AGENDA
Executive Committee Meeting

Committee Members
Lisa A. Bartlett, Chairwoman
Tim Shaw, Vice Chairman
Andrew Do
Michael Hennessey
Mark A. Murphy
Al Murray
Shawn Nelson

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California
Monday, October 1, 2018 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 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 Committee 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.

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

Pledge of Allegiance
Vice Chairman Shaw

1. Public Comments

Special Calendar

2. Intercounty Planning Update
Kia Mortazavi

Manjeet Ranu, Senior Executive Officer and Philbert Wong, Senior Manager, Transportation Planning from the Los Angeles County Metropolitan Transportation Authority, and Kurt Brotcke, Director, Strategic Planning, Orange County Transportation Authority, will give presentations on intercounty planning efforts.

Consent Calendar (Items 3 and 4)

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

3. Approval of Minutes

Approve the minutes of the Executive Committee meeting of August 6, 2018.

4. Measure M2 Quarterly Progress Report for the Period of April 2018 Through June 2018
Tamara Warren/Kia Mortazavi

Overview

Staff has prepared a Measure M2 quarterly progress report for the period of April 2018 through June 2018, for review by the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Regular Calendar

There are no Regular Calendar matters.

Discussion Items

5. Chief Executive Officer's Report

6. Committee Members' Reports

7. Closed Session

There are no Closed Session items scheduled.

8. Adjournment

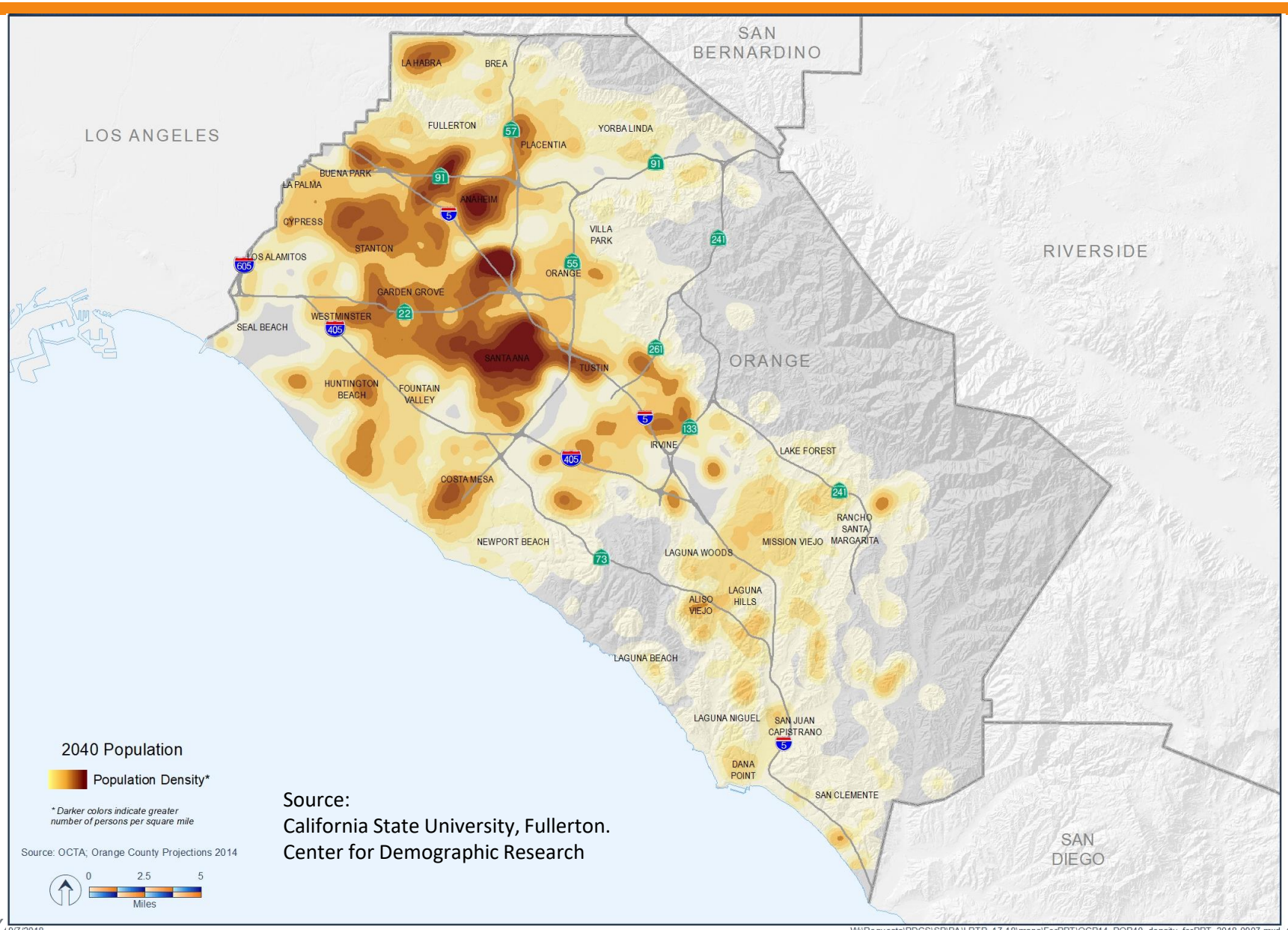
The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Monday, November 5, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

Intercounty Planning Update

Context

- Population forecasts
- Transit expansion plans
- Worker travel
- Current and planned projects
- Focus areas for intercounty efforts

