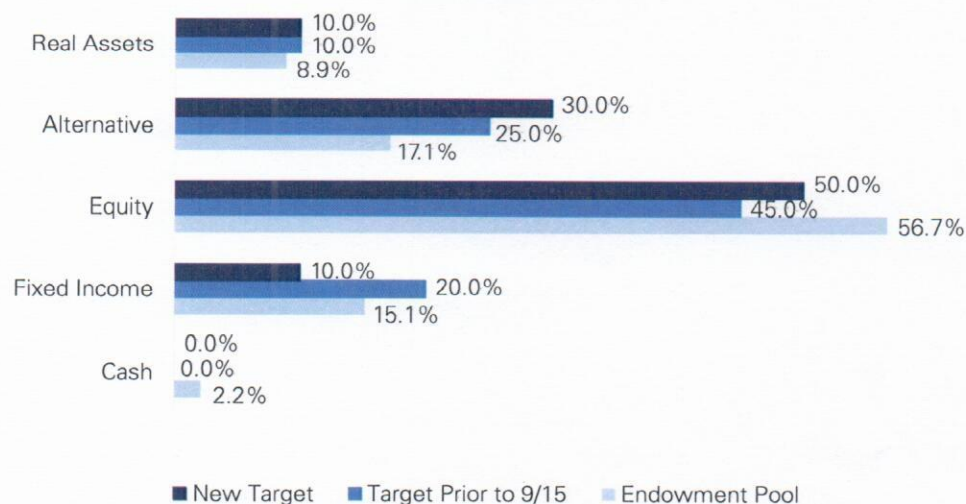
Investment Consultant

Meketa Investment Group

Performance History



Asset Allocation



*Represents annualized returns.

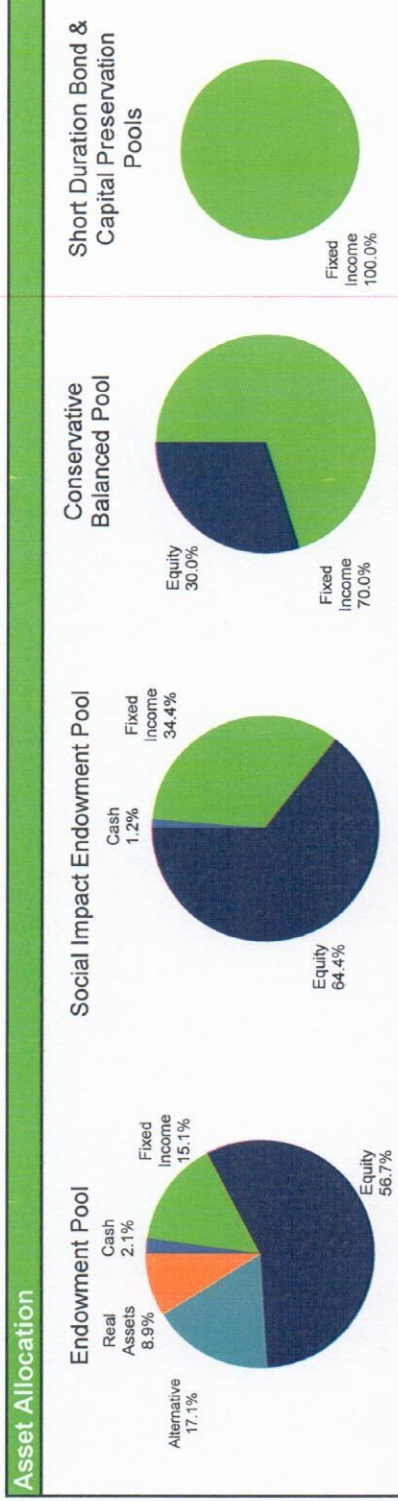
1) Investment performance is presented net of investment management fees. These fees vary across investment managers and asset classes, amounting to an annual average range of approximately 0.77% to 0.81% for the Endowment Pool. This includes fees paid to Meketa for investment consulting and portfolio advisory services. (Hedge fund manager incentive fees are not included.)

2) Total Fund Benchmark is a combination of: 45% MSCI ACWI / 25% HFR FOF Index / 10% Custom Asset Wtd. Inflation Hedge Benchmark / 10% BC Interm Gov't. / 5% BC Agg / 5% Citi Non-US\$ GBI.

Updated 04/24/2017

Performance History	1 Month	3 Month	1 Year	3 Years*	5 Years*	10 Years*
Endowment Pool Total Return <i>Benchmark</i>	0.8%	4.9%	13.2%	3.5%	6.1%	4.4%
Social Impact Endowment Pool Total Return¹ <i>Benchmark</i>	0.6%	3.6%	10.1%	2.5%	4.9%	3.7%
Conservative Balanced Pool Total Return <i>Benchmark</i>	N/A	3.6%	9.0%	5.2%	6.7%	4.4%
Short Duration Bond Pool Total Return² <i>Benchmark</i>	N/A	4.0%	10.3%	7.4%	9.0%	5.9%
Capital Preservation Pool Total Return <i>Benchmark</i>	0.1%	2.1%	5.5%	3.9%	NA	NA
	0.1%	2.0%	5.4%	3.9%	NA	NA
	0.1%	0.5%	0.5%	NA	NA	NA
	0.1%	0.6%	0.5%	NA	NA	NA
	0.0%	0.1%	0.4%	0.2%	0.2%	1.1%
	0.0%	0.1%	0.3%	0.1%	0.1%	0.6%

*Annualized returns ¹Returns assessed quarterly ²July 1, 2014 inception date




Investment Managers
Endowment Pool <ul style="list-style-type: none"> Diversified Portfolio with 41 Managers as of 3/31/2017
Social Impact Endowment Pool <ul style="list-style-type: none"> PAX World Balanced (PAXIX)
Conservative Balanced Pool <ul style="list-style-type: none"> U.S. Equity: Vanguard Total Stock Market Index (VTSAX) Fixed Income: Vanguard Short-Term Bond Index (VBITX)
Short Duration Bond Pool <ul style="list-style-type: none"> Vanguard Short-Term Bond Index (VBITX)
Capital Preservation Pool <ul style="list-style-type: none"> City National Bank Broadway Federal Bank ProAmerica Bank



COMMITTEE TRANSMITTAL

July 10, 2017

To: Members of the Board of Directors

From:  Laurena Weinert, Clerk of the Board

Subject: Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

Regional Planning and Highways Committee Meeting of July 6, 2017

Present: Directors Delgleize, Do, Donchak, M. Murphy, Nelson, and Steel
Absent: Director Spitzer

Committee Vote

This item was passed by the Members present.


Committee Recommendations

- A. Conditionally approve one delay request for the City of Irvine's Peters Canyon Off-Street Bikeway Lighting Improvements Project, contingent on the Orange County Board of Supervisors approval of the right-of-way agreement.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.



July 6, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Orange County Transportation Authority State and Federal Grant Programs - Update and Recommendations

Overview

The Orange County Transportation Authority provides grants to local agencies through various state and federal funding programs. Status reports on these programs, as well as project changes, are presented for review and approval.

Recommendations

- A. Conditionally approve one delay request for the City of Irvine's Peters Canyon Off-Street Bikeway Lighting Improvements Project, contingent on the Orange County Board of Supervisors approval of the right-of-way agreement.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendations above.

Background

The Orange County Transportation Authority (OCTA) issues periodic state and federally-funded calls for projects (calls), similar to the Measure M2 Comprehensive Transportation Funding Programs. Examples of prior calls include: Bicycle Corridor Improvement Program (BCIP), Transportation Enhancements (TE) Program, State-Local Partnership Program (SLPP), and Arterial Pavement Management Program (APM).

Revenues for the prior calls include: federal Congestion Mitigation and Air Quality funds, federal Surface Transportation Block Grant Program, former federal TE (eliminated in the current federal transportation act), Federal Transit Administration funds, and state Proposition 1B SLPP funds.

To meet OCTA state and federal requirements, a project-specific amendment is requested by a local agency, and is presented below for review and approval.

Discussion

Delay Requests

For this review period, the Board of Directors (Board) is requested to approve a one-year extension of the BCIP funds for the City of Irvine's (City) Peters Canyon Off-Street Bikeway Lighting Improvement Project, contingent upon the Orange County Board of Supervisors' approval of the right-of-way (ROW) agreement between the City and the Orange County Flood Control District. The City has been working with the Orange County Flood Control District to negotiate a long-term ROW agreement. Additional details for this request are available in Attachment A.

BCIP, TE, SLPP, APM Updates

To date, the Board has programmed \$85.898 million in state and federal funds for a total of 178 project phases of work. The progress and information for each of the active projects is listed in Attachment B. A summary of the progress of phases is provided below.

Project Phase Status	Environmental/ Engineering	ROW	Construction	Total
Planned	9	3	17	29
Started	2	-	49	51
Completed	7	-	90	97
Cancelled	-	-	1	1
Total	18	3	157	178

NOTE: BCIP projects may have more than one phase of work

Planned – Phase is planned

Started – Phase has started or nearly completed

Completed – Phase is complete and closed out

The Comprehensive Funding Plan (CFP), which provides funding information for OCTA-funded capital projects and also highlights the recommended changes included in this item, is provided in Attachment C. The CFP shows the current project programming based on actions recommended in this report and prior Board actions.

Summary

Status reports from the BCIP, TE, SLPP, and APM are provided for review, as well as project adjustments for Board approval.

Attachments

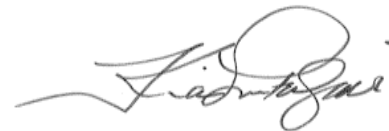
- A. State and Federal Grant Programming Update, Delay Request and Detailed Discussion for Delayed Projects
- B. State and Federal Grant Programs Update, State and Federal Grant Projects
- C. Capital Funding Program Report

Prepared by:



Louis Zhao
Section Manager, Transit and Local
Transportation Programming
(714) 560-5494

Approved by:



Kia Mortazavi
Executive Director, Planning
(714) 560-5741

State and Federal Grant Programming Update Delay Request and Detailed Discussion for Delayed Projects

Delay Requests

The City of Irvine (City) is requesting a one-year delay for the Bicycle Corridor Improvement Program-funded Peters Canyon Off-Street Bikeway Lighting Improvement Project. The City has been working with the Orange County Flood Control District to negotiate a 50-year Bikeways and Trails right-of-way (ROW) agreement. The agreement will allow the City to construct and maintain bikeway and pedestrian trail improvements on the Orange County Flood Control District's ROW. The County of Orange is anticipating to present the agreement to the Orange County Board of Supervisors for approval on July 11, 2017.

Additionally, the agreement is necessary for the California Department of Transportation's (Caltrans) concurrence for the Request for Authorization to Proceed (E-76) for ROW and construction. The City plans to submit the E-76 request for construction to Caltrans by January 1, 2018. The updated proposed project schedule is as follows:

Schedule:

Project Milestone	Date
Begin Environmental (PA&ED) Phase	2/1/2013
Signed Environmental Document	7/25/2014
Begin Design (PS&E) Phase	4/27/2017
End Design Phase (Ready to List for Advertisement Milestone)	12/14/17
Begin ROW Phase	4/1/2016
End Right of Way Phase (ROW Certification Milestone)	9/30/2017
Begin Construction Phase (Contract Award Milestone)	10/31/2018
End Construction Phase (Construction Contract Acceptance Milestone)	2/28/2019
Begin Closeout Phase	4/1/2019
End Closeout Phase (Closeout Report)	12/1/2019

PA&ED – Project approval and environmental documentation

PS&E – Plans, specifications, and estimates

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
2012 BCIP Projects							
1	Anaheim	Anaheim Regional Transportation Intermodal Corridor to West Anaheim 4th District Bikeway Connector Project	E, C	\$ 325,293	\$ 48,607	\$ 373,900	Completed (E) Started (C)
2	Brea	The Tracks at Brea	C	\$ 836,150	\$ 115,000	\$ 951,150	Started
3	Costa Mesa	Bicycle Education at Schools	C	\$ 120,582	\$ 18,018	\$ 138,600	Completed
4	Costa Mesa	Bike Racks at City Facilities	C	\$ 33,974	\$ 5,076	\$ 39,050	Planned
5	Costa Mesa	Fairview Park Multi-Purpose Trail	C	\$ 835,959	\$ 411,741	\$ 1,247,700	Planned
6	Costa Mesa	Placentia Avenue Bicycle Signal	C	\$ 212,531	\$ 31,757	\$ 244,288	Started
7	Huntington Beach	Lake Street Bicycle Treatments and Downtown Bicycle Facilities	C	\$ 36,530	\$ 5,500	\$ 42,030	Completed
8	Irvine	Peters Canyon Off-Street Bikeway Lighting Improvements	E, C	\$ 746,460	\$ 111,540	\$ 858,000	Started (E) Planned (C)
9	Irvine	Freeway Trail Lighting Improvements ¹	E, C	\$ 746,460	\$ 111,540	\$ 858,000	Completed (E) Started (C)
10	La Habra	Union Pacific Rail Line Bikeway Project	E	\$ 453,000	\$ 68,000	\$ 521,000	Started
11	San Clemente	Pacific Coast Bicycle Route Signage	C	\$ 143,376	\$ 21,424	\$ 164,800	Planned
12	Santa Ana	1st Street Class II Bikeway	E, C	\$ 125,572	\$ 17,123	\$ 142,695	Completed (E) Completed (C)
13	Santa Ana	Chestnut Avenue Class II Bikeway	E, C	\$ 377,290	\$ 51,449	\$ 428,739	Completed (E) Completed (C)
14	Santa Ana	Maple Bike Trail Safety Enhancements	E, C	\$ 263,754	\$ 35,966	\$ 299,720	Completed (E) Completed (C)
15	Santa Ana	Newhope Street Class II Bikeways	E, C	\$ 111,072	\$ 15,146	\$ 126,218	Completed (E) Completed (C)
TOTAL 2012 BCIP IN PROGRESS				\$ 5,368,003	\$ 1,067,887	\$ 6,435,890	
2012 BCIP PRIOR COMPLETED³				\$ 2,422,532	\$ 734,145	\$ 3,156,677	
TOTAL 2012 BCIP PROGRAM				\$ 7,790,535	\$ 1,802,032	\$ 9,592,567	

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
2014 BCIP Projects							
1	Brea	The Tracks at Brea - Segment 4	C	\$ 229,316	\$ 2,796,684	\$ 3,026,000	Started
2	Costa Mesa	19th Street Bicycle Trail	C	\$ 385,173	\$ 1,319,000	\$ 1,704,173	Planned
3	Cypress	Cerritos Avenue Bike Corridor Improvements (from Denni Street to Walker Street) ¹	C	\$ 82,000	\$ 631,376	\$ 713,376	Started
4	Dana Point	Coast Highway Class 1 Bikeway/Pedestrian Way Extension Project Phase 1	C	\$ 607,187	\$ 82,798	\$ 689,985	Planned
5	Huntington Beach	Utica Avenue Bicycle Boulevard	C	\$ 682,260	\$ 170,570	\$ 852,830	Planned
6	La Habra	La Habra Union Pacific Rail Line Bikeway ¹	R	\$ 91,760	\$ 708,240	\$ 800,000	Planned
7	San Juan Capistrano	San Juan Capistrano Bikeway Gap Closure ¹	E, C	\$ 66,360	\$ 486,640	\$ 553,000	Complete (E) Started (C)
8	County of Orange	Lambert Road Bikeway Project ¹	C	\$ 40,800	\$ 312,200	\$ 353,000	Started
TOTAL 2014 BCIP PROGRAM				\$ 2,184,856	\$ 6,507,508	\$ 8,692,364	

2016 BCIP Projects							
1	Anaheim	Nohl Ranch Open Space Trail	E, R	\$ 650,400	\$ 162,600	\$ 813,000	Planned
2	County of Orange	Hazard Avenue Bikeway Project	C	\$ 3,000,000	\$ 556,291	\$ 3,556,291	Planned
3	County of Orange / OC Parks	Peters Canyon Bikeway Extension	E	\$ 883,520	\$ 120,480	\$ 1,004,000	Planned
4	County of Orange / OC Parks	OC Loop Carbon Creek Channel (Segment D) Bikeway Gap Closure	E, R	\$ 1,551,440	\$ 211,560	\$ 1,763,000	Planned
5	Dana Point	Coast Highway Class 1 Bikeway/Pedestrian Way Extension Project Phase 2	C	\$ 2,073,224	\$ 282,712	\$ 2,355,936	Planned
6	Fullerton	Citywide Bicycle and Pedestrian Improvement Project	C	\$ 578,886	\$ 78,939	\$ 657,825	Planned
7	Fullerton	Wilshire Avenue Bicycle Boulevard	C	\$ 2,220,267	\$ 302,764	\$ 2,523,031	Planned
8	Garden Grove	City of Garden Grove, Bicycle Corridor Improvements	E, C	\$ 1,113,978	\$ 151,905	\$ 1,265,883	Planned
9	Irvine	Jeffrey Open Space Trail and I-5 Freeway Bicycle and Pedestrian Bridge Project	E	\$ 488,434	\$ 711,566	\$ 1,200,000	Planned
10	Santa Ana	Bristol Street Protected Bicycle Lanes	E, C	\$ 2,271,006	\$ 309,681	\$ 2,580,687	Planned

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
2016 BCIP Projects (Continued)							
11	Santa Ana	Bristol Street - Edinger Avenue Class II Bike Lanes	E, C	\$ 735,703	\$ 100,326	\$ 836,029	Planned
12	Santa Ana	Hazard Avenue Protected Bike Lanes	E, C	\$ 1,035,242	\$ 141,173	\$ 1,176,415	Planned
13	Santa Ana	Citywide Bike Racks	E, C	\$ 1,100,000	\$ 150,000	\$ 1,250,000	Planned
14	Tustin	Main Street / El Camino Real Improvements	C	\$ 2,297,900	\$ 313,350	\$ 2,611,250	Planned
TOTAL 2016 BCIP PROGRAM				\$ 20,000,000	\$ 3,593,347	\$ 23,593,347	

Arterial Pavement Management Program (APM)							
1	Anaheim	Lincoln - Brookhurst to Euclid ²	C	\$ 835,347	\$ 1,215,550	\$ 2,050,897	Started
2	Brea	Kraemer - Lambert to Golden	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
3	Brea	Lambert - Delta to West City Limit and Lambert - Wildcat Way to East City Limit	C	\$ 500,000	\$ 758,527	\$ 1,258,527	Started
4	Buena Park	Beach - Azalea to La Palma	C	\$ 499,740	\$ 499,740	\$ 999,480	Started
5	Buena Park	Valley View - Orangethorpe to Caballero	C	\$ 498,975	\$ 498,975	\$ 997,950	Started
6	Costa Mesa	Bristol Street - Interstate 405 (I-405) to Randolph	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
7	Costa Mesa	Bear Street - Wakeham Place to I-405	C	\$ 300,000	\$ 300,000	\$ 600,000	Started
8	Cypress	Orange and Ball to Walker Street and Valley View Street	C	\$ 449,428	\$ 449,429	\$ 898,857	Started
9	Dana Point	Del Obispo - Stonehill to Pacific Coast Highway State Route 1	C	\$ 500,000	\$ 520,360	\$ 1,020,360	Started
10	Fountain Valley	Edinger - Brookhurst to Euclid	C	\$ 500,000	\$ 1,000,000	\$ 1,500,000	Started
11	Fountain Valley	Harbor - North City Limit to South City Limit	C	\$ 500,000	\$ 1,100,000	\$ 1,600,000	Started
12	Fullerton	Chapman Avenue - Berkeley to Raymond	C	\$ 402,234	\$ 402,234	\$ 804,468	Started
13	Garden Grove	Brookhurst - Trask to Larson	C	\$ 500,000	\$ 815,798	\$ 1,315,798	Completed
14	Garden Grove	Knott Street - Garden Grove to Lampson	C	\$ 500,000	\$ 818,150	\$ 1,318,150	Started
15	Huntington Beach	Adams - Beach to Newland and Atlanta - Beach to Newland	C	\$ 500,000	\$ 881,374	\$ 1,381,374	Started
16	Huntington Beach	Edinger - Graham to Springdale and Warner - Beach to Newland	C	\$ 500,000	\$ 1,208,083	\$ 1,708,083	Started

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
APM (Continued)							
17	La Habra	Euclid - Imperial Highway to South City Limit	C	\$ 378,888	\$ 568,332	\$ 947,220	Started
18	La Habra	Harbor - Imperial Highway to South City Limit	C	\$ 262,356	\$ 393,534	\$ 655,890	Started
19	La Palma	La Palma Avenue - Moody Street to Valley View Street	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
20	La Palma	Valley View Street - 183rd Street to Orangethorpe Avenue	C	\$ 250,000	\$ 250,000	\$ 500,000	Started
21	Laguna Hills	5 Segments - Alicia, Cabot Segment 1 and 2, Los Alisos, and Paseo de Valencia	C	\$ 500,000	\$ 770,000	\$ 1,270,000	Started
22	Laguna Niguel	Niguel Road - Crown Valley Road to La Hermosa Avenue	C	\$ 500,000	\$ 661,911	\$ 1,161,911	Started
23	Lake Forest	Portola - Alton to El Toro	C	\$ 500,000	\$ 568,698	\$ 1,068,698	Started
24	Lake Forest	Alton - Portola to Rancho Parkway	C	\$ 250,000	\$ 597,518	\$ 847,518	Started
25	Mission Viejo	Trabuco and Marguerite	C	\$ 500,000	\$ 1,273,780	\$ 1,773,780	Started
26	Newport Beach	MacArthur - East Coast Highway to San Joaquin Hills Road	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
27	Newport Beach	MacArthur - San Joaquin Hills Road to Bonita Canyon Drive	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
28	Orange	Katella Avenue - Glassell to Tustin	C	\$ 500,000	\$ 665,000	\$ 1,165,000	Started
29	Orange	Tustin Street - Meats Avenue to Heim Avenue	C	\$ 500,000	\$ 956,178	\$ 1,456,178	Started
30	Orange County	Foothill Boulevard - Newport to Hewes	C	\$ 500,000	\$ 513,730	\$ 1,013,730	Started
31	Orange County	Crown Valley and Oso	C	\$ 500,000	\$ 563,950	\$ 1,063,950	Started
32	Placentia	Placentia - Chapman to Ruby	C	\$ 500,000	\$ 1,003,318	\$ 1,503,318	Started
33	Rancho Santa	Santa Margarita Parkway - Buena Suerte to Plano	C	\$ 500,000	\$ 759,377	\$ 1,259,377	Started
34	San Clemente	South El Camino Real - East Avenida San Juan to Avenida Mendocino Overpass	C	\$ 395,043	\$ 395,043	\$ 790,086	Started
35	San Juan Capistrano	Camino Capistrano - Oso to La Zanja	C	\$ 457,377	\$ 467,607	\$ 924,984	Started
36	Santa Ana	Warner - West City Limit to Grand	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
37	Santa Ana	First Street - Harbor to Grand	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started
38	Santa Ana	Fairview Street - Segerstrom Avenue to North City Limit	C	\$ 500,000	\$ 1,250,000	\$ 1,750,000	Started

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
APM (Continued)							
39	Seal Beach	Westminster - West City Limit to Seal Beach	C	\$ 500,000	\$ 500,000	\$ 1,000,000	Started
40	Villa Park	Taft - Santiago to Lemon	C	\$ 385,997	\$ 385,997	\$ 771,994	Started
41	Westminster	Westminster - Edwards to Goldenwest	C	\$ 500,000	\$ 775,000	\$ 1,275,000	Started
42	Yorba Linda	La Palma Avenue - West City Limit to Camino de Bryant	C	\$ 500,000	\$ 2,171,143	\$ 2,671,143	Started
TOTAL APM IN PROGRESS				\$ 19,865,385	\$ 30,958,336	\$ 50,823,721	
TOTAL APM AVAILABLE FROM SAVINGS AND CANCELLATIONS⁴				\$ 64,844	\$ -	\$ 64,844	
TOTAL APM PROGRAM				\$ 19,930,229	\$ 61,916,672	\$ 101,712,286	

2010 Transportation Enhancements (TE) Program Projects							
1	Costa Mesa	17th Street Streetscape Improvement Project	C	\$ 500,000	\$ 256,000	\$ 756,000	Completed
2	Costa Mesa	Harbor Boulevard Beautification Project	C	\$ 500,000	\$ 175,000	\$ 675,000	Completed
2010 TE IN PROGRESS				\$ 1,000,000	\$ 431,000	\$ 1,431,000	
2010 TE PRIOR COMPLETED⁵				\$ 10,464,709	\$ 9,305,895	\$ 19,770,604	
TOTAL 2010 TE PROGRAM				\$ 11,464,709	\$ 9,736,895	\$ 21,201,604	

**State and Federal Grant Programs Update
State and Federal Grant Projects**

#	Agency	Project Title	Phase	Allocation	Matching Funds	Total Project Cost	Status
State-Local Partnership Program (SLPP) Projects							
1	Laguna Woods	El Toro Road Pavement Rehabilitation from Calle Sonora, Town Center Drive, and Moulton Parkway	C	\$ 293,000	\$ 293,000	\$ 586,000	Completed
2	Los Alamitos	Business Area Street Improvement on Segments of Cerritos Avenue, Las Vasqueros Circle, Humbolt Street, and Reagan Street	C	\$ 318,000	\$ 318,000	\$ 636,000	Completed
3	Tustin	Newport Avenue Bicycle Trail Reconstruction from Main Street to Irvine Boulevard	C	\$ 200,000	\$ 200,000	\$ 400,000	Completed
4	Tustin	Enderle Center Drive and Vandenberg Lane Intersection Safety Enhancements	C	\$ 35,000	\$ 53,000	\$ 88,000	Completed
5	Tustin	Tustin Rehabilitation Project	C	\$ 358,000	\$ 469,089	\$ 827,089	Completed
6	Villa Park	FY 2012-13 Street Rehabilitation Project	C	\$ 125,000	\$ 526,304	\$ 651,304	Completed
SLPP PROGRAM IN PROGRESS				\$ 1,329,000	\$ 1,859,393	\$ 3,188,393	
SLPP PROGRAM PRIOR COMPLETED⁶				\$ 23,199,000	\$ 26,360,525	\$ 49,559,525	
TOTAL SLPP PROGRAM				\$ 24,528,000	\$ 28,219,918	\$ 52,747,918	
TOTAL ALL PROGRAMS				\$ 85,898,329	\$ 111,776,372	\$ 217,540,086	

1. Mobile Source Air Pollution Reduction Committee County Transportation Commission Funds.
2. Includes Lincoln - Brookhurst to Muller and Lincoln - Muller to Euclid.
3. Includes four completed 2012 BCIP projects.
4. Savings from Lincoln - Brookhurst to Euclid project in the City of Anaheim, and funds made available from the cancellation of the Cerritos to West City Limit to Bloomfield in the City of Los Alamitos.
5. Includes 26 completed TE projects.
6. Includes 45 completed SLPP projects.

E - Engineering
R - Right-of-Way
C - Construction

Planned - Planned indicates that the funds have not been obligated and/or pending contract award.

Started - Started indicates that the project is underway and funds are obligated.

Completed - Completed indicates that the project work is complete.



Capital Funding Program Report

Pending Board Approval - July 10, 2017

Local Road Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
State-Local Partnership Program (SLPP) Formula Grant Call	M1/Q	\$46,419		\$21,217			\$1,280	\$23,922	
Kraemer Boulevard Grade Separation	O	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue Grade Separation	O	\$107,402		\$26,924	\$35,411	\$9,709		\$24,783	\$10,575
Measure M2 Project O Regional Capacity Program Call for Projects ¹	O	\$254,629		\$22,979				\$231,650	
Orangethorpe Avenue Grade Separation	O	\$108,600		\$34,520	\$38,240	\$18,600		\$14,543	\$2,697
Placentia Grade Separation along SS of Orangethorpe	O	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
Raymond Avenue Grade Separation	O	\$124,833		\$90,767				\$26,350	\$7,716
SR-57 Truck Climbing Lane Phase I- Lambert Road Interchange Improvement	O	\$63,787	\$22,100			\$924		\$927	\$39,836
State College Grade Separation	O	\$96,969		\$34,042	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Ave/Rose Drive Grade Separation	O	\$98,254		\$25,473	\$53,376			\$17,642	\$1,763
M2 Project P Regional Signal Synchronization Program Call ²	P	\$70,471						\$70,471	
M2 Project Q Fair Share Program (FY 16-17 through FY 21-22) ³	Q	\$341,947						\$341,947	
Measure M2 Project X Environmental Clean Up ⁴	X	\$43,214						\$43,214	
Active Transportation Program - Regional Call		\$31,117	\$92		\$614	\$26,337			\$4,074
ARRA Transportation Enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$44,319			\$44,319				
Atlanta Avenue Widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program		\$34,741			\$28,425				\$6,316
Bristol Street Widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 Rehab Projects		\$32,369				\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo Widening	M1	\$6,419			\$3,740				\$2,679
Local Road Project Totals		\$1,745,311	\$29,692	\$298,781	\$255,823	\$120,906	\$35,780	\$856,661	\$147,668
State Funding Total		\$328,473							
Federal Funding Total		\$376,729							
Local Funding Total		\$1,040,109							
Total Funding (000's)		\$1,745,311							

Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Grand Avenue Widening, 1st Street to 4th Street	O	\$12,537			\$6,708				\$5,829
M2 Fair Share State-Local Partnership Grant Program	Q	\$7,032		\$3,516				\$3,516	
Antonio Parkway Widening		\$32,553			\$15,499				\$17,054
Firestone Boulevard Widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz Interchange Improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350

ATTACHMENT C



Capital Funding Program Report

Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), County Wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
Local Road Project Totals		\$73,432		\$7,716	\$27,066		\$5,992	\$3,516	\$29,142
State Funding Total		\$7,716							
Federal Funding Total		\$27,066							
Local Funding Total		\$38,650							
Total Funding (000's)		\$73,432							

Acronyms:

M Code - Project codes in M2 Program
 STIP - State Transportation Improvement Program
 RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program
 M1/M2 - Measure M1/Measure M2
 ARRA - American Recovery and Reinvestment Act
 I-5 - Interstate 5


Project Notes:

1. Update funding per the April 10, 2017 Comprehensive Transportation Funding Programs - 2017 Call for Projects Programming Recommendations Board item.
2. Update funding per the April 10, 2017 Comprehensive Transportation Funding Programs - 2017 Call for Projects Programming Recommendations Board item.
3. Update funding per the Local Fair Share forecast (as of February 22, 2017).
4. Update funding per the December 12, 2016 Comprehensive Transportation Funding Programs Semi-Annual Review - September 2016 Board item.