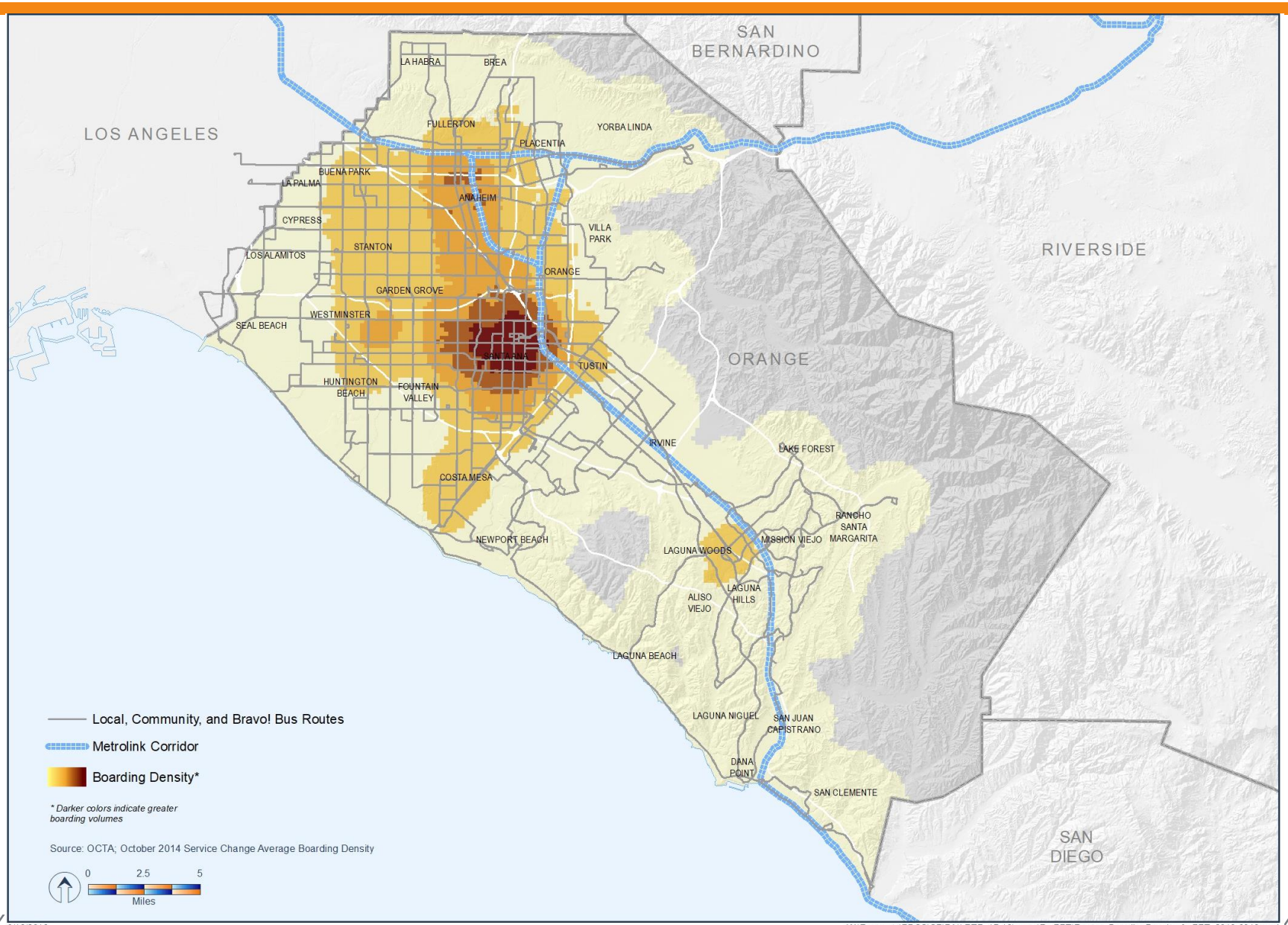
2040 Orange County Population Density



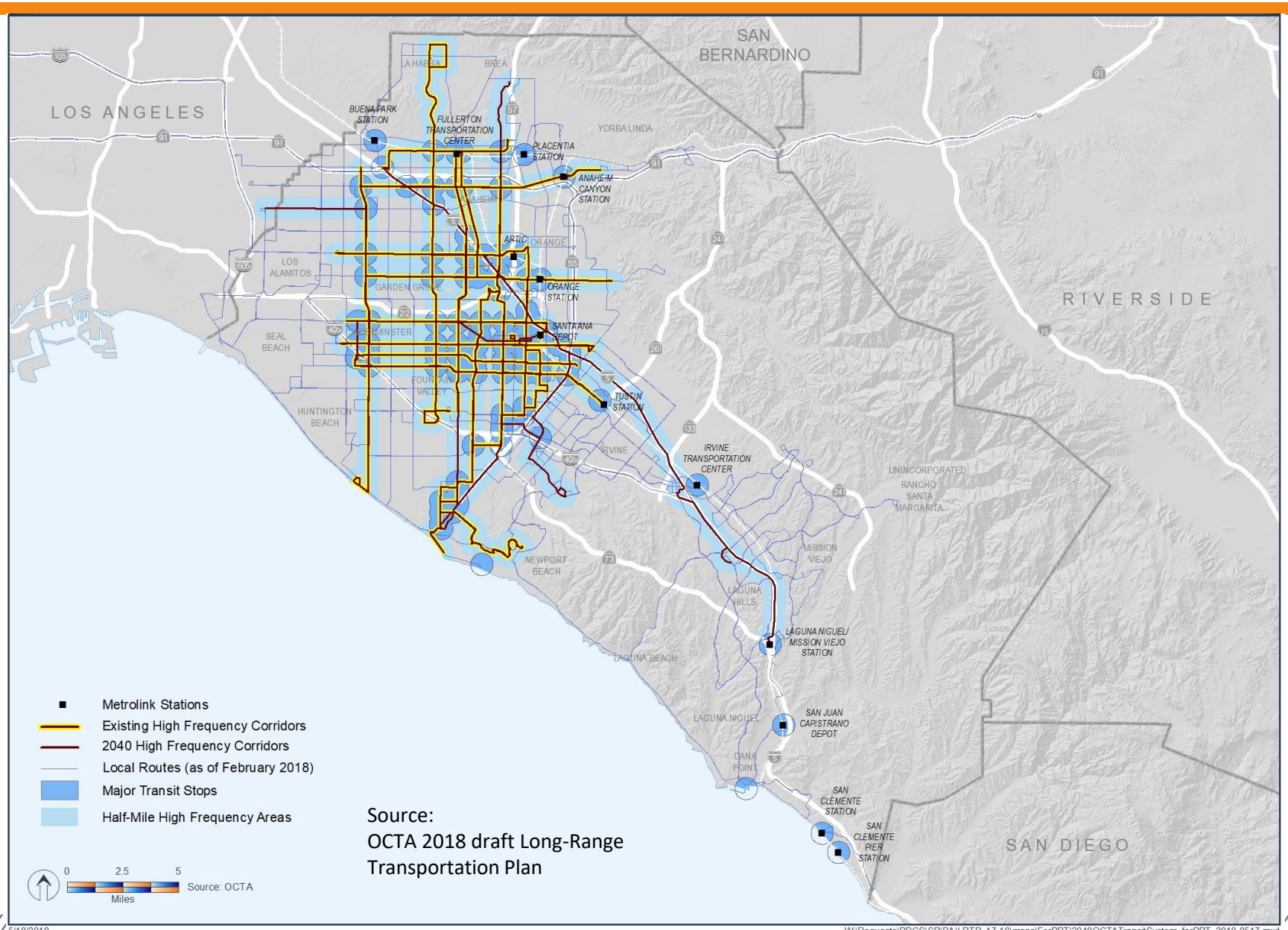
Source:
California State University, Fullerton.
Center for Demographic Research