COMMITTEE TRANSMITTAL

July 10, 2017

To: Members of the Board of Directors
From:  Laurena Weinert, Clerk of the Board
Subject: OC Active: Project Update

Regional Planning and Highways Committee Meeting of July 6, 2017

Present: Directors Delgleize, Do, Donchak, M. Murphy, Nelson, and Steel
Absent: Director Spitzer

Committee Vote

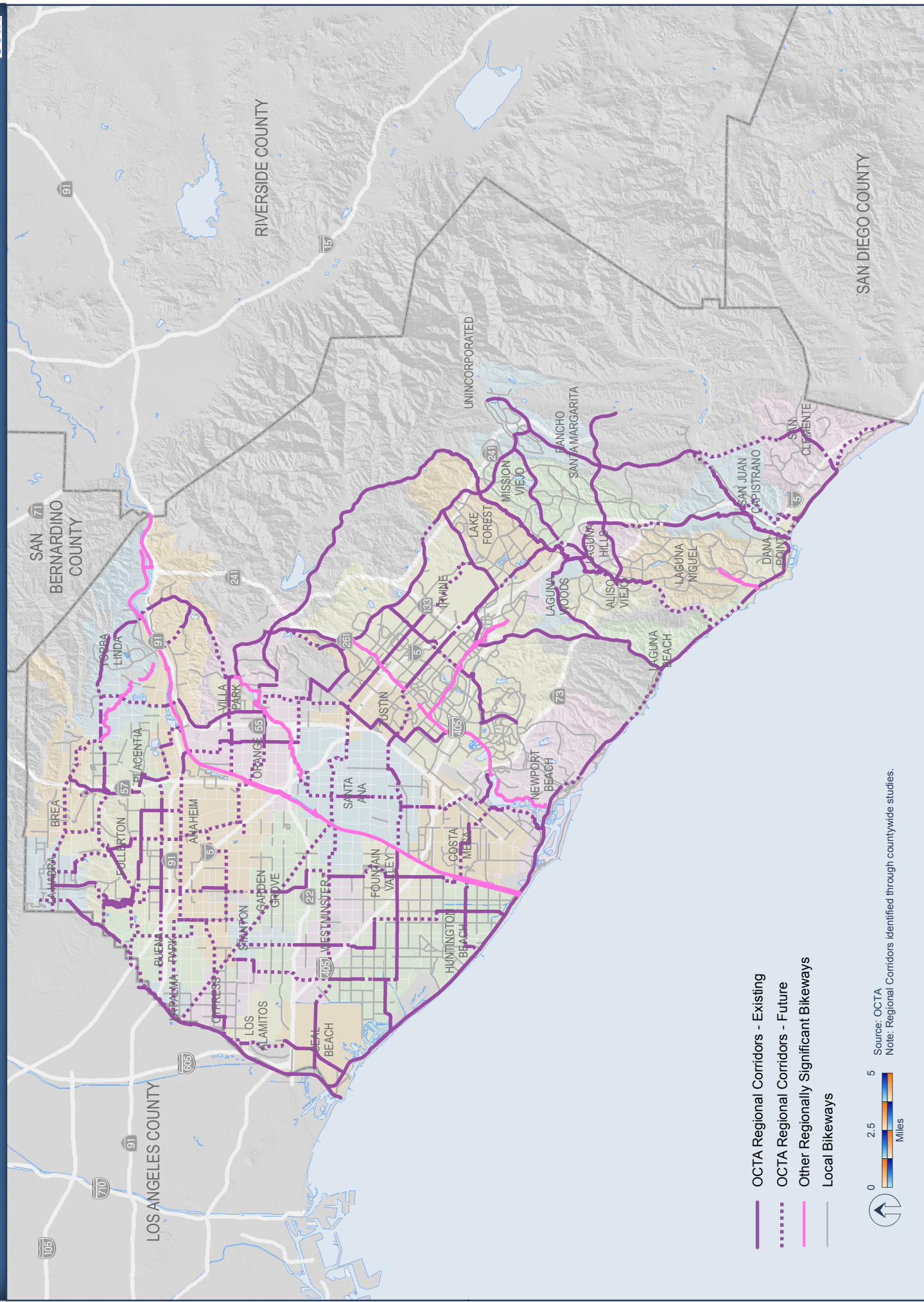
This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.

Committee Discussion

At the July 6, 2017 Regional Planning and Highways Committee meeting, Committee Vice Chairman Nelson requested a map showing the combined outcome of recent sub-area regional bike corridors in Orange County. Between 2011 and 2016, the Orange County Transportation Authority completed four sub-area studies covering the entire county; the results of which are depicted on the map (Transmittal Attachment). Project status information on various project development/implementation activities along this network will be included in a future report to the Board of Directors.





July 6, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: OC Active: Project Update

Overview

Preparation of a countywide active transportation plan is underway. The plan will help ensure bicycle and pedestrian improvement efforts are coordinated between local jurisdictions, and will reduce the need for agencies to develop similar plans in order to compete for state and federal grants. Project goals have been developed as a first step in the process and are presented for review.

Recommendation

Receive and file as an information item.

Background

In early 2017, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the consultant selection to develop the first countywide Active Transportation Plan (OC Active). OC Active will evaluate needs, as well as recommend active transportation (bicycle and pedestrian) improvements for all 35 local jurisdictions in Orange County. Currently, few Orange County cities have started or completed a pedestrian plan. OC Active will include analysis to identify pedestrian improvement areas and will incorporate all regional and local bikeway planning work conducted to date by OCTA and local jurisdictions.

The list of improvement recommendations will be tied to goals and metrics, and be developed based on both community input, as well as technical analyses throughout the process. OC Active will also provide information and analysis required by the state guidelines for active transportation plans. By prioritizing improvements, OC Active will help guide local agency efforts to secure funding to implement infrastructure improvements. These results will also help guide countywide funding and program decisions.

Discussion

The draft goals below are intended to guide decision making during preparation of the plan. To date, these goals have been discussed with the Orange County Council of Governments Technical Advisory Committee, OCTA's Technical Advisory Committee, and the Citizens Advisory Committee Bike and Pedestrian Subcommittee.

1. Advance Strategic Walking and Biking Network
2. Enhance Walking and Biking Access to Transit
3. Improve High-Need Pedestrian Areas
4. Reduce Pedestrian and Bicyclist Collisions
5. Strengthen Stakeholder Partnerships
6. Incorporate Diverse Community Perspectives
7. Leverage Funding Opportunities

The goals will ensure OC Active supports regional mobility needs and empowers local jurisdictions to provide a responsive transportation network. The goals will influence the technical analysis and be used to evaluate the success of the final report, scheduled for completion in late 2018. Subsequent efforts will include bikeways and pedestrian analysis, and finalization of the public engagement efforts identified in Attachments A and B. The public outreach approach focuses on attending local pre-planned community events to reach a broad spectrum of Orange County residents, a schools-related art contest in October, and social community engagement activities with public safety representatives.

After finalizing the goals above, the technical pedestrian and bicycle analysis will advance. An update of OC Active and other OCTA active transportation efforts is planned for presentation to the OCTA Board in August 2017.

Summary

Staff will utilize the draft project goals and continue working with local agencies, local jurisdictions, and community members to prepare OC Active.

Attachments

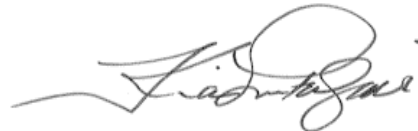
- A. OC Active Orange County's Bike + Ped Plan, OC Active Draft Community Engagement Outline
- B. OC Active Orange County's Bike + Ped Plan, OC Active Project Schedule

Prepared by:



Paul Martin
Active Transportation Coordinator
(714) 560-5386

Approved by:



Kia Mortazavi
Executive Director, Planning
(714) 560-5741



OC ACTIVE DRAFT COMMUNITY ENGAGEMENT OUTLINE

The following is a draft list of community engagement activities planned during preparation of OC Active: Orange County's Bike + Ped Plan.

- 1. Orange County Transportation Authority Board of Directors**
Policy level input on the plan will be solicited during presentations at the Orange County Transportation Authority (OCTA) Regional Planning and Highways Committee and Board of Directors. Approximately two to three meetings are planned.
- 2. OCTA Citizens Advisory Committee Bicycle and Pedestrian Subcommittee**
Public input on the plan will be solicited during quarterly updates at the OCTA Citizens Advisory Committee Bicycle and Pedestrian Subcommittee.
- 3. Stakeholder Working Group**
Develop working group consisting of staff, and advocates for project promotion and input on plan. Approximately five to six meetings are planned.
- 4. Technical Advisory Committee**
Engineering and planning input on the plan will be solicited during presentations at the OCTA Technical Advisory Committee (TAC) and the Orange County Council of Governments TAC. Approximately three to five meetings are planned.
- 5. Online Survey Tool**
Develop internet-based survey, including survey questions and a link to geographic input tool for public to identify locations within Orange County for suggested pedestrian enhancements. The survey would be available for public input for six to eight months.
- 6. OC Active Events**
 - a. Ride with a Cop:** Host and attend up to five social events for the public to bike ride, walk, run, hike, etc., with a police officer and/or other public safety representative. During the events, staff would promote OC Active and solicit input on survey.

- b. **Chalk, Walk, and Roll:** Host contest for schools within Orange County to design and submit a visual image using chalk that reflects walking and biking. Efforts to incorporate art into science, technology, engineering, and math programs may help strengthen school participation.
- 7. **Community Events** (15 events)
 - a. **Health Festivals:** Attend up to five health and wellness events organized by others to promote OC Active and solicit input on survey.
 - b. **Community Festivals/Events:** Attend up to seven community events organized by others with high-volume attendance, and focus on state identified disadvantaged communities. Venues could include festivals, farmers markets, city celebrations, large church gatherings, etc. The project team would promote OC Active and solicit input on survey.
 - c. **Organized Walk/Run Events:** Attend up to three events organized by others for a half/full marathon or fundraising walk (Race for the Cure, etc.) to promote OC Active and solicit input on survey.
- 8. **Project Fact Sheet**
Develop a one-page fact sheet.
- 9. **Digital Media Promotion**
Promote events and the survey using digital media, social media postings, a dedicated Facebook page, and a dedicated webpage on the octa.net website.
- 10. **Language Translation**
Translate collateral from English to Spanish and Vietnamese, as needed.

OC Active Project Schedule


2017												2018					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July
Task 1. Project Management																	
Task 1.1 Project Kick-off Meeting																	
Task 1.2 Budget and Schedule																	
Task 1.3 Project Team Meetings																	
Task 2. Background and Context																	
Task 2.1 Plan Inventory																	
Task 2.2 Existing Conditions																	
Task 3. Goals and Objectives																	
Task 3.1 Draft Project Goals and Objectives																	
Task 3.2 Final Project Goals and Objectives																	
Task 4. Community Engagement																	
Task 4.1 Local Agency Coordination																	
Task 4.2 Public Outreach Approach																	
Task 4.3 Community Engagement																	
Task 5. Pedestrian Recommendations																	
Task 5.1 Pedestrian Priority Area Identification																	
Task 5.2 Local Pedestrian Project Identification																	
Task 5.3 Pedestrian Improvements Cost Estimates																	
Task 5.4 Pedestrian Best Practices Toolkit																	
Task 6. Bikeways' Recommendations																	
Task 6.1 Local Bikeway Project Identification																	
Task 6.2 Local Bikeway Ranking Criteria																	
Task 6.3 Local Bikeways Project Prioritization and Cost Estimates																	
Task 6.4 Regional Bikeways Evaluation																	
Task 6.5 Bikeways Best Practices Toolkit																	
Task 7. Active Transportation Plan																	
Task 7.1 Funding Source Matrix																	
Task 7.2 ATP Checklist Review																	
Task 7.3 Draft and Final Report																	

Meeting Work Effort Deliverable



COMMITTEE TRANSMITTAL

July 10, 2017

To: Members of the Board of Directors
From:  Laurena Weinert, Clerk of the Board
Subject: Capital Programming Update

Regional Planning and Highways Committee Meeting of July 6, 2017

Present: Directors Delgleize, Do, Donchak, M. Murphy, Nelson, and Steel
Absent: Director Spitzer

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Consistent with current Capital Action Plan cost estimates, authorize the use of \$15.479 million in Measure M2 for Interstate 5 widening from State Route 73 to Oso Parkway.
- B. Authorize the following adjustments to replace \$14.374 million in Federal Transit Administration Section 5307, and to fund an increase in the project cost by \$4.133 million for the San Juan Creek Bridge Replacement Project.
 - Increase of \$12.645 million in Proposition 1B Trade Corridor Improvement Fund project cost savings (contingent on actual savings accrued from the OC Bridges projects),
 - Increase of \$3.364 million in Federal Transit Administration Section 5337 State of Good Repair funds,
 - Increase of \$2.376 million in Proposition 116 funds, and
 - Increase of \$0.122 million in Measure M2 funds.
- C. Authorize the use of up to \$7.363 million in Congestion Mitigation and Air Quality Improvement Program funds for the Anaheim Canyon Station Project.



- D. Replace \$2 million in Federal Transit Administration Section 5337 with Measure M2 to support right-of-way activities for the Anaheim Canyon Station Project.
- E. Authorize the use of up to \$6 million in Federal Transit Administration Section 5307 funds for Metrolink preventive maintenance capitalized operations.
- F. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program, and execute or amend all necessary agreements to facilitate the above actions.



July 6, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Capital Programming Update

Overview

The Orange County Transportation Authority uses various state, federal, and local fund sources to fund freeway, grade separation, and transit projects. Several projects have accomplished project milestones and funding revisions for specific highway and transit projects are presented for the Board of Directors' approval.

Recommendations

- A. Consistent with current Capital Action Plan cost estimates, authorize the use of \$15.479 million in Measure M2 for Interstate 5 widening from State Route 73 to Oso Parkway.
- B. Authorize the following adjustments to replace \$14.374 million in Federal Transit Administration Section 5307, and to fund an increase in the project cost by \$4.133 million for the San Juan Creek Bridge Replacement Project.
 - Increase of \$12.645 million in Proposition 1B Trade Corridor Improvement Fund project cost savings (contingent on actual savings accrued from the OC Bridges projects),
 - Increase of \$3.364 million in Federal Transit Administration Section 5337 State of Good Repair funds,
 - Increase of \$2.376 million in Proposition 116 funds, and
 - Increase of \$0.122 million in Measure M2 funds.
- C. Authorize the use of up to \$7.363 million in Congestion Mitigation and Air Quality Improvement Program funds for the Anaheim Canyon Station Project.
- D. Replace \$2 million in Federal Transit Administration Section 5337 with Measure M2 to support right-of-way activities for the Anaheim Canyon Station Project.

- E. Authorize the use of up to \$6 million in Federal Transit Administration Section 5307 funds for Metrolink preventive maintenance capitalized operations.
- F. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program, and execute or amend all necessary agreements to facilitate the above actions.

Background

The Orange County Transportation Authority (OCTA) programs federal, state, and local funds in order to deliver OCTA projects. As projects progress in the developmental process, project costs change and savings may result based on construction bids or project completion. Conversely, costs may increase and further funding may be required as project details are refined. OCTA reports progress on specific project costs through the quarterly Capital Action Plan (CAP). The CAP highlights project costs, schedules, and status, and is regularly updated. Programming and revenue changes are updated periodically to match these costs and are included in the Capital Funding Program (CFP), which is provided as Attachment A, and includes all of the proposed changes in this item, along with a summary of funding for all of OCTA's capital projects. A project description and funding information for the projects addressed in this report are provided in Attachment B.

Discussion

The CAP lists highway, grade separation, rail, and facility projects, and includes a funding at completion estimate, as well as key milestones. Programming staff, in coordination with the Capital Programs Division, may recommend funding adjustments for projects that have met key milestones, such as completion of final environmental approval, 65 percent design, 95 percent design, and construction contract award.

Several projects need funding adjustments based on increases in estimates in the CAP.

Highway Project Updates

As part of the 2016 State Transportation Improvement Program, OCTA programmed \$136 million in total funds for the Interstate 5 Widening Project from State Route 73 to Oso Parkway. However, the CAP includes additional costs such as project management, overall project contingency, public awareness/outreach, and estimated legal fees. These amounts are typically not included in state programming documents but need to be recognized in

internal OCTA programming to reflect the actual project cost. The total project cost is \$151.9 million, which requires OCTA to increase the programmed Measure M2 (M2) by \$15.47 million. With Board of Directors' (Board) approval, the CFP will include these additional funds to be consistent with the CAP. The requested actions are consistent with the Board-approved Capital Programming Policies (CPP) regarding the usage of M2 funds.