OCTA – Orange County Transportation Authority

Bus Passenger Boarding Density

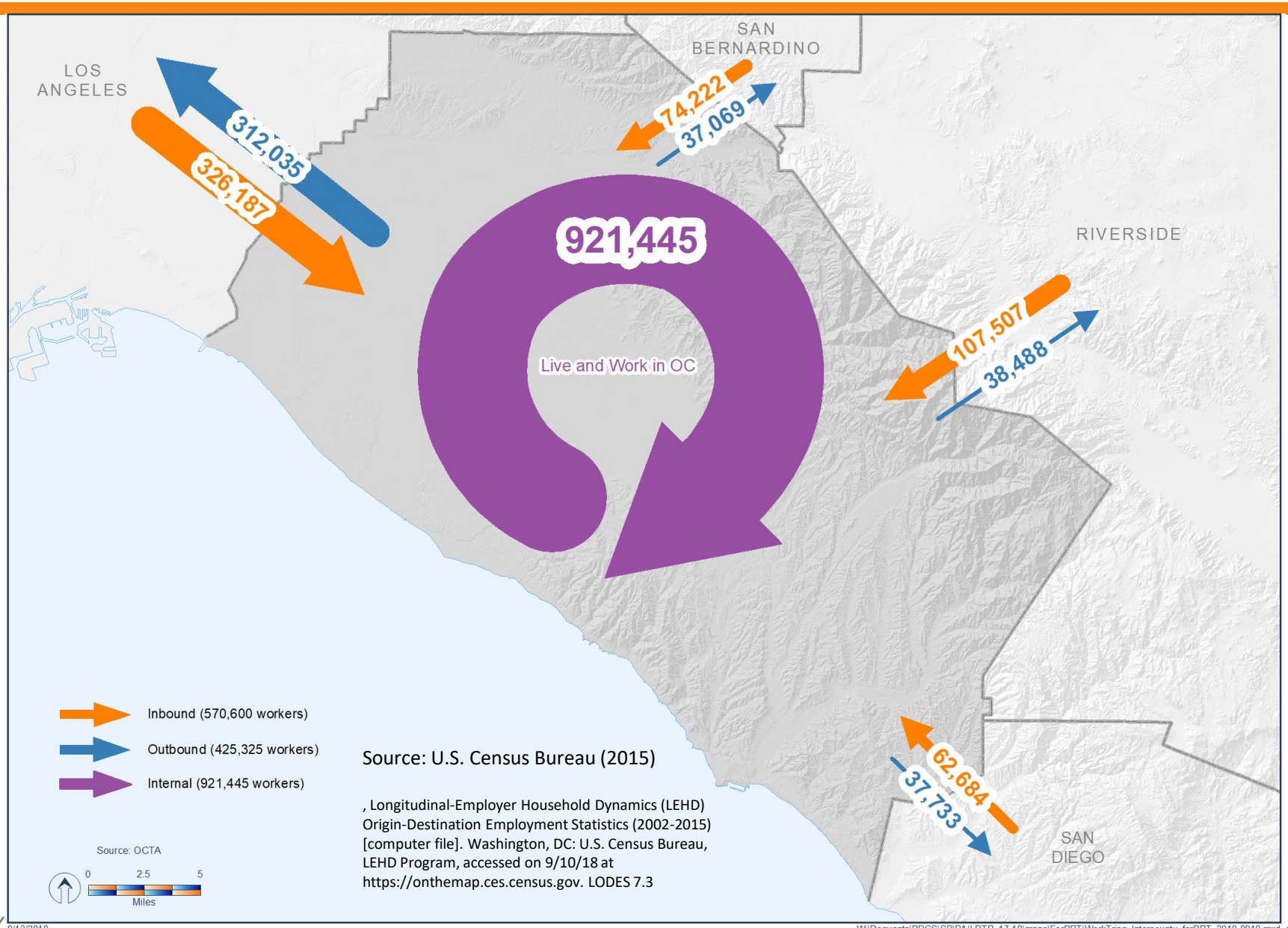


2040 High-Frequency Transit Network



Source:
OCTA 2018 draft Long-Range Transportation Plan

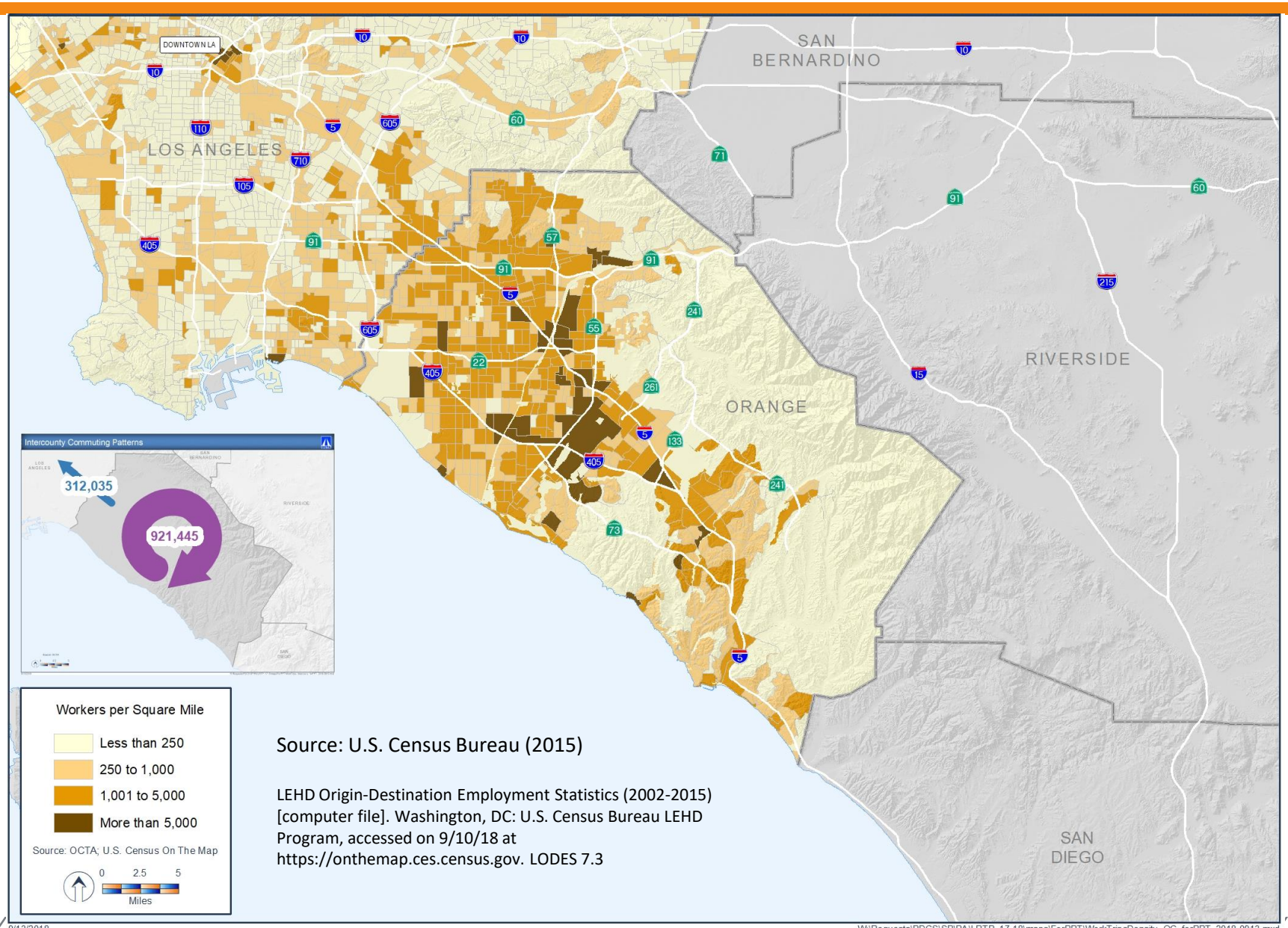
2015 Intercounty Commuting



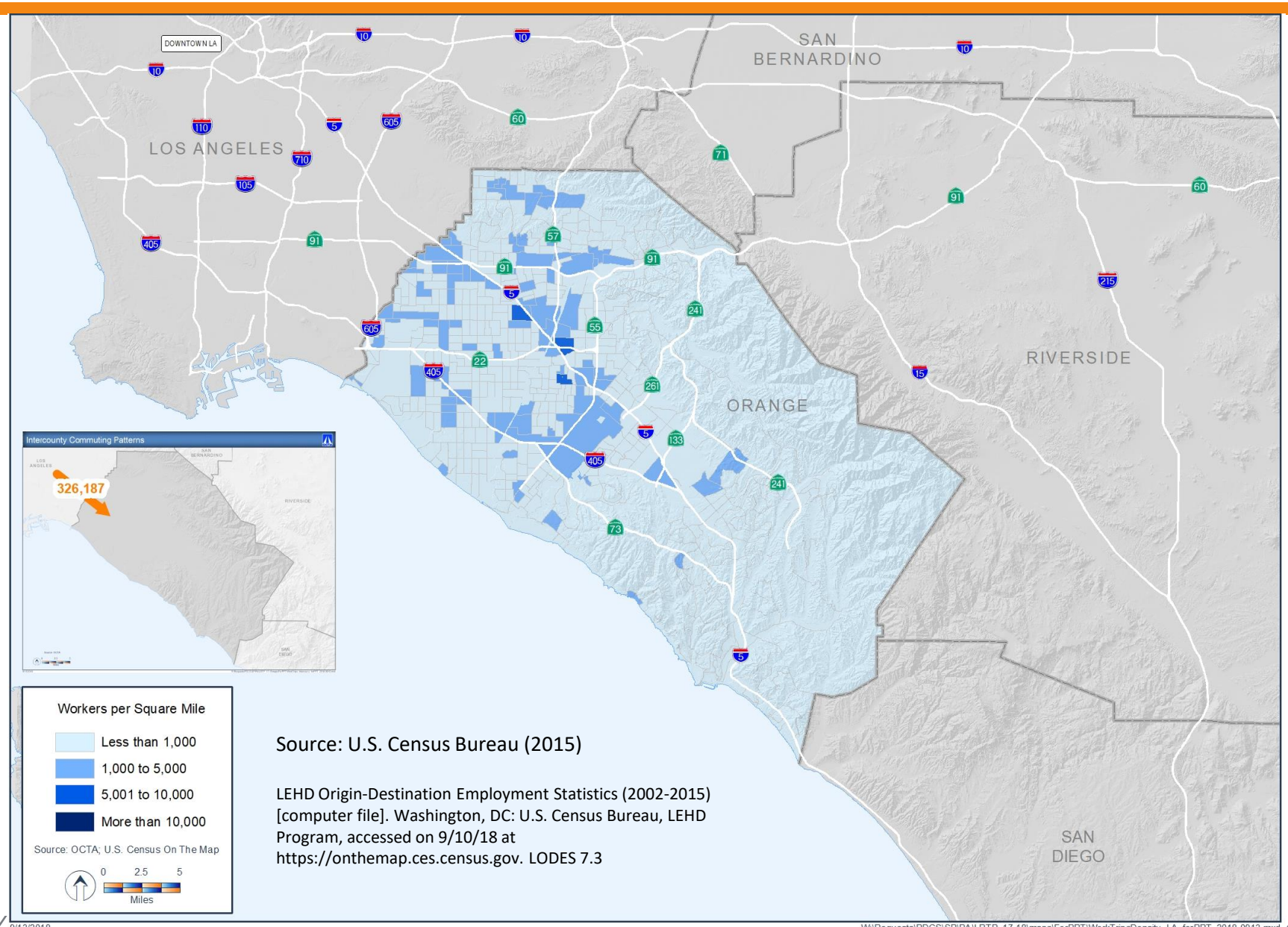
Source: U.S. Census Bureau (2015)

, Longitudinal-Employer Household Dynamics (LEHD) Origin-Destination Employment Statistics (2002-2015) [computer file]. Washington, DC: U.S. Census Bureau, LEHD Program, accessed on 9/10/18 at https://onthemap.ces.census.gov. LODES 7.3

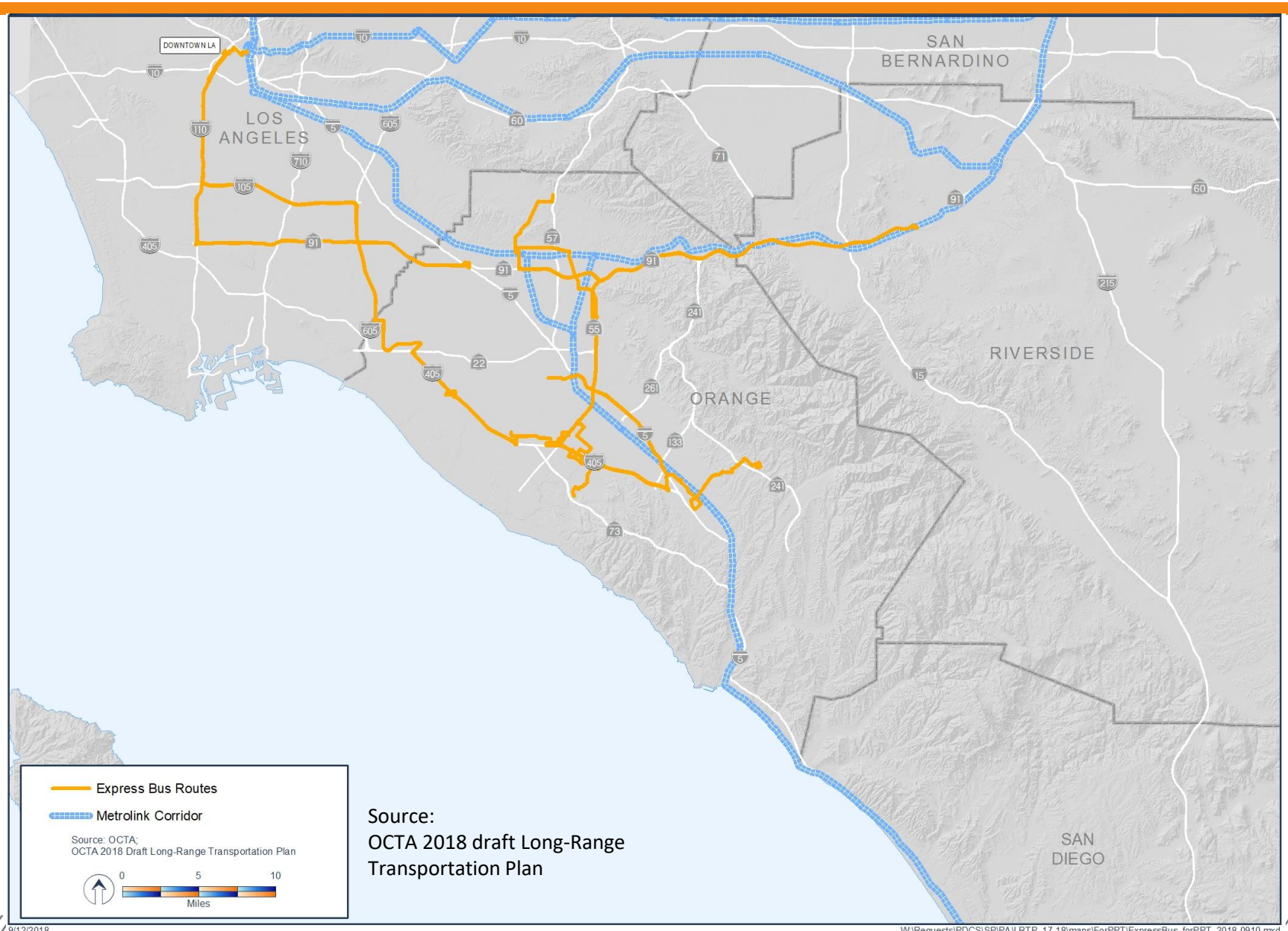
2015 Work Destinations of OC Residents to LA and within OC



2015 Work Destinations of LA Residents to OC

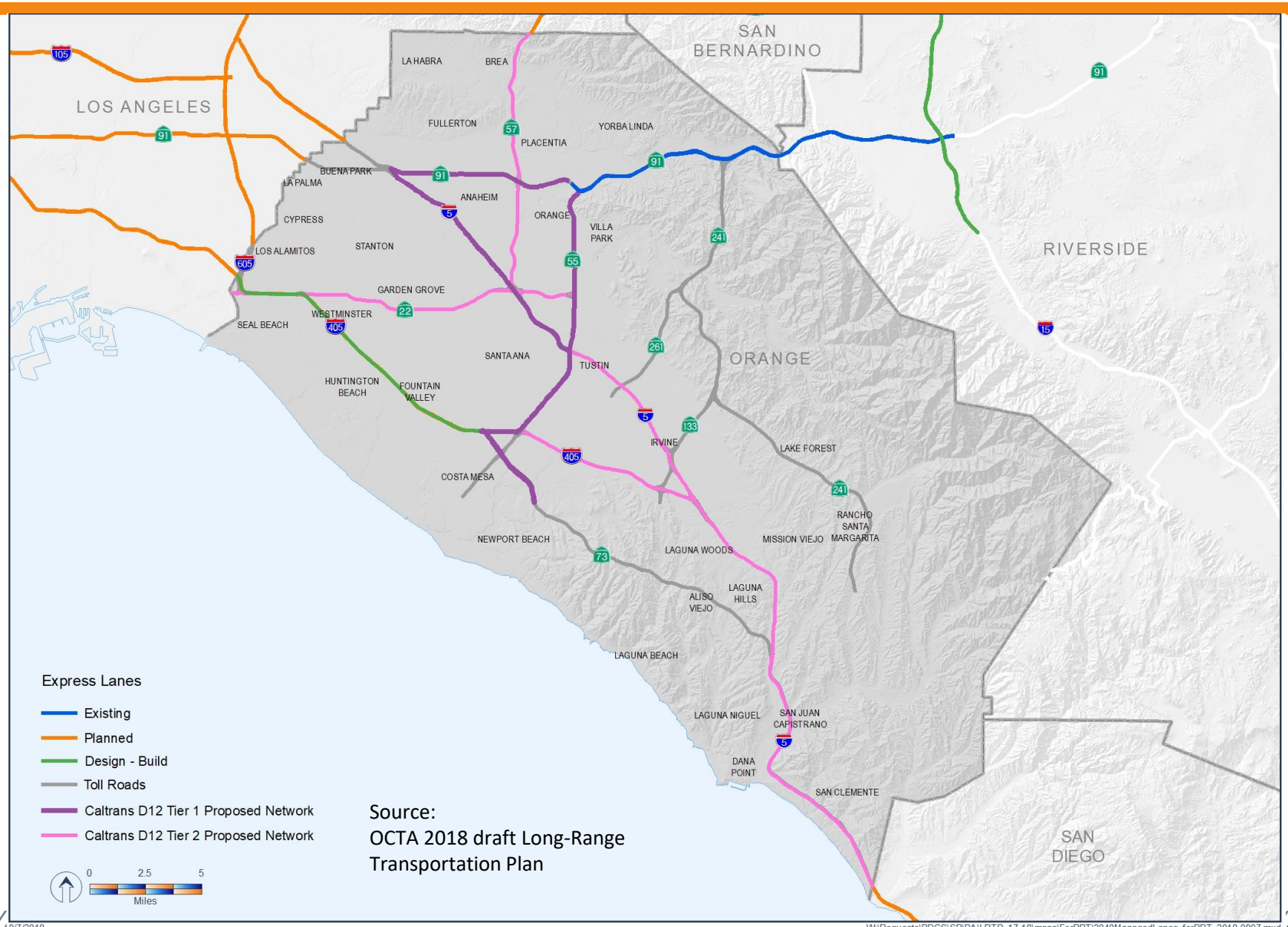


Metrolink Rail and Express Bus Routes



Source:
OCTA 2018 draft Long-Range Transportation Plan

Regional Express Lanes Plans



Source:
OCTA 2018 draft Long-Range Transportation Plan

Intercounty Planning Areas

Planning Activity	Description
2020 RTP/SCS	Participate in the development of the 2020 RTP/SCS and initiate dialogue with SCAG and local jurisdictions.
2028 Olympics	Coordinate with Metro on preparations for the 2028 Olympics.
Metro Countywide ExpressLanes Strategic Plan	Continue dialogue with Metro and appropriate agencies to identify impacts to, and opportunities for, connectivity with Orange County's transportation network.
West Santa Ana Branch/ Pacific Electric Right-of-Way	Continue dialogue with Metro and appropriate agencies to identify impacts to, and opportunities for, connectivity with Orange County's transportation network.
Gold Line Eastern Extension – Phase 2	Continue dialogue with Metro and appropriate agencies to identify impacts to, and opportunities for, connectivity with Orange County's transportation network.
LOSSAN /Green Line Connection	Participate in SCAG's effort to identify impacts to and opportunities for connectivity. Metro is the lead agency for planning, constructing, and operating major transit capital investments in Los Angeles County such as this connection.
Managed Lane Studies	Identify operational enhancements to the HOV network, and criteria for potential expansion of priced managed lanes.
Corridor Studies and Improvements	Conduct studies evaluating the feasibility of multi-modal corridor enhancements.
Coordination with Regional Partner Agencies	Continue dialogue with SCAG, SANDAG, County Transportation Commissions, SCAQMD, Caltrans, and other regional agencies as needed to further inter-county connectivity.

RTP – Regional Transportation Plan
SCS – Sustainable Community Strategy
SCAG – Southern California Association of Governments
Metro – Los Angeles County Metropolitan Transportation Authority
LOSSAN – San Diego - Los Angeles - San Luis Obispo
HOV – High-Occupancy Vehicle
SANDAG – San Diego Association of Governments
SCAQMD – South Coast Air Quality Management District
Caltrans – California Department of Transportation

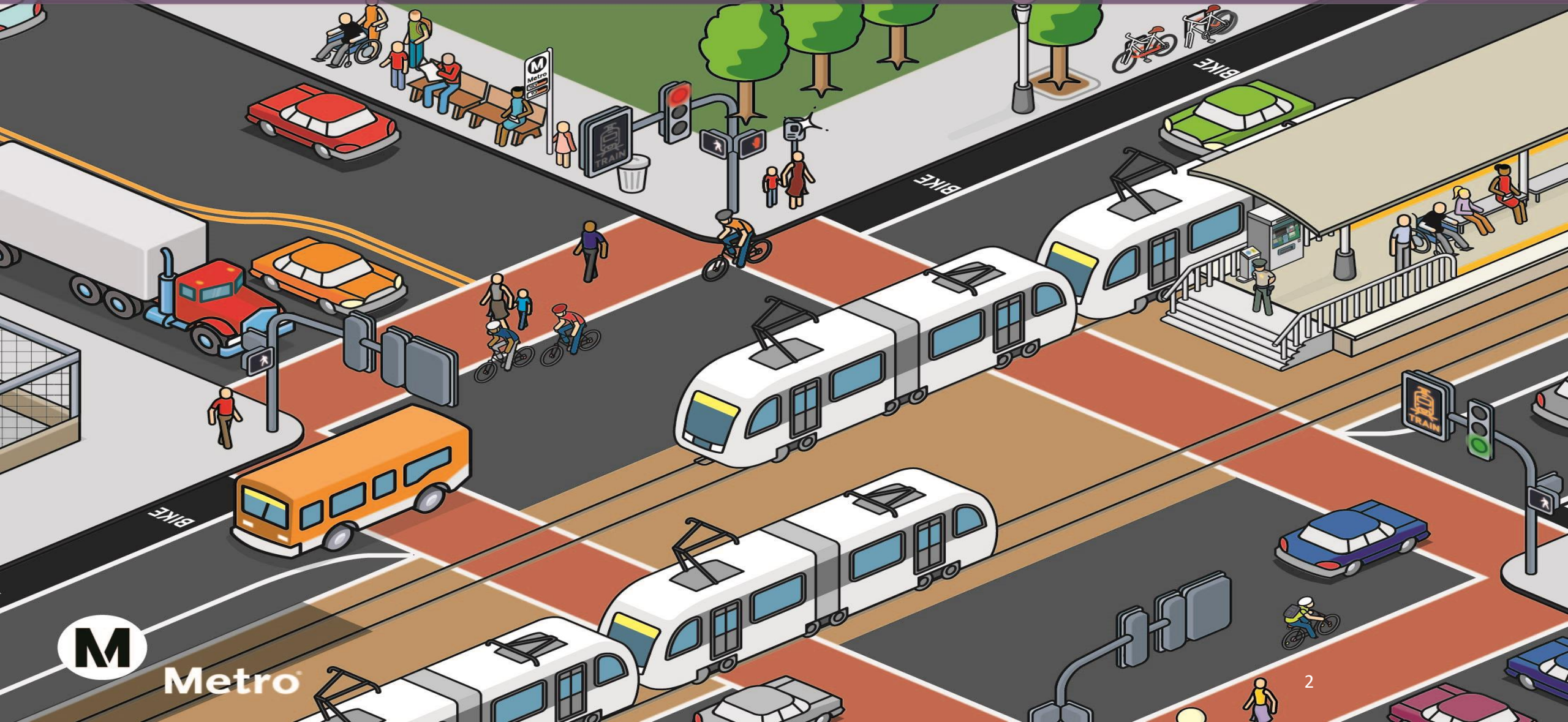
Source:
OCTA 2018 draft Long-Range Transportation Plan