Transit Projects Updates

San Juan Creek Bridge

Consistent with the San Juan Creek Bridge Replacement (Bridge) Project item that was presented to the Board on June 26, 2017, the estimate for the Bridge Project has increased by \$4.133 million, bringing the new total project cost to \$38.333 million. The primary reasons for the project cost increase include a different type of underpass bridge structure, deeper piles for the bridge structure, an updated estimate for relocation of the existing fiber optic line, and an increase in the associated project support costs and contingencies. Details on the project are provided in Attachment B.

OCTA staff is proposing that the \$14.374 million in Federal Transit Administration Section 5307 (FTA 5307) funds be redirected from this project and made available to support Metrolink preventive maintenance, which is a form of Metrolink operations. Metrolink operations are currently funded entirely through the Commuter Urban Rail Endowment and M2. The use of FTA 5307 for Metrolink operations will assist OCTA with future cash flow needs for the commuter rail system, and have the potential of allowing OCTA local dollars to fund Metrolink operations further into the future.

The Bridge Project cost increase, combined with the removal of FTA 5307 funds, results in a total funding need of \$18.507 million. Staff is recommending the use of the following additional funds:

- \$12.645 million in Proposition 1B Trade Corridor Improvement Funds (TCIF),
- \$3.364 million in Federal Transit Administration Section 5337 (FTA 5337) funds,
- \$2.376 million in Proposition 116, and
- \$0.122 million in M2 funds.

These changes are consistent with the Board-approved CPP regarding the use of M2, state, and federal funds. It should be noted that this funding plan includes the proposed use of future TCIF cost savings from the OC Bridges Program. The use of these funds will be contingent on the actual savings being realized from within the program of projects.

Anaheim Canyon Station

Consistent with the Anaheim Canyon Metrolink Station item that was presented to the Board on June 12, 2017, the Anaheim Canyon Station Project is now estimated to need an additional \$7.362 million, increasing the project funding need from \$20.544 million to \$27.906 million. The primary reasons for the project cost increase include higher estimated costs for signal and communication work, right-of-way (ROW) costs associated with the closure and relocation of two driveways, and the inclusion of positive train control costs, a bus stop, and a new bike lane. Staff is proposing to use additional Congestion Mitigation and Air Quality Improvement (CMAQ) funds for these costs, which will increase the CMAQ contribution for this project from \$15.800 million to \$23.162 million. The increase in CMAQ is consistent with the Board-approved CPP which allows for the use of CMAQ funds for rail transit capital projects.

In addition, there is a need for \$2 million in non-federal funds to support ROW costs related to the closing or relocation of two private driveways that was not included in the original cost estimate. OCTA staff is proposing to replace \$2.001 million in FTA 5337 funds with M2 funds in order to avoid future federal requirements related to ROW. The use of M2 for the Anaheim Canyon Station Project is consistent with the Next 10 Delivery Plan as part of Project R (High Frequency Metrolink Service).

Metrolink Preventive Maintenance Capitalized Operations

The \$14.374 million in FTA 5307 funds which are being redirected from the Bridge Project will be used in fiscal year (FY) 2017-18 and FY 2018-19 for Metrolink operations. The May 2017 CPP allowed the use of FTA 5307 funds towards Metrolink operations. In order to preserve local M2 Project R funding, staff is recommending the use of \$6 million in FTA 5307 for Metrolink preventive maintenance capitalized operations in FY 2017-18. This action was considered as part of OCTA's approval of the Metrolink budget, but approval is required to program these funds to Metrolink as they will draw the funds directly from the Federal Transit Administration (FTA). The remaining \$8.374 million in FTA 5307 made available from the Bridge Project will be proposed for use later in the year as part of the FTA program of projects item scheduled for the fall.

A list of Board actions which directed capital funds towards OCTA capital projects is provided in Attachment C.

Summary


With the objective of ensuring that OCTA projects are fully funded and consistent with the Board-approved CAP, OCTA is seeking Board approval to use and reprogram various state, federal, and local fund sources to fund freeway, grade separation, and transit projects.

Attachments

- A. Capital Funding Program Report
- B. Capital Programming Update Project Descriptions
- C. Capital Programming Actions from January 2017 to June 2017

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Capital Funding Program Report

Pending Board Approval - July 10, 2017

State Highway Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
I-5 from SR-55 to SR-57, Add 1 HOV lane each direction	A	\$37,058	\$28,949		\$2,800			\$5,309	
I-5 (I-405 to SR-55) capacity enhancement	B	\$8,000			\$8,000				
I-5 HOV lane each direction s/o PCH to San Juan Creek Rd.	C	\$70,658		\$20,789	\$11,796			\$38,073	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa ⁴	C	\$90,441	\$43,735		\$31,741	\$1,600		\$13,365	
I-5 HOV, HOV lanes from s/o Av. Vista Hermosa to s/o PCH ¹	C	\$71,100	\$46,779		\$13,472			\$10,849	
I-5 Widening (Alicia to El Toro) Seg 3	C	\$133,553			\$39,129			\$94,424	
I-5 Widening (Oso to Alicia) Segment 2	C	\$196,167			\$47,631			\$148,536	
I-5 Widening (SR-73 to Oso) Segment 1 ²	C	\$151,900	\$78,030		\$28,167			\$45,703	
I-5 at Los Alisos / El Toro: add ramps	D	\$4,400			\$4,400				
SR-55 (I-5 to SR-91)	F	\$5,000			\$5,000				
SR-55 widening (I-5 to I-405)	F	\$24,032			\$13,800	\$3,700		\$6,532	
SR-57 Orangewood to Katella	G	\$2,500			\$2,500				
SR-91 WB connect existing auxiliary lanes, I-5 to SR-57	H	\$62,977		\$27,227				\$35,750	
SR-91 (SR-57 to SR-55) Operational Improvements	I	\$9,000			\$7,000			\$2,000	
SR-91 WB (SR-55 - Tustin Interchange) Improvements	I	\$46,270	\$18,270	\$14,000				\$14,000	
I-405 from SR-73 to I-605 Improvements	K	\$1,900,000	\$7,809	\$7,771	\$35,000	\$84,839		\$1,254,352	\$510,229
I-405 (I-5 to SR-55)	L	\$8,000			\$8,000				
I-405 s/b Aux. Lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328	\$2,328						
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	M1/G	\$34,428		\$24,127				\$10,301	
241/91 Express Lanes (HOT) Connector		\$183,557							\$183,557
I-605/ Katella Interchange		\$1,200						\$1,200	
SR-74 widening, Calle Entradero-City/County line		\$42,694	\$5,513						\$37,181
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$10,000		\$5,285				\$25,620
State Highway Project Totals		\$3,126,168	\$241,413	\$93,914	\$263,721	\$90,139		\$1,680,394	\$756,587
State Funding Total		\$335,327							
Federal Funding Total		\$353,860							
Local Funding Total		\$2,436,981							
Total Funding (000's)		\$3,126,168							

State Highway Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
I-5/Route 74 Interchange Landscaping/Replacement Planting	D	\$1,230	\$478			\$752			
I-5/SR-74 Interchange Improvements ³	D	\$80,300	\$45,594	\$24,109			\$2,500	\$3,089	\$5,008
SR-57 n/b widening, Yorba Linda to Lambert Road landscaping	G	\$2,688						\$2,688	
SR-91 eastbound widening, SR-241 to SR-71	J	\$57,611				\$47,888			\$9,723
SR-91 w/b Rte 91/55 - e/o Weir Replacement Planting	J	\$2,898	\$2,898						
SR-91 Widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$79,600	\$59,573	\$17,937				\$2,090	



Capital Funding Program Report

State Highway Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
SR-57 N/B widening, SR-91 to Yorba Linda Boulevard	M1/G	\$50,659		\$40,925				\$9,734	
SR-57 N/B widening, Yorba Linda to Lambert Road	M1/G	\$52,709		\$41,250				\$11,459	
I-405/SR-22/I-605 HOV Connector- Landscaping		\$4,600						\$4,600	
I-5 at Jamboree off ramp and auxiliary lane		\$8,485	\$8,485						
I-5 S/B AT OSO PKWY EXIT LANE & INTRCHNGE IMPROV		\$22,872	\$22,773						\$99
I-5 San Clemente Avenida Vaquero Soundwall		\$2,754	\$2,754						
I-5 soundwall, at El Camino Real		\$4,995	\$4,995						
I-5, Camino Capistrano Interchange Improvements		\$19,151	\$19,151						
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue- Landscaping		\$4,650		\$4,650					
SR- 57 N/B widening, SR-91 to Yorba Linda Boulevard- landscaping		\$1,070						\$1,070	
SR-55 Continuous Access HOV restriping environmental		\$1,500							\$1,500
SR-55 southbound aux. lanes, Dyer Rd to MacArthur (env)		\$2,397	\$2,397						
SR-90 Imperial Hwy Enhancement & Mitigation Planting		\$1,669	\$1,669						
SR-91 WB connecting existing auxiliary lanes, I-5 to SR-57- landscaping		\$2,290						\$2,290	
HOV Connectors from I-405 and I-605	M1	\$173,091		\$135,430	\$14,787		\$16,200		\$6,674
HOV Connectors from SR-22 to I-405	M1	\$115,878			\$64,375	\$49,625	\$1,878		
I-5at Gene Autry Way (west) - HOV Drop ramps	M1	\$68,199			\$35,644	\$9,883	\$8,601		\$14,071
State Highway Project Totals		\$761,296	\$170,767	\$264,301	\$114,806	\$108,148	\$29,179	\$37,020	\$37,075
State Funding Total		\$435,068							
Federal Funding Total		\$222,954							
Local Funding Total		\$103,274							
Total Funding (000's)		\$761,296							

Board Notes:

1. Capital Programming Update - Updated for the use of \$2.289 million in M2 funds for the I-5 HOV from Avenida Vista Hermosa to Pacific Coast Highway. Consistent with current actual expenditures, increases the authorized funding by \$2.289 million from \$68.711 million to \$71.1 million.
2. Capital Programming Update - Updated for the use of \$15.479 million in M2 funds for the I-5 widening from SR-73 to Oso Parkway. Consistent with current estimates, increases the authorized funding by \$15.479 million from \$136.421 million to \$151.9 million
3. Capital Programming Update - Updated for the use of \$3.08 million in STIP funds for the I-5/SR-74 Interchange Project. Consistent with actual expenditures, increases the authorized funding by \$3.08 million from \$77.211 million to \$80.3 million.

Project Notes:

4. Updated funding from \$90.388 million to \$90.441 million to reflect prior board approval.



Capital Funding Program Report

Pending Board Approval - July 10, 2017

Rail Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center Parking Expansion Project	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion	M1/R	\$15,134			\$6,500		\$8,634		
Orange Transportation Center Parking Structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue Grade Separation Project	M1/R	\$61,962		\$28,104	\$10,536		\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$10,286				\$1,516	\$6,000	\$1,335	\$1,435
OC Streetcar (Proposed New Starts)	M1/S	\$299,342	\$25,518		\$54,465	\$162,213		\$57,146	
OC Streetcar Preliminary Studies and Environmental	M1/S	\$7,014				\$341	\$4,977	\$554	\$1,142
Anaheim Regional Intermodal Transportation Center (ARTIC) Construction	M1/T	\$184,164	\$29,219		\$33,250	\$40,754	\$43,900	\$35,291	\$1,750
Fullerton Transportation Station Expansion Planning, Environmental PSR	M1/T	\$771			\$671		\$100		
17th Street Grade Separation Environmental	R	\$3,500						\$3,500	
Anaheim Canyon Station Improvements ¹	R	\$27,906			\$25,413			\$2,000	\$493
Control Point at 4th Street	R	\$4,000				\$4,000			
Future Video Surveillance Systems	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding	R	\$30,830	\$6,000	\$1,928	\$22,347				\$555
Metrolink Preventive Maintenance Capitalized Operation ²	R	\$6,000				\$6,000			
Metrolink Rehabilitation/Renovation - fiscal years 2011-12 to 2021-22	R	\$125,447				\$125,447			
Metrolink Station and Track Improvements, and Rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
Rail Station Platform Safety Improvements (Fullerton, Irvine, and Tustin)	R	\$553		\$553					
San Juan Creek Bridge Replacement ³	R	\$38,333		\$18,793		\$18,365		\$1,175	
Slope Stabilization Laguna Niguel-Lake Forest	R	\$4,139				\$4,000		\$139	
State College Grade Separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket Vending Machines	R	\$6,857				\$6,857			
Video Surveillance Systems at Commuter Rail Stations	R	\$4,493		\$140		\$3,594			\$759
M2 Project S Transit Extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
Rail Project Totals		\$1,054,778	\$88,249	\$141,143	\$157,305	\$384,069	\$78,295	\$148,929	\$56,788
State Funding Total		\$229,392							
Federal Funding Total		\$541,374							
Local Funding Total		\$284,012							
Total Funding (000's)		\$1,054,778							

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$85,009		\$18,595			\$6,305	\$36,299	\$23,810
Metrolink Rolling Stock	M1/R	\$158,009		\$36,300	\$42,230	\$35,390	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957		\$51,399			\$68,558		
Santa Ana Grade Separation Planning and Environmental PSR	M1/T	\$1,333			\$1,180		\$153		



Capital Funding Program Report

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Santa Ana Transportation Station Planning and Environmental PSR	M1/T	\$1,003			\$888		\$115		
Control Point Stadium Crossover	R	\$6,490		\$3,245		\$3,245			
LOSSAN Corridor Grade Separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699						\$2,699	
Metrolink Grade Crossing Safety Improvements ROW	R	\$3,025						\$3,025	
North Beach Crossings Safety Enhancements	R	\$348		\$166				\$182	
Rail Crossing Signal Lights and Pedestrian Gates	R	\$252		\$252					
Safety Repairs for San Clemente Pier Station	R	\$122		\$122					
San Clemente Beach Trail Crossings Safety Enhancements	R	\$5,103		\$2,170				\$2,311	\$622
Transit Rail Security (Monitors, Fencing, Video Surveillance)	R	\$163		\$163					
Go Local	S	\$7,730					\$7,730		
ARTIC Environmental, ROW, Program Management Support, Site Plan	M1	\$41,369					\$41,369		
Fiber Optics Installation (Metrolink)	M1	\$24,600		\$12,300		\$10,903	\$1,397		
Laguna Niguel-Mission Viejo Station Parking Expansion (South Lot)	M1	\$4,135		\$695			\$3,440		
Tustin Rail Station Parking Expansion	M1	\$15,389	\$1,100	\$7,181			\$7,108		
Rail Project Totals		\$476,736	\$1,100	\$132,588	\$44,298	\$49,538	\$180,264	\$44,516	\$24,432
State Funding Total		\$133,688							
Federal Funding Total		\$93,836							
Local Funding Total		\$249,212							
Total Funding (000's)		\$476,736							

Board Notes:

1. Capital Programming Update - Updated for the use of \$7.363 million in CMAQ funds and the replacement of \$2 million in FTA 5337 with Measure M2 for the Anaheim Canyon Station Project. Consistent with current estimates increases the authorized funding by \$7.363 million from \$20.544 million to \$27.906 million.
2. Capital Programming Update - New project to add the use of \$6 million in FTA 5307 funds for Metrolink preventive maintenance capitalized operations.
3. Capital Programming Update - Updated for the increase of \$12.645 million in Proposition 1B Trade Corridor Improvement Funds, \$3.364 million in FTA 5337, \$2.376 million in Prop 116, and \$0.122 million in M2 to increase the total project cost and replace \$14.374 million in FTA 5307 for the San Juan Creek Bridge Replacement Project. Consistent with current estimates increases the authorized funding by \$4.133 million from \$34.2 million to \$38.333 million.