Intercounty Planning Update

Metro

LA Metro's Transportation Policy & Planning

Highlighted Interest Areas with OCTA



Overview

- **Introduction**
- **Policy Initiatives**
  - Metro Vision 2028
  - Long Range Transportation Plan Update
  - Bus Rapid Transit Vision & Principles Study
  - Twenty-Eight by ‘28 Initiative
- **Future Transit Corridors**
  - West Santa Ana Branch
  - Gold Line Phase 2 Branched Extension
- **Interstate 5 Freeway Improvements**
- **ExpressLanes Strategic Plan**
- **Questions & Discussion**

Metro

Introduction

- Advance regional multi-modal planning efforts
- Ensure transportation planning for region maximizes investments
- Regional and seamless benefits across county lines
- Partnership with Caltrans and SCAG
- Metro Board authorizes MOUs with OCTA and RCTC in July 2018

Metro

Policy Initiatives

- Metro Vision 2028
- Long Range Transportation Plan Update
- BRT Vision & Principles Study
- Twenty-Eight by ‘28 Initiative

Metro

Metro Vision 2028: Goals

GOAL 1 Provide high-quality mobility options that enable people to spend less time traveling

GOAL 2 Deliver outstanding trip experiences for all users of the transportation system

GOAL 3 Enhance communities and lives through mobility and access to opportunity

GOAL 4 Transform LA County through regional collaboration and national leadership

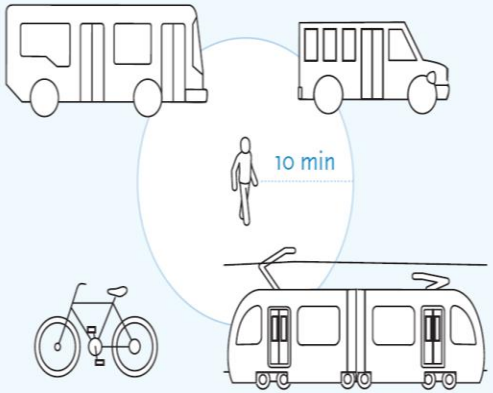
GOAL 5 Provide responsive, accountable, and trustworthy governance within the Metro organization

Metro

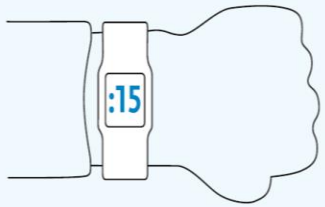
Metro Vision 2028: Specific Outcomes

Metro's Visionary Outcomes by 2028

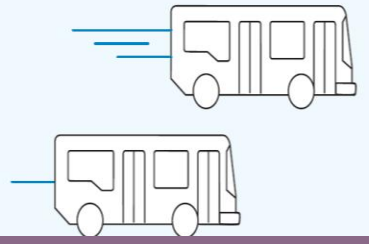
10-minute walk or roll to high-quality mobility options



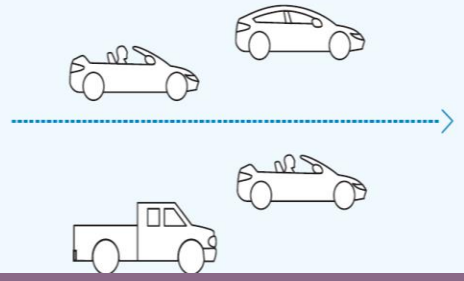
15-minute maximum wait, any time of day



30% faster bus speeds



Options to bypass congestion



Metro

Long Range Transportation Plan Update

- Guided by Metro Vision 2028
- Passage of Measure M sets the stage for new, innovative Long Range Transportation Plan (LRTP)
- Address an ever-evolving county and priorities (e.g., equity)
- Fiscally constrained plan
- Close coordination with timing of SCAG's 2020 RTP/SCS Update

Metro

Long Range Transportation Plan Framework

Los Angeles County Metropolitan Transportation Authority (Metro)

Near Term and...

MODULES	THEMES			
	PUBLIC ENGAGEMENT AND ANALYTICAL RIGOR	EQUITY, ENVIRONMENT AND HEALTH	FINANCIAL DISCIPLINE AND ECONOMIC DEVELOPMENT	INNOVATIONS, RESILIENCY AND ADAPTABILITY
1 THE VISION				
2 ORIENTATION & CONTEXT				
3 BASELINE UNDERSTANDING				
4 VALUES FRAMEWORK				
5 TRANSPORTATION NETWORK & MANAGEMENT PLAN				
6 IMPLEMENTING THE PLAN				
7 ENDURING RELEVANCE				

...Long Range

9

BRT Vision & Principles Study

- Metro Vision 2028 seeks additional BRT lines
- Measure M provides funding for specific and TBD lines
- Suggest potential network
- Establish design criteria

Metro

The Twenty-Eight by ‘28 Initiative

- The 2028 Games is an opportunity to advocate for accelerated resources, to achieve early project delivery

- **By identifying projects with aspirational schedules alongside projects already planned to be delivered by 2028, the Board would be highlighting—but not committing—those projects for early project delivery**

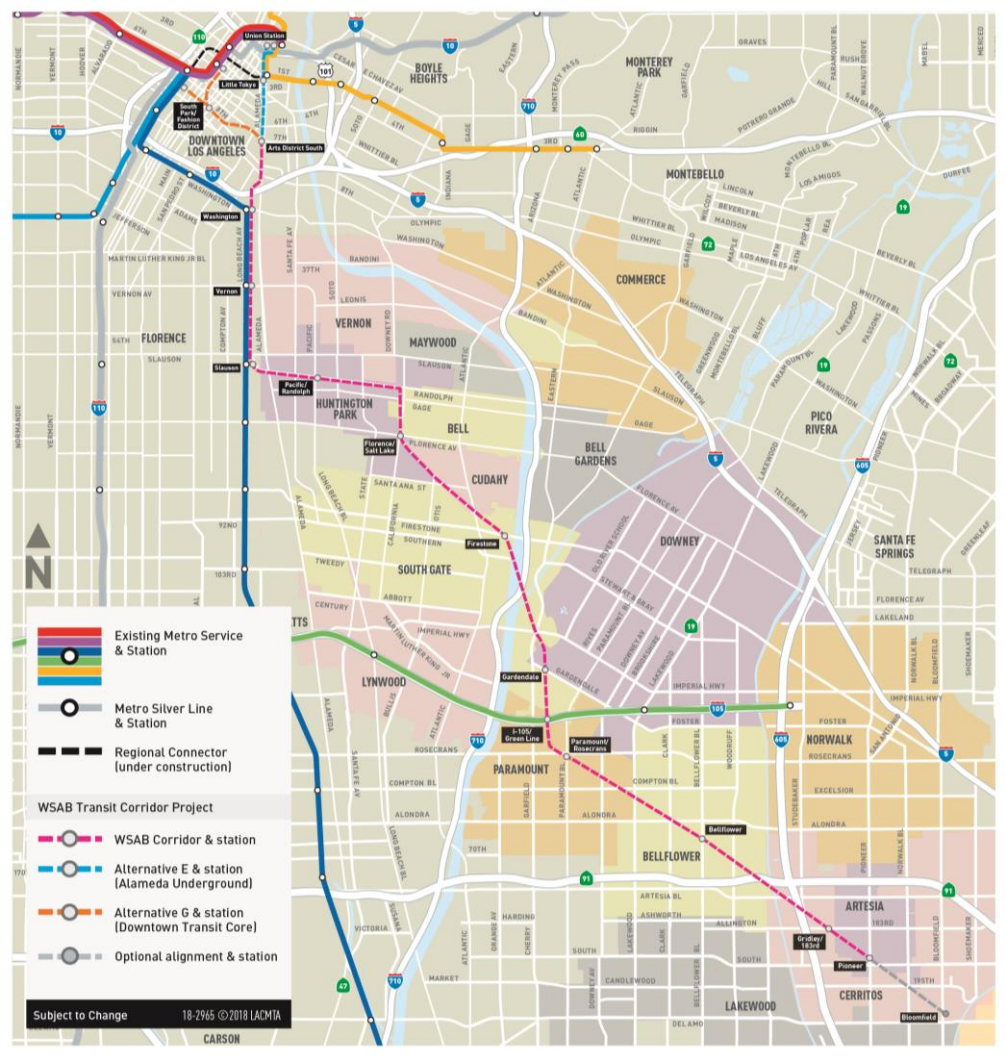
- Inclusion on list does not supersede commitments made in Measure M

Future Transit Corridors

- West Santa Ana Branch
- Eastside Phase 2 Extension: Whittier and South El Monte

Metro

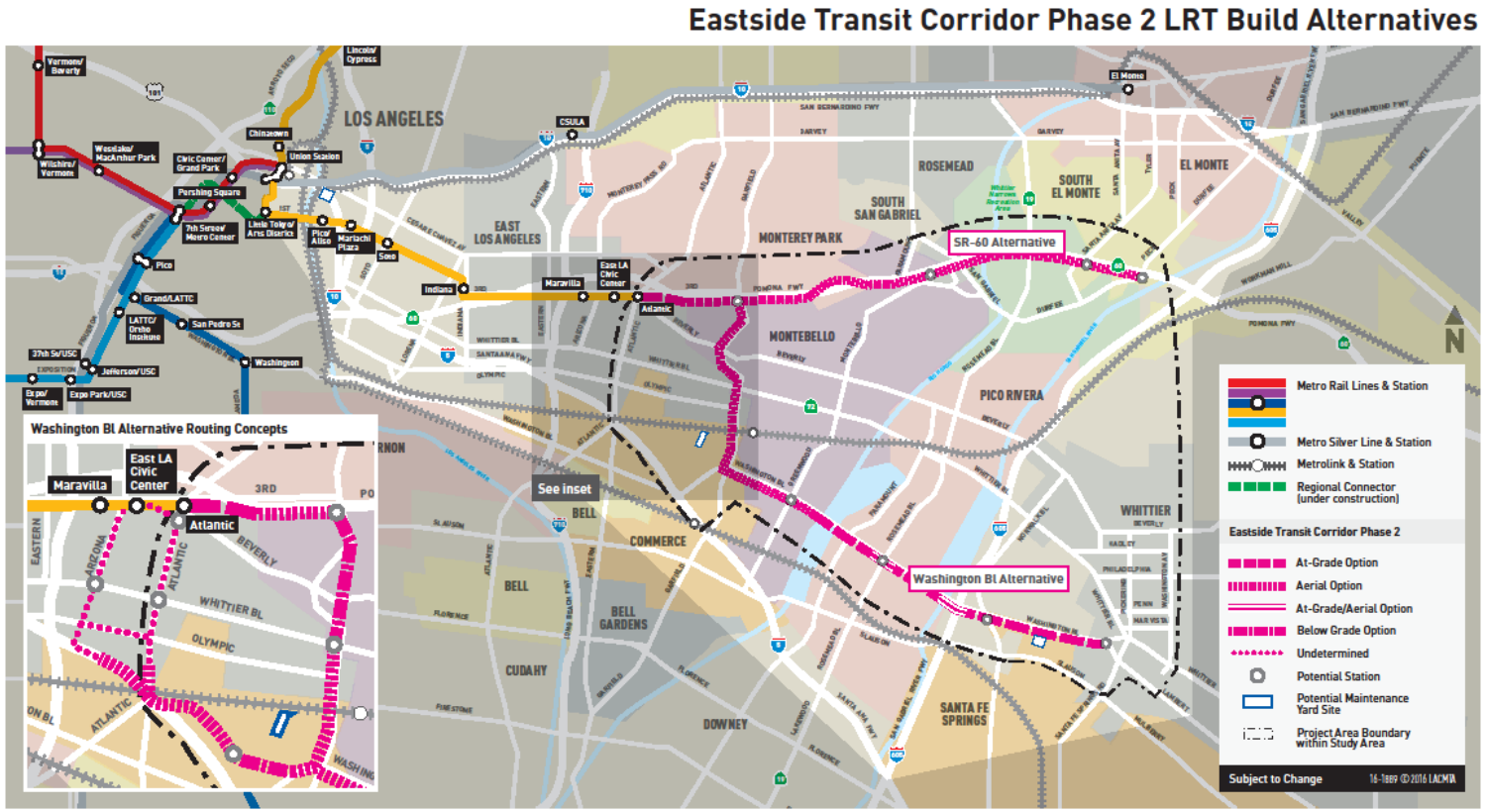
West Santa Ana Branch Light Rail Transit



Metro

Gold Line Phase 2 LRT Branched Extension:

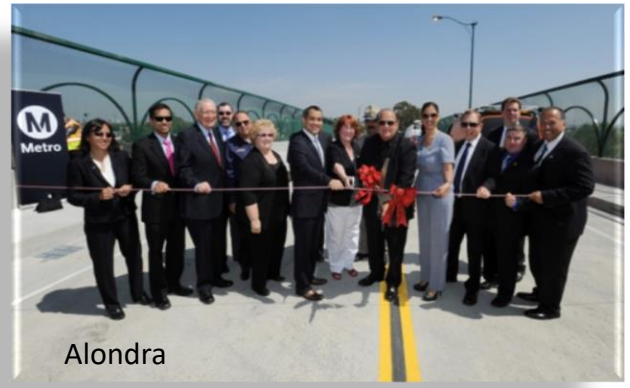
Whittier and South El Monte



Interstate 5 Freeway Improvements

Metro

I-5 South Construction Projects



Alondra

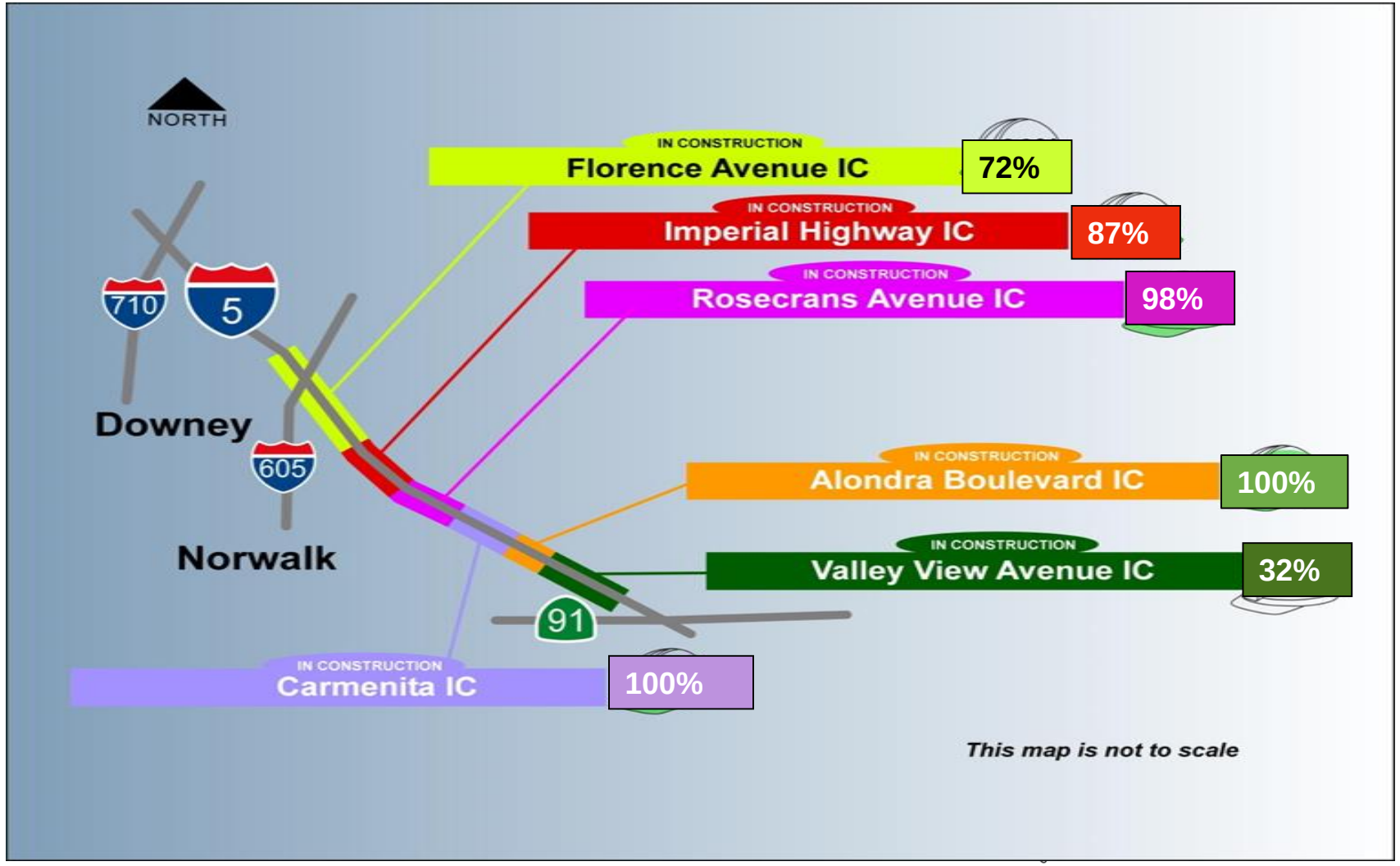
Rosecrans, Bloomfield and Shoemaker

Gateway Cities Transportation Summit
September 10, 2018

I-5 South Construction Projects

- Improve access, efficiency, and integration of multi-modal transportation system
- Improve safety and system performance
- Substantially increase capacity to handle forecasted traffic demands
- Expand the HOV system along Interstate 5 from the Orange County line to I-605
- Enhance community sustainability and livability by improving air and noise quality