Acronyms:

M Code - Project Codes in Measure M1 and M2
 STIP - State Transportation Improvement Program
 RSTP - Regional Surface Transportation Program
 CMAQ - Congestion Mitigation and Air Quality Improvement Program
 M1 - Measure M1
 M2 - Measure M2
 Board - Board of Directors
 I-5 - Interstate 5
 SR-55 - State Route 55
 S/O - South of
 HOV - High-Occupancy Vehicle
 I-405 - Interstate 405
 PCH - Pacific Coast Highway
 SR-73 - State Route 73
 SR-91 - State Route 91
 SR-57 - State Route 57
 W/B - Westbound
 S/B - Southbound
 N/B - Northbound
 E/O - East of
 Weir - Weir Canyon
 ARTIC - Anaheim Regional Transportation Intermodal Center
 PSR - Project Study Report
 ROW - Right-of-Way
 LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
 OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

Capital Programming Update Project Descriptions

Interstate 5 Widening from State Route 73 to Oso Parkway Project

The Interstate 5 Widening Project will add one general purpose lane in each direction from State Route 73 to Oso Parkway, provide operational improvements, and reconstruct the interchange at Avery Parkway. This is Project C in the M2020 Plan. The project is in the design phase and the project is due to be advertised for construction in January 2019. The funding is increased to include public awareness/outreach, project support contingency, and project management and contingency, which were not previously included in the Capital Programming Policies.

Current and proposed funding levels are depicted below.

Current Funding (\$000s)	STIP	OCTA M2	STBG	TOTAL
Design		\$ 1,250	\$ 10,768	\$ 12,018
Right-of-Way		\$ 24,257	\$ 13,415	\$ 37,672
Construction	\$ 78,030	\$ 4,717	\$ 3,984	\$ 86,731
Total	\$ 78,030	\$ 30,224	\$ 28,167	\$ 136,421

Proposed Funding (\$000s)	STIP	OCTA M2	STBG	TOTAL
Design		\$ 1,250	\$ 10,768	\$ 12,018
Right-of-Way		\$ 24,257	\$ 13,415	\$ 37,672
Construction	\$ 78,030	\$ 4,717	\$ 3,984	\$ 86,731
Project Management		\$ 15,479		
Total	\$ 78,030	\$ 45,703	\$ 28,167	\$ 151,900
Change	\$ -	\$ 15,479	\$ -	\$ 15,479

Capital Programming Update Project Descriptions

San Juan Creek Bridge Replacement

The San Juan Creek Bridge Replacement Project will replace an Orange County Transportation Authority-owned 100-year old three span steel railroad bridge supported by timber piles along the Los Angeles-San Diego-San Luis Obispo Rail Corridor in San Juan Capistrano. It will be replaced by a newly constructed 349-foot, three span through plate girder bridge over San Juan Creek in the City of San Juan Capistrano. The project includes constructing 1,600 track feet of mainline track that would meet current design standards and rail load capabilities and shifting 1,300 track feet of existing mainline track.

Current and proposed funding levels are depicted below.

Current Funding (\$000s)	FTA 5337	FTA 5307	Federal Earmarks	Prop 1B TCIF	Prop 116	M2	Prop1B TSSSDRA	TOTAL
Design								\$ -
Right-of-Way						\$ 1,053	\$ 160	\$ 1,213
Construction	\$ 14,126	\$ 14,374	\$ 875	\$ 3,094	\$ 518		\$ -	\$ 32,987
Total	\$ 14,126	\$ 14,374	\$ 875	\$ 3,094	\$ 518	\$ 1,053	\$ 160	\$ 34,200

Proposed Funding (\$000s)	FTA 5337	FTA 5307	Federal Earmarks	Prop 1B TCIF	Prop 116	M2	Prop 1B TSSSDRA	TOTAL
Design								\$ -
Right-of-Way						\$ 1,175	\$ 160	\$ 1,335
Construction	\$ 17,490	\$ -	\$ 875	\$ 15,739	\$ 2,894			\$ 36,998
Total	\$ 17,490	\$ -	\$ 875	\$ 15,739	\$ 2,894	\$ 1,175	\$ 160	\$ 38,333
Change	\$ 3,364	\$ (14,374)	\$ -	\$ 12,645	\$ 2,376	\$ 122	\$ -	\$ 4,133

Capital Programming Update Project Descriptions

Anaheim Canyon Station

The Anaheim Canyon Station Project will add three quarters of a mile of double track, a second platform, as well as extend the existing platform to be in conformance with the Metrolink standards for passenger platform length. The project also includes inclusion of a bus stop to enhance connections between rail service and bus service along La Palma Avenue, a new bike lane, and provides the required Americans with Disabilities Act updates to the parking lot.

Current and proposed funding levels are depicted below.

Current Funding (\$000s)	CMAQ	FTA Section 5337	CURE	M2	TOTAL
Design	\$ 2,250				\$ 2,250
Right-of-Way		\$ 2,001			\$ 2,001
Construction	\$ 15,800				\$ 15,800
Project Management			\$ 493		
Total	\$ 18,050	\$ 2,001	\$ 493	\$ -	\$ 20,544

Proposed Funding (\$000s)	CMAQ	FTA Section 5337	CURE	M2	TOTAL
Design	\$ 2,250				\$ 2,250
Right-of-Way				\$ 2,000	\$ 2,000
Construction	\$ 23,163				\$ 23,163
Project Management			\$ 493		
Total	\$ 25,413	\$ -	\$ 493	\$ 2,000	\$ 27,906
Change	\$ 7,363	\$ (2,001)	\$ -	\$ 2,000	\$ 7,362

STIP – State Transportation Improvement Program

OCTA – Orange County Transportation Authority

M2 – Measure M2

STBG – Surface Transportation Block Grant

FTA 5337 – Federal Transit Administration Section 5337

FTA 5307 – Federal Transit Administration Section 5307

Prop – Proposition

TCIF – Trade Corridor Improvement Fund

TSSSDRA – Transit System Safety, Security & Disaster Response Account

CMAQ – Congestion Mitigation and Air Quality Improvement Program

CURE – Commuter and Urban Rail Endowment Fund

Capital Programming Actions from January 2017 to June 2017

Date	Report Title	Fund Source(s) Affected
1/23/2017	Proposition 1B California Transit Security Grant Program Authorization for 2015 and 2016	TSSSDRA
1/23/2017	Transit Projects Programming Revisions	TIRCP, CMAQ, FTA 5337, FTA 5307, FTA 5309
2/13/2017	Low Carbon Transit Operations Program Recommendations for Fiscal Year 2016-17 Funds	LCTOP
3/13/2017	Grant Award for the 2017 and 2018 Angels Express Service	MSRC, not on CFP
4/10/2017	Comprehensive Transportation Funding Programs – 2017 Call for Projects Programming Recommendations	M2
5/8/2017	Capital Programming Policies	CFIP, FTA 5307, FTA 5337
5/22/2017	OC Streetcar Full Funding Grant Agreement	CMAQ
6/12/2017	Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5	STBG, M2
6/12/2017	Proposition 1B California Transit Security Grant Program Authorization for 2017	TSSSDRA, M2

TSSSDRA – Transit System Safety, Security & Disaster Response Account

TIRCP – Transit and Intercity Rail Capital Program

CMAQ – Congestion Mitigation and Air Quality Improvement Program

FTA 5337 – Federal Transit Administration Section 5337

FTA 5307 – Federal Transit Administration Section 5307

FTA 5309 – Federal Transit Administration Section 5309

LCTOP – Low Carbon Transit Operations Program

MSRC – Mobile Source Air Pollution Reduction Review Committee

CFP – Capital Funding Program

M2 – Measure M2

CFIP – California Freight Investment Program

STBG – Surface Transportation Block Grant



COMMITTEE TRANSMITTAL

July 10, 2017

To: Members of the Board of Directors
From: Laurena Weinert, Clerk of the Board *LW*
Subject: Overview of SB 1 (Chapter 5, Statutes of 2017) - The Road Repair and Accountability Act of 2017

Regional Planning and Highways Committee Meeting of July 6, 2017

Present: Directors Delgleize, Do, Donchak, M. Murphy, Nelson, and Steel
Absent: Director Spitzer

Committee Vote


Following a discussion, no action was taken on this receive and file information item.

Staff Recommendation

Receive and file as an information item.



July 6, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer 
Subject: Overview of SB 1 (Chapter 5, Statutes of 2017) – The Road Repair and Accountability Act of 2017

Overview

SB 1 (Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, will provide an estimated \$52.5 billion for transportation purposes over the next ten years, with investments targeted towards fix-it-first purposes on local streets and roads, highways, transit operations and maintenance, capital investments, and active transportation. The general requirements of several competitive programs are presented for review.

Recommendation

Receive and file as an information item.

Background

SB 1 provides significant supplemental funding to many existing programs and creates several new funding programs (Attachment A). At its core, SB 1 is about maintaining existing state and local transportation infrastructure. In addition, SB 1 provides significant supplemental public transit funding to stem the declining trend in traditional transit funding. SB 1 will nearly double local street and roads funding for each city and the county, with an emphasis on projects that improve pavement condition, enhance safety, implement complete street elements, and upgrade traffic control devices. The estimated additional annual amount of up to \$118 million will significantly reduce Orange County's pavement rehabilitation backlog.

With respect to transit, SB 1 provides an additional \$18 million in new transit funding per year for Orange County. This doubles the amount of transit funding provided to Orange County when compared to existing State Transit Assistance funding. Lastly, SB 1 stabilized the State Transportation Improvement Program, and, in the short term, allows OCTA to avoid delays to two Interstate 5 projects and reduce exposure to \$50 million in cost escalation.

Overview of SB 1 (Chapter 5, Statutes of 2017) – The Road Repair and Accountability Act of 2017 Page 2

The California Transportation Commission (CTC), the California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) are working on guideline development for many of the SB 1 programs. Milestones and funding amounts for each program are included in Attachment B. The programs are summarized in the table below:

Program	Guideline Development/Lead	Distribution Method
2017 Active Transportation Program (ATP)	CTC	Competitive
2019 ATP	CTC	Competitive
Local Partnership Program (LPP)	CTC	Competitive/Non-Competitive
Local Planning Grants	Caltrans	Competitive
Local Streets and Roads (LSR)	CTC	Non-Competitive
Solutions for Congested Corridors (SCC)	CTC	Competitive
State Highway Operation and Protection Program (SHOPP)	CTC	Non-Competitive
State Transit Assistance Capital (STA Capital)	CalSTA/Caltrans	Non-Competitive
State Transit Assistance Flexible (STA Flexible)	State Controllers	Non-Competitive
State Transportation Improvement Program	CTC	Non-Competitive
Trade Corridor Enhancement Program (TCEP)	CTC	Competitive
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA	Competitive
Freeway Service Patrol (FSP)	Various	Non-Competitive
Advance Mitigation (Environmental)	Caltrans	To Be Determined

Discussion

The Measure M2 (M2) Ordinance requires that every effort be made to maximize matching state and federal transportation dollars. Also, the Capital Programming Policies, last adopted by the Board of Directors (Board) in May 2017, enforces the M2 Ordinance directive that the first priority of all funding sources is to fulfill commitments to M2020 and/or Next 10 projects, specifically M2 projects, and to maintain existing Orange County Transportation Authority's (OCTA) assets in a state of good repair. SB 1 programs can support this goal, and this is even more important given the great recession of 2008 and the recent downturn in forecasted M2 revenues, and programs in SB 1 can support this goal.

SB1 includes four competitive programs administered by CTC for which OCTA or local Orange County agencies may compete:

- ATP
- LPP (50 percent competitive)
- SCC
- TCEP

Each of these programs has specific requirements that will require OCTA to be proactive and strategic in how it applies for funding. Attachment C provides information on each of the competitive programs. Attachment D provides information on the non-competitive CTC programs under SB 1.

The CTC will develop guidelines for these programs. The standard process for guideline development for each of these programs is the same, and includes:

- Workshops
- Draft Guidelines
- Proposed Final Guidelines
- Hearing at the CTC meeting
- Final Guidelines
- Issuance of the Call for Projects
- Submittal of Applications
- Review and Score Applications
- Award/Program Funds to the Highest Scoring Projects

Some of these programs may include a distribution of funds based on some variation of geographic distribution, but in order to be competitive, OCTA must prepare plans or documents that describe the projects with careful consideration of statewide goals, such as greenhouse gas emission reductions, vehicle miles traveled reduction, benefits or impacts to disadvantaged communities, fix-it-first, expansion of the economy and protection of the environment, performance criteria, transparency, and accountability.

The CTC approved guidelines for the ATP on June 28, 2017 and intends to program funds to existing cycle 3 projects that can advance, or projects that were not awarded but applied for funding under cycle 3. The Board assigned points to Cycle 3 ATP projects for the Southern California Association of Governments regional project selection on January 9, 2017. A list of projects that would be considered for funding under the CTC's proposed guidelines is provided in Attachment C.

In October 2017, the CTC is scheduled to approve guidelines for the LPP. In December 2017, the CTC will approve guidelines for the SCC, and in January 2018, they will approve guidelines for the TCEP.

Staff is currently working on a list of projects to be considered for funding under the SB 1 competitive programs. An initial list that depicts OCTA's potential state funding need for this initial funding cycle is provided in Attachment E. Staff will add or remove, and correctly categorize projects for funding based on information provided through the guideline development process. Staff will return to the Board for approval of project submittals for SB 1 funding opportunities over the next several months.

In addition to the competitive programs, staff is also monitoring the guideline development process for the LSR formula program in order to bring information back to local agencies. There are estimates that indicate this program will provide up to \$118 million annually to Orange County cities and the County. Due to the various taxes and fees being phased in, yearly allocations will be lower in the first few years. Attachment F provides a chart that shows the average amount of funding each city may receive yearly over the next 10 years based on estimates previously released by CalSTA and includes estimates from the California League of Cities on the amounts that cities may expect to receive in fiscal year (FY) 2017-18.

Additionally, the local agencies will be required to submit a project list of SB 1 funded projects that was included in each local agency's adopted budget. Cities with an average pavement condition index of below 80, are limited in how they may use the funds. Local agencies must also maintain their general fund expenditures or their maintenance of effort consistent with what they reported in the State Controller's Office reports for FY 2009-10, 2010-11 and 2011-12.

Finally, the STA Flexible and STA Capital programs which provide funds to transit operators through the same formula as State Transit Assistance will provide almost \$18 million to OCTA on an annual basis. OCTA will be required to submit an annual list of projects to Caltrans in order to receive these funds. This additional funding for transit has allowed OCTA to continue transit operations without the significant service cuts which were originally planned for the FY 2017-18 budget due to declining transit funding.

Next Steps

OCTA will participate in upcoming workshops and work with the CTC to draft guidelines. After guidelines are adopted, OCTA will incorporate projects into specific plans as required and work with the various local agencies to submit projects for applicable programs.

Summary

Information regarding the CTC Implementation Plan for SB 1 competitive funding programs is provided for Board review and consideration.

Attachments

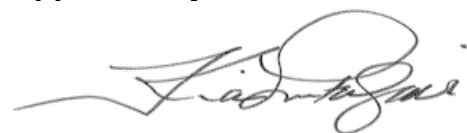
- A. SB 1 (Chapter 5, Statutes of 2017) Overview
- B. SB 1 (Chapter 5, Statutes of 2017) Application Development and Guidelines Schedule (Preliminary)
- C. SB 1 (Chapter 5, Statutes of 2017) – Competitive Programs
- D. SB 1 (Chapter 5, Statutes of 2017) – Non-Competitive Programs
- E. 2017 State Funding Needs Assessment – Orange County Transportation Authority Near Term Projects
- F. SB 1 (Beall, D-San Jose) City and County Revenue Estimates (Yearly Average Based on 10-Year Revenue Estimate)

Prepared by:



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SB 1 (Chapter 5, Statutes of 2017) Overview

SB 1 (Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, which was signed by the Governor on April 28, 2017, will provide an estimated \$52.5 billion for transportation purposes over the next ten years, with investments targeted towards fix-it-first purposes on local streets and roads and highways, transit operations and maintenance, capital investments, and active transportation. There is no sunset on the revenue sources included in the bill, with many of the taxes and fees to be indexed for inflation to keep pace with rising costs.

The sources of revenues provided by SB 1 are as follows:

Beginning November 1, 2017

- 12 cent gas tax increase
- 20 cent diesel tax increase
- Four percent increase in the sales tax on diesel

Beginning January 1, 2018

- New transportation improvement fee ranging from \$25-\$175

Beginning July 1, 2019

- Resetting of the price-based excise tax to 17.3 cents

No later than June 30, 2020

- The complete repayment of \$706 million in transportation loans made to the general fund

Beginning July 1, 2020:

- \$100 road improvement fee for zero-emission vehicles starting for 2020 model cars and later

The revenues generated from the above funding tools will be used to provide supplemental funding to many existing programs and create several new funding programs, some of which the Orange County Transportation Authority (OCTA) will be a direct recipient. Overall the revenues are allocated 65 percent to maintain existing transportation infrastructure, 15 percent for public transit, 13 percent for congestion relief, 4 percent in incentives for local transportation funding initiatives, and 4 percent for sustainability measures. The statewide breakdown is as follows:

SB 1 (Chapter 5, Statutes of 2017) Overview

Funding Program and Purpose	Projected Ten-year Funding
Local Street and Roads – Fix-it-First	\$15 billion
State Highway Maintenance and Rehabilitation – Fix-it-First	\$15 billion
State Highway Bridges and Culverts	\$4 billion
Public Transit Capital and Operations	\$7.5 billion
Trade Corridor improvements	\$3 billion
Congested Corridor Program	\$2.5 billion
State Transportation Improvement Program (STIP) (regional)	\$825 million
STIP (state)	\$275 million
State-Local Partnership Program	\$2 billion
Active Transportation Program	\$1 billion
Local Planning Grants	\$250 million
Freeway Service Patrol	\$250 million
Parks Funding for Agriculture, Off-Highway Vehicles and Boating	\$800 million
Public University Research	\$70 million
Workforce Development Program	\$50 million
TOTAL	\$52.5 billion

It is expected that SB 1 will provide increased formula funding as follows, over a ten-year period:

- A doubling of local street and roads funding for each city and the county, that is to be focused on projects such as rehabilitation and maintenance, grade separations, safety projects, complete street components, and traffic control devices. Cities that achieve a pavement condition index over 80 will have additional flexibility to use their funds for expanded purposes. Based on estimates provided by the California Department of Transportation (Caltrans) , over the next ten years, this translates into about \$535 million for Orange County roads, or about \$53.5 million per year, and about \$706.9 million for Orange County city roads, or about \$70 million per year. Because the various taxes and fees are to be phased in, the allocations will be lower in the first few years. The estimates from the California League of Cities, for example, forecasts that Orange County cities would receive approximately \$56 million in fiscal year 2018-19.
- Based on estimates provided by Caltrans, about \$741 million for the State Highway Operation and Protection Program (SHOPP) will be provided for Orange County, with the same eligibility parameters, guidelines, and reporting requirements as are provided for the local street and roads funding. This estimate is based on average past allocations to Orange County.

SB 1 (Chapter 5, Statutes of 2017) Overview

- Based on funding estimates provided by the Department of Finance, over \$18 million in new transit funding per year for Orange County, with about \$13 million eligible for transit capital or operations purposes, and over \$5 million annually for capital purposes will be provided. This doubles the amount of transit funding provided to Orange County when compared to existing State Transit Assistance funding.
- The stabilizing of the STIP, which could allow OCTA to reprogram projects previously delayed or prevented from being programmed. Overall, it is expected that over the next ten years, SB 1 will add about \$53 million over previous estimates to the STIP, based on estimates provided by Caltrans.

In addition, OCTA plans to compete for the new programs including trade corridors, state-local partnership, and congested corridors. As guidelines are developed for each program, more detail will be available as to which local projects will be most competitive for each program.





Finally, SB 1 included several project accountability and efficiency reforms:

- The creation of a Senate-confirmed position of Inspector General within Caltrans, appointed by the Governor, to audit and investigate state and local projects to ensure expenditures are done in conformance with existing law.
- Increased California Transportation Commission oversight over Caltrans projects within the SHOPP, with additional performance measures.
- A constitutional measure contained in a companion bill protecting new fees from future diversion contained in SCA 5 (Frazier, D-Oakley).
- Caltrans must implement efficiency measures estimated to generate cost savings of \$100 million.
- The development of an advanced mitigation program for projects receiving state funding.

SB 1 (Chapter 5, Statutes of 2017) Application Development and Guidelines Schedule (Preliminary)

#	Program	\$ annual (millions)	FY 2017-18												Fiscal Year (FY) 2016-17	
			Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	May	June
1	2017 Active Transportation Program Augmentation	\$ 100														
2	State Highway Operation and Protection Program	\$ 1,900														
3	Local Streets and Roads	\$ 1,500														
4	2018 State Transportation Improvement Program	\$ 100														
5	Transit Intercity Rail Capital Program	\$ 245														
6	State Transit Assistance Flexible	\$ 250														
7	State Transit Assistance Capital	\$ 105														
8	Local Planning Grants (Caltrans)	\$ 25														
9	Local Partnership Program	\$ 200														
10	Solutions for Congested Corridor Program	\$ 250														
11	Trade Corridor Enhancement Account	\$ 300														
12	2019 ATP (Cycle 4)*	\$ 100														
13	Freeway Service Patrol	\$ 25														
14	Advanced Mitigation	\$ 30														
			TBD													

* Schedule is based on past cycles' schedules

 = Interim guideline adoption
 = Guideline adoption
 = Application/submittal
 = Adoption

SB 1 (Chapter 5, Statutes of 2017) – Competitive Programs

- Active Transportation Program (ATP)
- Local Partnership Program (50 percent competitive)
- Solutions for Congested Corridors
- Trade Corridor Enhancement Program
- Transit Intercity Rail Capital Program (TIRCP)

ATP

The ATP funding program under SB 1 (Chapter 5, Statutes of 2017) provides an additional \$100 million over and above what the program is currently receiving through state and federal resources, which combined will provide \$230 million statewide on an annual basis. The Orange County Transportation Authority (OCTA) is expecting to receive an additional \$3.5 million per year through the Southern California Association of Governments (SCAG) regional metropolitan planning organization (MPO) call for projects (call).

ATP was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Fifty percent of funds are awarded on a statewide basis. Forty percent of funds will be awarded to large MPOs with populations greater than 200,000. Ten percent of funds will be awarded to small and rural regions with populations less than 200,000.

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction (GHG) goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The existing ATP requires that a minimum of 25 percent of the funds be spent to benefit disadvantaged communities (DAC). This requirement was not included for the SB 1 Program funds but the California Transportation Commission (CTC) ATP funds a much higher level of projects that provide benefit to DAC than the legislation originally required. While the ATP Guidelines do allow some flexibility in what is defined as a DAC, Orange County has limited areas that qualify to meet this requirement. In the first three cycles of the ATP, 256 projects were awarded funds through the

statewide call, and only 17 projects did not include benefits for DAC, so 93 percent of the projects which were awarded funds through the statewide call provided a benefit to DAC. Most of those projects were in the first cycle. In cycle 2 there were only three projects awarded funds that did not include benefits to DAC, and in cycle 3 only projects that included benefits for DAC were awarded funds. The City of Anaheim and the City of Santa Ana are the only local agencies in Orange County that have been awarded funds through the statewide ATP call.

Fortunately, Orange County is provided a funding target through the SCAG regional MPOs call that allows Orange County agencies to complete internally and still receive funds through the ATP. It is expected that the SB 1 funding program will follow the existing ATP Guidelines.

The CTC is proposing to use the first two years of SB 1 ATP funds (50 percent of the funding or \$100 million will be distributed through statewide call) to advance projects into fiscal year 2017-18 and 2018-19 that were funded in cycle 3 in later years, and also to fund projects that submitted applications in cycle 3, but were not awarded funds. Orange County will receive approximately \$7 million through the regional MPOs SB 1 augmented call. The cycle 4 call is expected to be released in 2018.

#	Implementing Agency	Project Title	Total ATP Request	Total Project Cost	Statewide Score	Total Score with OCTA points
Funded ATP Projects						
1	Santa Ana	City of Santa Ana - First Street Pedestrian Improvements	\$ 4,572	\$ 4,572	88	88
2	Santa Ana	City of Santa Ana - West Willits Street Protected Bicycle Lanes	\$ 2,970	\$ 2,970	80	88
3	Santa Ana	City of Santa Ana – Safe Routes to School – Davis Elementary American Disabilities Act Compliance	\$ 5,754	\$ 5,754	80	87
4	Santa Ana	City of Santa Ana - Pedestrian and Bicyclist Education Campaign	\$ 500	\$ 500	77	77
5	Fountain Valley	Fountain Valley Pedestrian Pathway Improvement within School Zones	\$ 226	\$ 296	68	70
TOTAL			\$ 14,022	\$ 14,092		

#	Implementing Agency	Project Title	Total ATP Request	Total Project Cost	Statewide Score	Total Score with OCTA points
Unfunded ATP Projects						
6	Santa Ana	City of Santa Ana - Ross Street Protected Bicycle Lanes	\$ 3,576	\$ 3,576	81	81
7	Orange County	Hazard Avenue Bikeway Project ¹	\$ 3,566	\$ 3,566	77	82
8	Buena Park	Buena Park School District Safe Routes to School Improvements	\$ 1,644	\$ 1,654	79	81
9	Orange County	OC Loop Coyote Creek Bikeway (Segments O, P, Q)	\$ 11,121	\$ 26,257	68	78
10	Tustin	Armstrong Avenue Bicycle and Pedestrian Bridge	\$ 3,000	\$ 3,000	66	76
11	La Habra	La Habra Union Pacific Rail Line Bikeway (Walnut to Cypress)	\$ 863	\$ 975	61	71
12	Anaheim	Anaheim Canyon Metrolink Station Access Project	\$ 3,005	\$ 16,025	56	66
13	Irvine	Jeffrey Open Space Trail at Interstate 5 Bicycle and Pedestrian Bridge Project	\$ 9,050	\$ 10,609	55	65
14	Seal Beach	Lampson Avenue Bike Lane Gap Closure Project 2016	\$ 1,012	\$ 1,265	50	51
15	Orange County	Surfside Inn Pedestrian Overcrossing Phase II	\$ 5,395	\$ 5,395	43	48
16	Anaheim	Santa Ana Canyon Road Multi-Use Trail Project	\$ 2,005	\$ 3,148	43	46
17	Anaheim	Nohl Ranch Open Space Trail	\$ 1,143	\$ 1,343	37	43
18	Laguna Hills	La Paz Road Southerly Sidewalk Widening	\$ 1,010	\$ 1,010	38.5	41.5
19	Lake Forest	Lake Forest Foothill Ranch Elementary School Zone and Crosswalk	\$ 174	\$ 174	36	36
TOTAL			\$ 46,564	\$ 77,997		

1. Project may not be eligible to receive ATP funds due to the approved ATP Guidelines disallowing the supplanting of funds. The project was awarded \$3 million through the 2016 Bicycle Corridor Improvement Program call.

Local Partnership Program (LPP) (50 percent competitive)

SB 1 includes the LPP which provides \$200 million annually, in order to reward existing self-help counties and agencies that have passed developer fee programs on their own, and encourage aspiring agencies to achieve the voter thresholds required to impose local sales tax and developer fees for transportation. The legislation lacks specific direction regarding either a formula or competitive program, but states that the CTC must have guidelines in place by January 1, 2018.

Lacking specific direction from the legislature, the CTC proposed that the funding program be distributed 75 percent through a competitive program and 25 percent through a formula program. Since the initial proposal, the Self-Help Counties Coalition negotiated with the CTC to allow 50 percent of the funds be distributed through a formula program, and 50 percent of the funds to be distributed through a competitive program.

Following this negotiation, the legislature's intent was clarified in a letter from the State Legislature's transportation committee chairs (Senator Jim Beall {D-San Jose} and Assembly Member Jim Frazier {D-Oakley}) to the CTC, offering clarification on their intent with regard to the State Local Partnership Program (SLPP), that it would be implemented in the same manner as the state's Proposition 1B SLPP, which provided 95 percent of the funding through a formula distribution and five percent through a competitive distribution. The letter requested that the CTC revisit the formula/competitive distribution in two years to consider increasing the formula share of funds.

Funds appeared to be provided for road maintenance and rehabilitation purposes and included the potential to use the funds for sound walls under certain circumstances. Recent budget trailer bill language has clarified that the funds will be provided to regional and local agencies who have received voter approval for taxes or fees dedicated solely for transportation purposes, and that other transportation improvement projects beyond maintenance and repair may also be funded.

Project recipients will be required to report on progress and outcomes of LPP-funded projects.

Solutions for Congested Corridors (SCC)

SB 1 includes the SCC funding program which provides \$250 million annually to provide more transportation choices by making multi-modal improvements within highly congested travel corridors including transportation, environmental and community access considerations. The CTC is required to allocate no more than 50 percent of the funds to projects nominated by the California Department of Transportation (Caltrans). Projects selected for funding must make specific corridor improvements, be part of a comprehensive corridor plan, preserve the character of the local community and create opportunities for neighborhood enhancement projects.

OCTA will need to develop a corridor plan for any project submitted for consideration of funding. A preference is to be given to projects that are in a plan which was developed collaboratively between Caltrans and the local and regional agencies. The plans may include and the funding will support improvements to:

- State highways (limited to managed {high-occupancy toll or high-occupancy vehicle} auxiliary and truck climbing lanes)
- Local streets and roads
- Public transit facilities, including rail
- Bicycle and pedestrian facilities
- Restoration and preservation work that protect critical habitat or open space

Also there are limitations on highway projects related to increases in vehicle miles traveled, GHG emission reduction, and reduction of air pollution.

The CTC must score each project based on criteria that considers:

- Safety
- Congestion
- Accessibility
- Economic development and job creation and retention
- Ambient air standards and GHG emission reduction
- Efficient land use
- Matching funds
- Project deliverability

Project recipients will be required to report on progress and outcomes of SCC-funded projects.

Trade Corridor Enhancement Program (TCEP)

The TCEP funding program under SB 1 provides an additional \$300 million annually, which will be combined in the first three years of programming with the Federal National Freight Program funds of approximately \$550 million.

Budget trailer bill language is currently pending to provide guidance for this program. Under the proposed trailer bill, the funds are to be spent on:

- State highway and local road capital and operations improvements
- Freight rail systems
- Enhancements to the ports (with limitations)
- Truck corridor improvements including dedicated truck facilities, zero emission trucks, truck information technology systems elements
- Border access improvements

- Surface transportation to and from land ports, sea ports and airports to facilitate goods movement
- Pilot projects in the sustainable freight plan

Funds will be divided 60 percent to geographic corridors through targets and 40 percent to the state. Projects nominated jointly by the state and the region will be prioritized. Corridor targets may be adjusted in considering geographic balance based on funds that are provided by the state to certain regions.

The CTC has to consider the following in selecting projects for the 60 percent funds:

- State's most urgent need
- Balances demands among land, sea and airports
- Considers mobility and safety while reducing emissions of diesel particulates, GHG and other pollutants (particularly impacting DAC)
- Contributions to the state's economy
- Recognizes the key role of the state in project identification
- Supports a corridor-based approach
- Includes DAC measures with some caveats regarding definition and tools

Project nominations have to include qualitative or quantitative assessment of the benefits. CTC must consider velocity, throughput, reliability, and congestion reduction when allocating funds.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP under SB1 provides an additional \$245 million annually to the TIRCP call for projects. The funds augment the existing Greenhouse Gas Reduction funds awarded through the program.