I-5 South Construction Projects



September 10, 2018

I-5 South Construction Projects

Segment	Length (Miles)	Scope of Work
Carmenita Rd. Interchange	1.5	❖ Freeway widening to 10 lanes including an HOV lane in each direction ❖ New 10-lane Carmenita bridge with a new railroad grade separation ❖ Realignment of frontage roads: Firestone Boulevard, Freeway Drive, Carmenita Road, Arctic Circle, Molette Street and Excelsior Drive.
Alondra Blvd (Segment 1) North Fork Coyote Creek to Marquardt Avenue	1	❖ Freeway widening to 10 lanes including an HOV lane in each direction ❖ Reconstruct Alondra Boulevard overcrossing bridge
Valley View Ave (Segment 2) Artesia Boulevard to North Fork Coyote Creek	1	❖ Freeway widening to 10 lanes including an HOV lane in each direction ❖ Reconstruct Valley View Avenue Interchange
Rosecrans Ave (Segment 3) Shoemaker Avenue to Silverbow Avenue	1	❖ Freeway widening to 10 lanes including one HOV in each direction ❖ Reconstruct Rosecrans and Bloomfield Avenue Bridges
Imperial Hwy (Segment 4) Silverbow Avenue to Orr and Day Road	2	❖ Freeway widening to 10 lanes including one HOV in each direction ❖ Widen Imperial Highway, Pioneer Boulevard, and Norwalk Blvd bridges
Florence Ave (Segment 5) Orr and Day Road overhead crossing to the San Gabriel River Freeway (Interstate 605) bridge	1	❖ Freeway widening to 10 lanes including one HOV in each direction ❖ Widen structures at Florence Avenue and Orr and Day Road and reconfigure Florence Avenue Interchange.
	7.5	

Intercounty Planning Update

Metro

METRO EXPRESSLANES

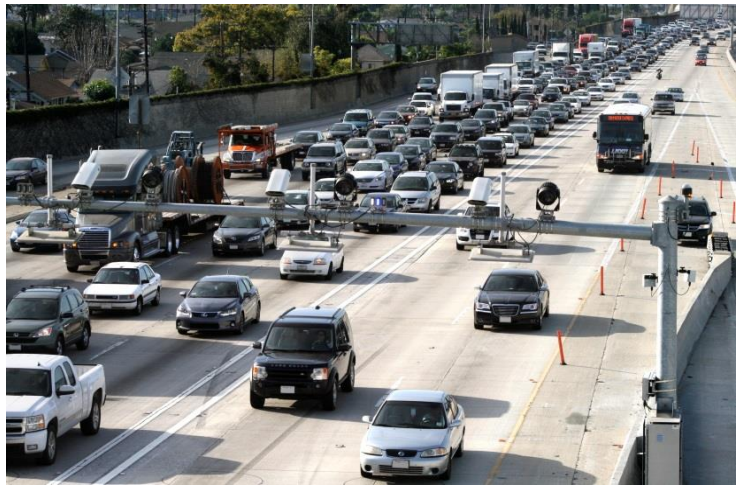
Orange and Los Angeles County
Intercounty Planning Presentation
October 1, 2018

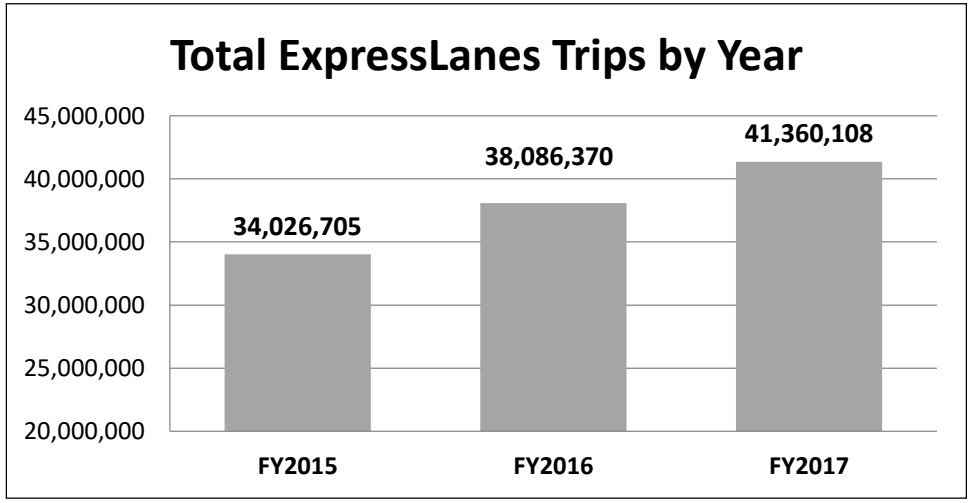
Philbert Wong
Senior Manager

Metro

ExpressLanes - Background

- Initiated as a one-year demonstration project to convert existing HOV lanes to ExpressLanes
  - > I-110 opened in November 2012
  - > I-10 opened in February 2013
- SOVs pay a toll at all times
  - Current toll range is $0.10-$2.00 per mile
- I-110 – HOV2+ is free
- I-10 – HOV3+ free during AM and PM peak, HOV 2+ free at all other times





Metro

ExpressLanes Performance

Average Travel Speeds in ExpressLanes– AM Peak (FY17)

- I-110 NB: 51.7
- I-10 WB: 54.4

Average travel time savings – AM Peak (FY17)

- I-110 NB: 13.3 minutes
- I-10 WB: 15 minutes

"Customer satisfaction remains high for Metro ExpressLanes…"

Metro ExpressLanes – 2018 Annual Customer Survey Report:

Customer Responses - 81,748
Customer Satisfaction - 80%
Safety Satisfaction - 92.83 %
Satisfaction Higher than 2017

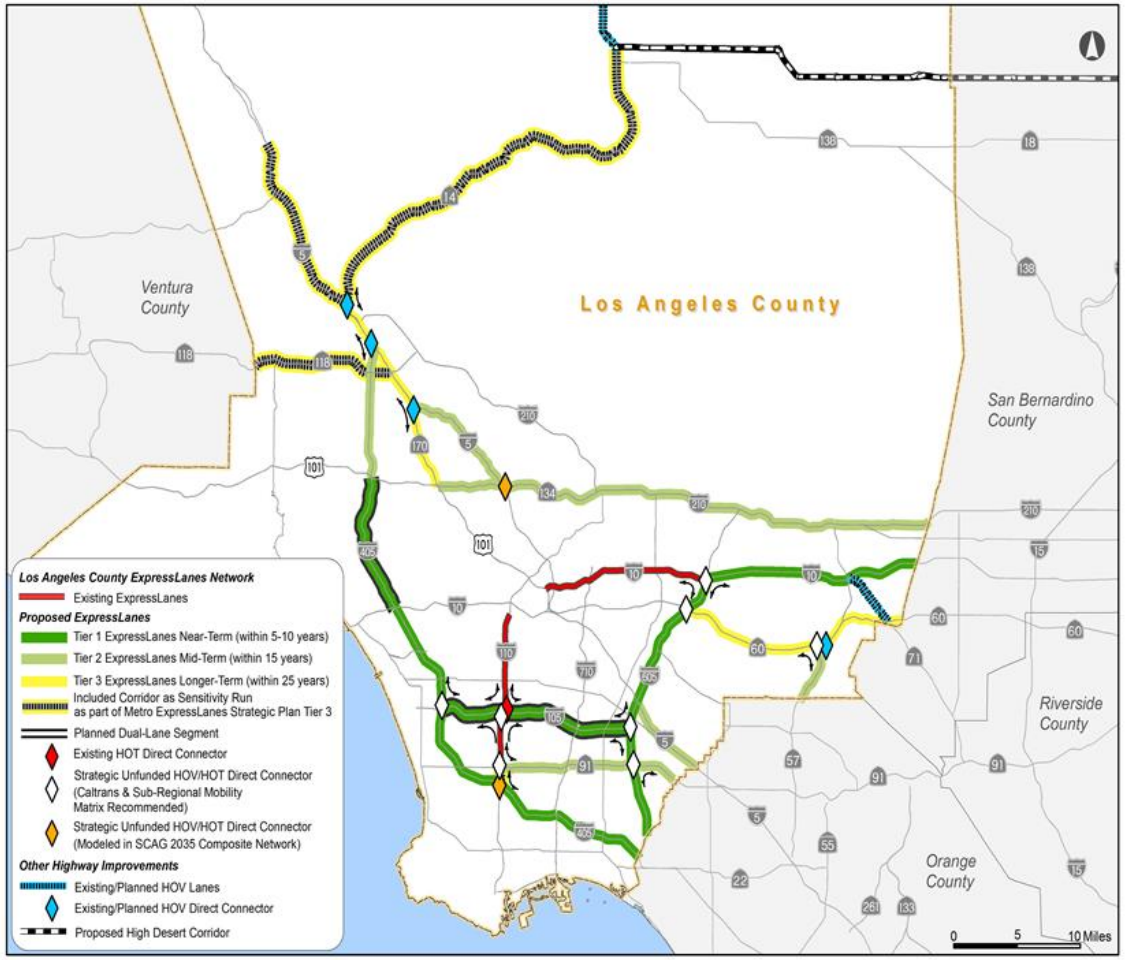
ExpressLanes - Benefits

- Provides travel choice to Single Occupant Vehicles
- Improves trip reliability and travel times through active traffic management
- Invests Net toll revenue to fund additional transit service and grants to cities in the corridor

Metro

ExpressLanes Strategic Plan

Network Expansion



Metro

Next Steps

- Continue Collaborating
- Complete Planning and Environmental Studies
- Develop Funding Plan
- Obtain Tolling Authority from CTC
- Design/Construction

MINUTES

Executive Committee Meeting

Committee Members Present
Lisa A. Bartlett, Chairwoman
Tim Shaw, Vice Chairman
Michael Hennessey
Mark A. Murphy

Committee Members Absent
Andrew Do
Al Murray
Shawn Nelson

Staff Present
Kenneth Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Olga Prado, Assistant Clerk of the Board
Cassie Trapesonian, Assistant General Counsel
OCTA Staff and Members of the General Public

Call to Order

The August 6, 2018 regular meeting of the Executive Committee was called to order by Chairwoman Bartlett at 9:07 a.m.