The program provides funding for transformative capital improvements that modernized intercity, commuter, and urban rail systems, bus transit systems with a goal to reduce greenhouse gas emissions, vehicle miles traveled, and congestion. Historically, OCTA has used these funds for mobile ticketing upgrades and the OC Streetcar project.

CalSTA is in the process of developing guidelines. Staff will return to the Board as information becomes available.

Local Planning Grants

The Local Planning Grants under SB1 provides \$45 million annually to the Caltran's Sustainability Planning Grants (SPG) of which, \$25 million are to be used towards Transportation Planning Grants

The Transportation Planning Grants provides funding for transportation planning studies with consideration of sustainability, preservation, mobility, safety, innovation, economy, health and equality.

Caltrans is in the process of developing guidelines for the program. Staff will return to the Board as information becomes available.

SB 1 (Chapter 5, Statutes of 2017) – Non-Competitive Programs

Formula Programs

The Orange County Transportation Authority (OCTA) will monitor formula programs to ensure that the Orange County's funding needs and potential uses are not precluded. The formula funding programs are:

- Local Partnership Program (LPP) (50 percent formula)
- Local Streets and Roads Program
- State Transportation Improvement Program (STIP)
- State Transit Assistance (STA)

LPP

It is anticipated that the LPP will be relatively flexible and the formula may be based on the formula used to distribute funds under the Proposition 1B State-Local Partnership Program. The LPP program is expected to provide \$200 million per year statewide.

This program was included in SB 1 (Chapter 5, Statutes of 2017) to reward existing self-help counties and agencies that have passed developer fee programs on their own, and encourage aspiring agencies to achieve the voter thresholds required to impose local sales tax and developer fees for transportation. OCTA staff is monitoring this program and actively involved in the development of guidelines for both the formula and competitive programs.

Local Streets and Roads Program

The SB 1 Local Streets and Roads Program is expected to provide \$1.5 billion annually. OCTA is working directly with the local agencies through the Technical Advisory Committee to ensure that they are aware of the requirements for the Local Streets and Roads Program. This will be the first time that the cities and the County are required to submit a project list, Pavement Condition Index (PCI), maintenance of effort, and project reports for state funds through the California Transportation Commission (CTC). Funding may be limited to supporting only road maintenance/rehabilitation, safety, railroad grade separation, complete street and traffic control device projects, if the local agency's average PCI is below 80, based on what was reported in the 2016 Statewide Local Streets and Roads Needs Assessment.

STIP

Funding provided through SB 1 is expected to stabilize the STIP. A STIP overview will be presented to the Board of Directors in August to kick off the 2018 STIP cycle. No new requirements were added to the STIP based on SB 1.

State Highway Operation and Protection Program (SHOPP)

SB 1 is expected to provide \$1.9 billion annually for the SHOPP. OCTA will monitor guideline development and submittals for the SHOPP to ensure that the California Department of Transportation (Caltrans) is considering Measure M2 projects in the development of potential projects for funding.

Projects included in the SB 1 SHOPP shall be limited to improvements relative to the maintenance, safety, operation, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. SHOPP funds are usually disbursed around the state based on statewide needs. Caltrans will be required to submit a list of projects to the CTC for programming by January 31 of each year. Prior to submitting its proposed program, according to SB 1, Caltrans is required to make a draft of its proposed program available to transportation planning agencies for review and comment, and to include the comments from the regional agency in its submittal to the commission. Caltrans will also be required to develop and report on project specific performance metrics in order to improve accountability for funds spent.

State Transit Assistance

SB1 is expected to provide \$355 million annually for State Transit Assistance (STA). STA shall be used towards capital projects, operations, and maintenance and rehabilitation of existing assets. The funding will be distributed through the existing STA formula to transit operators. The OCTA and the City of Laguna Beach are eligible recipients of STA funds. OCTA currently has an existing cooperative agreement with the City to accept STA funds on behalf of the City in exchange for local funds. OCTA and the City of Laguna Beach will review the existing cooperative agreement and determine if changes need to be made.

CalSTA is in the process of developing guidelines. Staff will return to the Board as information becomes available.

2017 State Funding Needs Assessment - Orange County Transportation Authority Near Term Projects						
Sponsor Agency	Project Title	Total Project Cost (\$1,000's)	Committed Funding (\$1,000's)	Funding Need (\$1,000's)	Completion Year in Federal Transportation Improvement Program	Project Benefits
State Highway						
Orange County Transportation Authority (OCTA)	Interstate 5 (I-5) High-Occupancy Vehicle (HOV) Lane Expansion from State Route 55 (SR-55) to State Route 57 (SR-57) ¹	\$ 37,058	\$ 8,109	\$ 28,949	6/30/2020	Congestion reduction, improve air quality, and job creation
OCTA	I-5 Widening (State Route 73 [SR-73] to El Toro Road) Segments 1, 2, and 3 ¹	\$ 481,589	\$ 213,273	\$ 268,316	6/30/2023	Congestion reduction, safety improvements, and job creation
OCTA	SR-55 Widening from Interstate 405 (I-405) to I-5	\$ 375,932	\$ 65,123	\$ 310,809	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	I-5 / El Toro Interchange Improvements	\$ 113,000	\$ 4,400	\$ 108,600	12/30/2030	Congestion reduction, safety improvements, and job creation
OCTA	I-5 Widening from I-405 to SR-55	\$ 720,870	\$ 8,050	\$ 712,820	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	SR-55 Widening from I-5 to State Route 91 (SR-91)	\$ 227,350	\$ 5,000	\$ 222,350	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	SR-57 Widening from Orangewood Avenue to Katella Avenue	\$ 47,690	\$ 2,500	\$ 45,190	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	SR-91 Widening from SR-57 to SR-55	\$ 456,190	\$ 9,050	\$ 447,140	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	I-405 Widening from I-5 to SR-55	\$ 323,600	\$ 8,050	\$ 315,550	12/30/2030	Congestion reduction, improve air quality, and job creation
OCTA	Interstate 605 / Katella Avenue Interchange Improvements	\$ 29,600	\$ 1,200	\$ 28,400	12/30/2035	Congestion reduction, safety improvements, and job creation
Transit						
OCTA	Bravo Route 529 - Operating and Capital Cost for Limited Bus Stop Service on Beach Boulevard	\$ 9,888	\$ -	\$ 9,888	12/31/2018	Increase transit ridership, reduce congestion and improve air quality
Goods Movement						
Caltrans	SR-57 Truck Climb Lane Addition from Lambert Road to County Line	\$ 167,550	\$ -	\$ 167,550	12/30/2030	Congestion reduction, safety improvements, and job creation
City of Brea	SR-57 / Lambert Road Interchange Improvements	\$ 72,500	\$ 25,700	\$ 46,800	12/30/2023	Congestion reduction, safety improvements, and job creation
Local Highways/Rail - Grade Separations						
OCTA	17th Street Grade Separation	\$ 158,000	\$ 3,500	\$ 154,500	12/31/2030	Enhance traffic operations, improve safety and air quality, and create jobs
OCTA	State College Boulevard Grade Separation (Los Angeles-San Diego-San Luis Obispo)	\$ 178,000	\$ 46,000	\$ 132,000	12/31/2025	Enhance traffic operations, improve safety and air quality, and create jobs
Active Transportation						
Various	OC Loop - 66 miles of Seamless Bicycle and Pedestrian Connections	\$ 176,400	\$ 96,000	\$ 80,400	12/1/2028	Provide mobility and access, improve air quality, and create jobs

1 - I-5 HOV lane expansion from SR-55 to SR-57 has \$28,949 million programmed in State Transportation Improvement Program (STIP) funds in a later year than the project schedule would dictate. SB 1 will allow the advancement of these projects.

2 - Funding need includes \$148.955 million in federal New Starts funding. New Starts funding is not committed until the full funding grant agreement is executed.

**SB 1 (Beall, D-San Jose) City and County Revenue Estimates
(Yearly Average Based on 10-Year Revenue Estimate)**

City	New SB 1 (Beall, D- San Jose) Revenues (Yearly)
Aliso Viejo	\$1,156,000
Anaheim	\$8,195,000
Brea	\$1,000,000
Buena Park	\$1,907,000
Costa Mesa	\$2,623,000
Cypress	\$1,138,000
Dana Point	\$765,000
Fountain Valley	\$1,298,000
Fullerton	\$3,260,000
Garden Grove	\$4,057,000
Huntington Beach	\$4,467,000
Irvine	\$5,913,000
La Habra	\$1,420,000
La Palma	\$367,000
Laguna Beach	\$540,000
Laguna Hills	\$702,000
Laguna Niguel	\$1,514,000
Laguna Woods	\$372,000
Lake Forest	\$1,920,000
Los Alamitos	\$269,000
Mission Viejo	\$2,213,000
Newport Beach	\$1,949,000
Orange	\$3,236,000
Placentia	\$1,196,000
Rancho Santa Margarita	\$1,110,000
San Clemente	\$1,516,000
San Juan Capistrano	\$826,000
Santa Ana	\$7,847,000
Seal Beach	\$574,000
Stanton	\$910,000
Tustin	\$1,893,000
Villa Park	\$136,000
Westminster	\$2,153,000
Yorba Linda	\$1,548,000
Total Per Year Average:	\$69,990,000.00

County	New SB 1 (Beall, D-San Jose) Revenues
Orange County	\$48,000,000

Local Streets and Roads - Projected FY2017-18 Revenues

Based on State Dept of Finance statewide revenue projections as of April 2017

Estimated 6 April 2017

Based on State Dept of Finance statewide revenue projections as of April 2017									
Estimated 6 April 2017	Highway Users Tax Acct (HUTA) ⁽¹⁾ Streets & Highways Code					^{new} Loan	TOTAL HUTA	^{new} Road Maintnc	TOTAL
	Sec2105 ⁽³⁾	Sec2106 ⁽³⁾	Sec2107 ⁽³⁾	Sec2107.5 ⁽⁴⁾	Sec2103 ⁽⁵⁾	Repayment ⁽⁶⁾		Rehab Acct ⁽⁷⁾	
NAPA COUNTY									
AMERICAN CANYON	118,419	76,321	152,980	5,000	81,573	23,312	457,605	117,491	575,096
CALISTOGA	30,107	22,984	38,894	2,000	20,740	5,927	120,652	29,872	150,524
NAPA	468,328	287,656	605,012	7,500	322,609	92,194	1,783,298	464,660	2,247,958
SAINT HELENA	34,897	25,877	45,082	2,000	24,039	6,870	138,763	34,623	173,387
YOUNTVILLE	17,361	15,286	22,428	1,000	11,959	3,418	71,452	17,225	88,677
NEVADA COUNTY									
GRASS VALLEY	75,298	50,277	97,274	3,000	51,869	14,823	292,541	74,708	367,249
NEVADA CITY	18,948	16,244	24,478	1,000	13,052	3,730	77,452	18,800	96,252
TRUCKEE	94,042	61,599	1,731,412	4,000	64,781	18,513	1,974,347	93,306	2,067,653
ORANGE COUNTY									
ALISO VIEJO	293,571	182,108	379,251	6,000	202,227	57,792	1,120,949	291,272	1,412,220
ANAHEIM	2,081,575	1,262,008	2,689,094	10,000	1,433,900	409,776	7,886,353	2,065,272	9,951,625
BREA	254,053	158,240	328,200	6,000	175,005	50,013	971,512	252,064	1,223,576
BUENA PARK	484,433	297,383	625,818	7,500	333,703	95,365	1,844,203	480,639	2,324,842
COSTA MESA	666,101	407,105	860,506	10,000	458,846	131,128	2,533,685	660,884	3,194,569
CYPRESS	289,119	179,419	373,499	6,000	199,160	56,916	1,104,113	286,854	1,390,967
DANA POINT	194,216	122,101	250,899	6,000	133,786	38,233	745,236	192,695	937,931
FOUNTAIN VALLEY	329,636	203,890	425,842	7,500	227,071	64,892	1,258,830	327,054	1,585,884
FULLERTON	827,995	504,884	1,069,650	10,000	570,367	162,998	3,145,895	821,510	3,967,405
GARDEN GROVE	1,030,529	627,208	1,331,294	10,000	709,883	202,869	3,911,783	1,022,458	4,934,241
HUNTINGTON BEACH	1,134,621	690,076	1,465,766	10,000	781,587	223,360	4,305,409	1,125,734	5,431,143
IRVINE	1,501,804	911,843	1,940,113	10,000	1,034,522	295,643	5,693,925	1,490,041	7,183,966
LAGUNA BEACH	137,268	87,706	177,330	6,000	94,557	27,022	529,883	136,193	666,076
LAGUNA HILLS	178,326	112,503	230,371	6,000	122,840	35,105	685,145	176,929	862,074
LAGUNA NIGUEL	384,434	236,986	496,633	7,500	264,818	75,679	1,466,050	381,423	1,847,473
LAGUNA WOODS	94,583	61,925	122,187	4,000	65,154	18,619	366,468	93,842	460,310
LA HABRA	360,731	222,671	466,013	7,500	248,491	71,013	1,376,419	357,906	1,734,325
LAKE FOREST	487,706	299,359	630,045	7,500	335,958	96,009	1,856,577	483,886	2,340,463
LA PALMA	93,327	61,167	120,565	4,000	64,289	18,372	361,720	92,596	454,317
LOS ALAMITOS	68,224	46,005	88,136	3,000	46,996	13,431	265,792	67,690	333,482
MISSION VIEJO	562,050	344,261	726,088	10,000	387,170	110,644	2,140,213	557,648	2,697,861
NEWPORT BEACH	495,122	303,839	639,626	7,500	341,066	97,469	1,884,623	491,244	2,375,867
ORANGE	821,968	501,244	1,061,864	10,000	566,215	161,812	3,123,102	815,530	3,938,633
PLACENTIA	303,766	188,265	392,421	7,500	209,250	59,799	1,161,000	301,386	1,462,387
RANCHO SANTA MARGARITA	281,987	175,112	364,286	6,000	194,248	55,512	1,077,144	279,778	1,356,923
SAN CLEMENTE	385,032	237,348	497,406	7,500	265,231	75,797	1,468,314	382,017	1,850,331
SAN JUAN CAPISTRANO	209,735	131,473	270,947	6,000	144,477	41,288	803,920	208,092	1,012,013
SANTA ANA	1,993,194	1,208,628	2,574,919	10,000	1,373,018	392,378	7,552,137	1,977,583	9,529,720
SEAL BEACH	145,760	92,834	188,300	6,000	100,407	28,694	561,995	144,618	706,613
STANTON	231,043	144,343	298,474	6,000	159,154	45,483	884,496	229,233	1,113,729
TUSTIN	480,772	295,171	621,088	7,500	331,181	94,644	1,830,356	477,006	2,307,362
VILLA PARK	34,571	25,680	44,661	2,000	23,815	6,806	137,532	34,300	171,833
WESTMINSTER	546,776	335,036	706,355	7,500	376,648	107,638	2,079,952	542,493	2,622,445
YORBA LINDA	393,123	242,234	507,858	7,500	270,804	77,390	1,498,909	390,044	1,888,953

Overview of SB 1

The Road Repair and Accountability Act of 2017

July 6, 2017

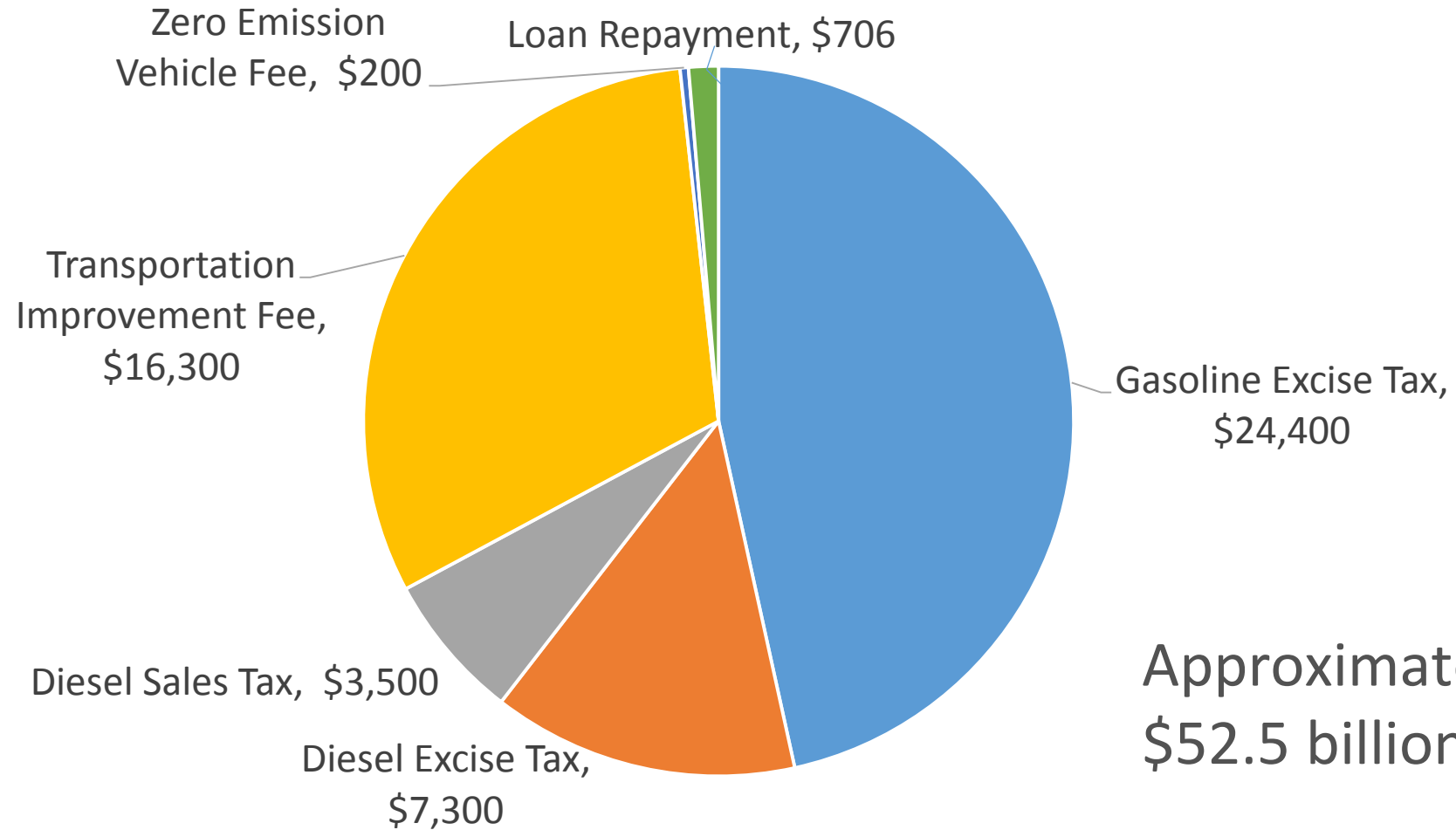
Overview

- Signed April 28, 2017
- Invests \$52.5 billion over the next decade
- Augments existing programs and creates new funding programs
- Includes accountability measures for California Department of Transportation and local agencies

SB 1 Ten-Year Revenue Timeframe

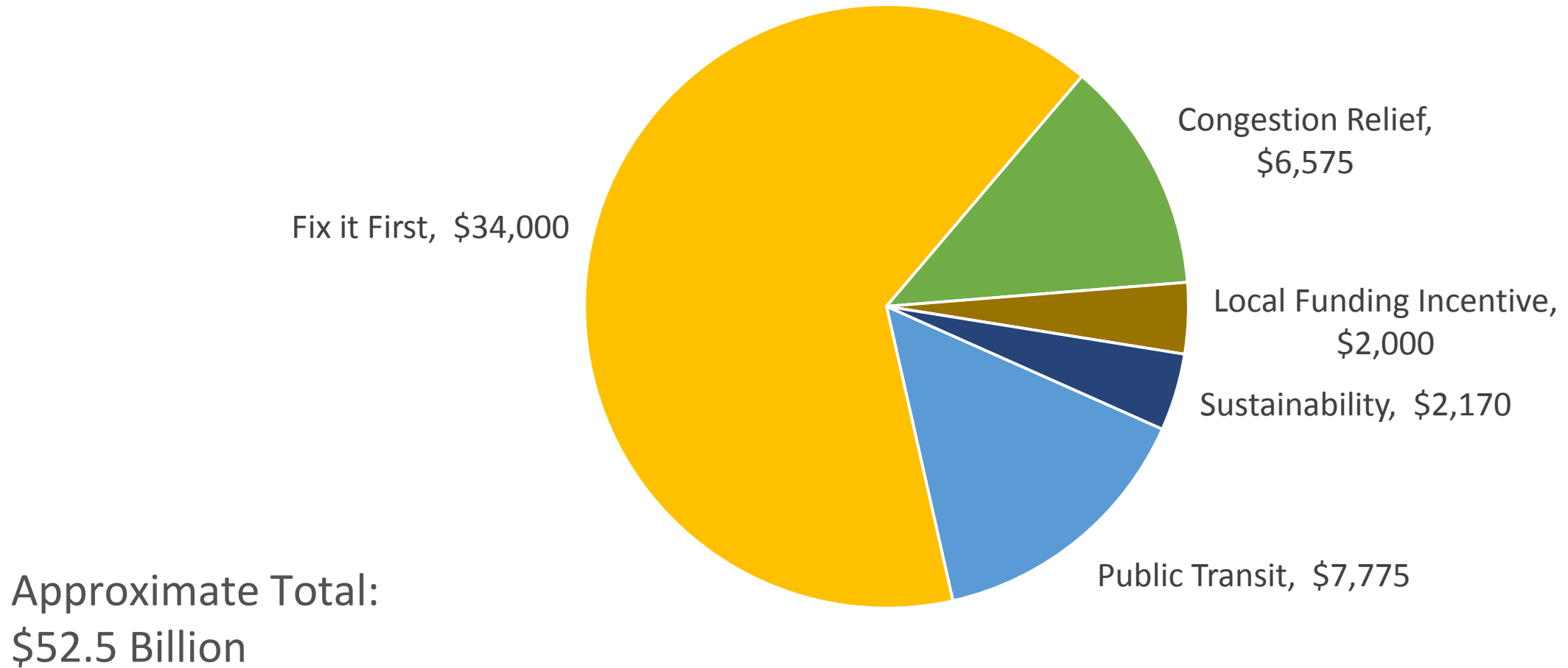
Tax/Fee Type	Timeframe	Modification
Gasoline Excise Tax	November 1, 2017	18 cents to 30 cents increase
Diesel Excise Tax	November 1, 2017	16 cents to 36 cents increase
Diesel Sales Tax	November 1, 2017	9 percent to 13 percent increase
Transportation Improvement Fee	January 1, 2018	\$25 to \$175 fee (60 percent will pay \$50 or less)
Gasoline Price-Based Excise Tax	July 1, 2019	17.3 cents reset + annual Consumer Price Index (CPI)
Zero Emission Vehicle Fee	July 1, 2020	\$100 annual fee on model 2020 and later vehicles + annual CPI
Loan Repayment	No later than June 30, 2020	\$706 million

Sources of Revenues Ten-Year Estimate (\$ millions)



Approximate Total:
\$52.5 billion

Uses – Ten-Year Estimate (\$ millions)



Competitive Programs

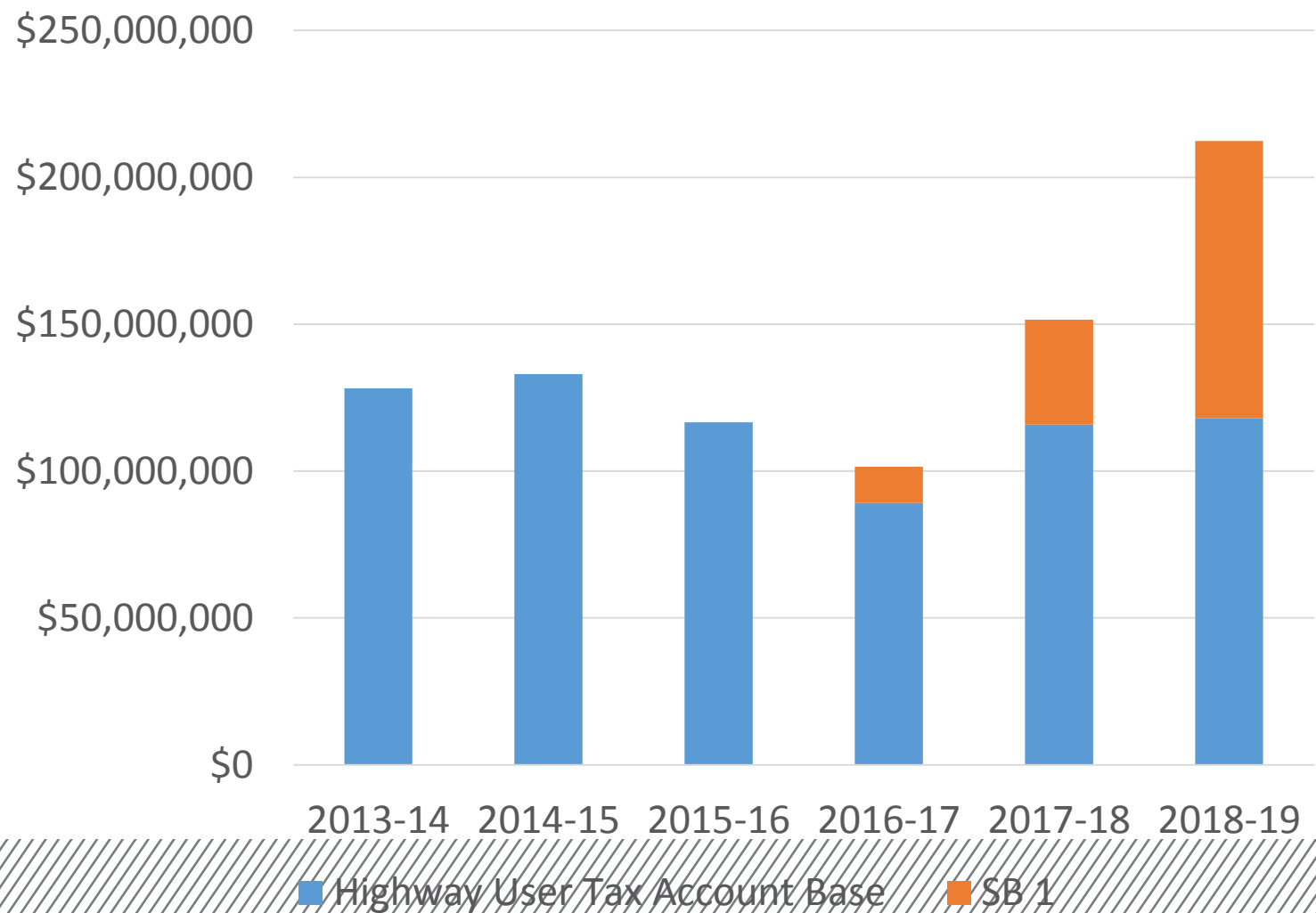
Program	Annual Amount	Prepare Draft Guidelines Workshop	Adopt Guidelines	Application or Project Lists Due	Program Adoption
Active Transportation	\$100 million	June 2017	June 2017	August 2017	October-December 2017
Local Partnership Program	\$200 million	June-September 2017	October 2017	March 2018	June 2018
Trade Corridor	\$300 million	June-November 2017	January 2018	March 2018	May 2018
Congested Corridors	\$250 million	June-October 2017	December 2017	February 2018	May 2018
Transit Intercity Rail Capital Program	\$245 million	June 2017	September 2017	TBD	TBD
Advanced Mitigation (Environmental)	\$30 million	TBD	TBD	TBD	TBD
Local Planning Grants (Caltrans)	\$25 million	June 2017	September 2017	October 2017	December 2017

Formula Programs

Program	Annual Amount	Prepare Draft Guidelines Workshop	Adopt Guidelines	Application or Project Lists Due	Program Adoption
Local Streets and Road	\$1,500 million	June-July 2017	August 2017	TBD	TBD
STIP	\$100 million	June 2017	August 2017	December 2017	March 2018
SHOPP	\$1,900 million	Draft Interim guidelines May 2017	TBD	TBD	TBD
Public Transit Formula	\$355 million	June 2017	September 2017	TBD	TBD
State Supported Intercity Rail	\$19 million	TBD	TBD	TBD	TBD
Commuter Rail	\$19 million	TBD	June 2020	TBD	TBD

Highway User Tax Account and SB 1 Revenues*

Orange County Totals



2018-19

	Highway User Tax Account	SB 1
Cities	\$65,358,639	\$56,040,044
County	\$52,571,937	\$36,272,014
Total	\$117,930,576	\$94,472,058

*Forecasted revenues are estimates provided by the League of California Cities

2017 State Funding Need

STIP FUNDED HIGHWAY PROJECTS	Total Project Cost (in \$1,000s)	STIP Funding
I-5 HOV Lane Expansion – SR-55 to SR-57	\$37,058	\$28,949
I-5 Widening – SR-73 to El Toro Segment 1, 2, 3	\$481,589	\$78,030

2017 State Funding Need – Potential Projects

STATE HIGHWAY PROJECTS	Total Project Cost (in \$1,000s)	Committed Funding (\$1,000s)	Funding Need (\$1,000s)
SR-55 Widening – I-405 to SR-55	\$375,932	\$65,123	\$310,809
I-5 / El Toro Interchange Improvements	\$113,000	\$4,400	\$108,600
I-5 Widening from I-405 to SR-55	\$720,870	\$8,050	\$712,820
SR-55 Widening from I-5 to SR-91	\$227,350	\$5,000	\$222,350
SR-57 Widening from Orangewood to Katella Avenue	\$47,690	\$2,500	\$45,190
SR-91 Widening from SR-57 to SR-55	\$456,190	\$9,050	\$447,140
I-405 Widening from I-5 to SR-55	\$323,600	\$8,050	\$315,550
I-605 / Katella Avenue Interchange Improvements	\$29,600	\$1,200	\$28,400
Sub-Total			\$2,190,859

2017 State Funding Need – Potential Projects

TRANSIT	Total Project Cost (in \$1,000s)	Committed Funding (\$1,000s)	Funding Need (\$1,000s)
Bravo Route 529 – Operations and Capital Cost	\$9,888	\$0	\$9,888
GOODS MOVEMENT			
SR-57 Truck Climb Lane – Lambert Road to County Line	\$167,550	\$0	\$167,550
SR-57 / Lambert Road Interchange	\$72,500	\$25,700	\$46,800
LOCAL HIGHWAYS / RAIL -GRADE SEPARATIONS			
17 th Street Grade Separation	\$158,000	\$3,500	\$154,500
State College Boulevard Grade Separation (LOSSAN)	\$178,000	\$46,000	\$132,000
ACTIVE TRANSPORTATION			
OC Loop	\$176,400	\$96,000	\$80,400
Grand Total			\$2,661,897

Next Steps

- CTC Workshops (June – November 2018)
- Draft Guidelines
- Adopt Guidelines
- OCTA Board Action for Project Application
- Submit Applications
- Adopt Programs