Pledge of Allegiance

Director M. Murphy led in the Pledge of Allegiance.

1. Public Comments

There were no public comments.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Item 2)

2. Approval of Minutes

A motion was made by Director Hennessey, seconded by Director M. Murphy, and declared passed by those present, to approve the minutes of the Executive Committee meeting of June 4, 2018.

Regular Calendar

3. Capital Programs Division - Fourth Quarter Fiscal Year 2017-18 and Planned Fiscal Year 2018-19 Capital Action Plan Performance Metrics

James G. Beil, Executive Director of Capital Programs, reported on the fourth quarter fiscal year 2017-18 and planned fiscal year 2018-19 Capital Action Plan Performance Metrics, as noted in Attachment B of the Staff Report. A lengthy discussion ensued regarding the status of the projects and Disadvantaged Business Enterprise efforts concerns.

No action was taken on this receive and file information item.

Discussion Items

4. Chief Executive Officer's Report

Kenneth Phipps, Deputy Chief Executive Officer, reported on the following:

- Interstate 405 Improvement Project – McFadden Avenue Bridge:
  - The bridge will close tomorrow night at 10:00 p.m. and will be closed for approximately 12 months.
  - Full demolition of the bridge is scheduled for later this month.
  - OCTA hosted two, well-attended neighborhood meetings in the City of Westminster about the bridge closure.
  - OCTA will provide ongoing public outreach.

- OC Fair Express:
  - Yesterday wrapped up the fourth weekend of service.
  - Approximately 63,000 boardings to date which is down 10 percent from last year.
  - Hot weather continues to be a factor for lower ridership.

- Laguna Beach Summer Breeze:
  - This is the sixth weekend of the service.
  - Approximately 6,000 boardings to date which is down 4 percent from last year.
  - Hot weather continues to be a factor for the lower ridership.

4. (Continued)

- Contracts Administration and Materials Management (CAMM) Department:
  - OCTA's CAMM team earned the 2018 Annual Achievement of Excellence in Procurement Award from the National Procurement Institute.
  - This is the eighth consecutive year that the CAMM team has received the award.
  - OCTA is one of 47 agencies in California and one of only 29 special districts in the United States and Canada to receive the award.

5. Committee Members' Reports

There were no Committee Members' reports.

6. Closed Session

There were no Closed Session items scheduled.

7. Adjournment

The Executive Committee meeting adjourned at 9:53 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, September 6, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07, Orange, California.

ATTEST

Laurena Weinert
Clerk of the Board

Lisa A. Bartlett
Chairwoman

OCTA

October 1, 2018

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of April 2018 Through June 2018

Overview

Staff has prepared a Measure M2 quarterly progress report for the period of April 2018 through June 2018, for review by the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as a governing ordinance, which defines the requirements for implementing the Plan. Ordinance No. 3 designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed.

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan, but adhering to numerous specific requirements and high standards of quality called for in the measure, as identified in the ordinance. Ordinance No. 3 requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the

OCTA Board of Directors (Board). On September 25, 2017, the Board approved rebranding M2 externally to OC Go to promote OCTA's Measure M awareness and public perception, as well as to avoid confusion with the recently approved, similarly named Los Angeles Metropolitan Transportation Authority's "Measure M." M2 progress is summarized in these quarterly progress reports, which are posted online for public review.

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of April 1, 2018 through June 30, 2018 (Attachment A).

The quarterly report is designed to be easy to navigate and public friendly, reflecting OCTA's Strategic Plan transparency goals. The report includes budget and schedule information provided from the Capital Action Plan, and Local Fair Share and Senior Mobility Program payments made to cities during the quarter, as well as total distributions from M2 inception through June 2018.

Additionally, Attachment A includes a summary of the Program Management Office activities that have taken place during the quarter. Three areas in particular are highlighted below.

Market Conditions Tracking

In 2017, a Market Conditions Forecast and Risk Analysis was conducted to analyze current demands on resources and provide information on the impact on OCTA's delivery of M2 projects. The results of the analysis were presented to the Board in September 2017. Overall, the consultant's analysis identified a strong potential that during the Next 10 delivery years, OCTA will experience an increasing cost environment. This, coupled with a continued reduction in revenue, present challenges in the delivery of M2 and the Next 10 Delivery Plan (Next 10 Plan).

Following the presentation, the Board discussed the benefit of receiving annual sales tax revenue forecasts providing insight on the M2 revenue picture, and that equally important would be for the Board to be aware of what is taking place from a market/cost side of delivering the M2 Program. The Board directed staff to continue to work with the consultant. During 2018, the consultant team analyzed annual trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts. This analysis resulted in the creation of a cost pressure index, which provides a range of potential cost fluctuations looking out at a time horizon through 2020. A summary of the results of this effort was presented to the Board on September 10, 2018.

Next 10 Delivery Plan

In November 2016, the Board adopted the Next 10 Plan, providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026, based on the 2016 sales tax revenue forecast of $14.2 billion. As a result of a reduction in the revenue forecast, staff reviewed, and provided an update to the Board in November 2017. In July 2018, the Board received a preliminary revised revenue forecast of $13.1 billion. As a result, staff once again reviewed and updated the Next 10 Plan. The results of this effort were presented to the Board in September. The review proved that the 2018 updated Next 10 Plan continues to remain deliverable. The 2018 Next 10 Plan was approved by the Board at the September 10, 2018 meeting. The Next 10 Plan provides not only guidance on the ten-year period, but also looks forward through 2041 to ensure that the cash flow supports delivery of the entire M2 plan of projects and programs as promised in Ordinance No. 3.

Safeguards

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2, as promised to the voters. Three prior performance assessments have been completed covering fiscal year (FY) 2007 through FY 2009, FY 2010 through FY 2012, and FY 2013 through FY 2015. Findings and recommendations from assessments are presented to the Board, and recommendations are implemented as appropriate. Sjoberg Evashenk Consulting was selected to conduct the fourth performance assessment covering the period between July 1, 2015 and June 30, 2018. Site visits, staff, and external stakeholder interviews will take place next quarter. A final report is anticipated to be brought to the Board in spring 2019.

Progress Update

The following provides an overview of M2 accomplishments to date by mode, as well as highlights of activities that occurred during the fourth quarter of FY 2018.

Freeway Program

The M2 Freeway Program currently consists of 27 projects or project segments identified in the Plan and approved by the voters to be delivered by 2041.

Currently, while in year seven of the 30-year program, 12 segments are complete, with one in construction and another five readying for construction. The remaining nine segments are in various stages of project development, with two of those slated to go into construction, and be complete or nearing completion by 2026.

Key freeway project activities taking place this quarter are highlighted below.

- Bids for the Interstate 5 (I-5) between State Route 55 (SR-55) and State Route 57 (SR-57) project were opened on May 8, 2018. The three lowest bidders were deemed "unresponsive" as each of the low bidders was unable to produce required documentation. Following the quarter's end, all remaining bidders rescinded their offers. As a result, the California Department of Transportation (Caltrans) will rebid the project. Through the rebid process, staff anticipates a new bid opening on October 18, 2018. (Project A)

- The I-5 between Interstate 405 (I-405) and SR-55 draft environmental document was circulated to the public May 8 – June 8, 2018. Two open house format public hearings were held in late May. Comments from local jurisdictions and businesses stressed a desire to choose the alternative that has equivalent traffic benefits with reduced business and the community impacts. (Project B)

- The I-5 between Oso Parkway to Alicia Parkway/La Paz Road Interchange Project is ready-to-list for construction bids. Advertisement is scheduled for October 2018. (Project C and Project D)

- Pursuant to the Transportation Infrastructure Finance and Innovation Act loan agreement for the I-405, between State Route 73 and Interstate 605 project, OCTA submitted the first reimbursement request for $165 million and received that amount on April 16, 2018. OCTA also held six open houses along the corridor in May and June 2018 to discuss the initiation of construction with the communities adjacent to I-405. Construction of the first bridge began in August, and four more bridges will start construction by the end of the year. The project is scheduled to be completed in 2023. (Project K)

Streets and Roads

Since 2011, $735 million has been allocated to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs. To date 249 projects have received more than $393 million, including $42 million in external funding, through eight rounds of funding. Additionally, M2 provided a portion of the $664 million to grade separate seven rail crossings. M2 successfully leveraged the majority of the funds ($520 million) from local, state, and federal sources.

The Board approved programming recommendations for the eighth call for projects (call) for both the 2019 Regional Capacity Program (RCP {Project O}) and the 2019 Regional Traffic Signal Synchronization Program (RTSSP {Project P}). Key streets and roads project activities taking place this quarter are highlighted below.

- On June 11, 2018, the Board awarded $32 million of M2 funding to 11 projects for the 2018 RCP call. (Project O)
- Also on June 11, 2018, the Board awarded six projects for the 2018 RTSSP call, funding $8.9 million with M2, and leveraging $6.6 million from SB 1 (Chapter 5, Statutes 2017). (Project P)

Transit

The M2 transit mode includes a number of programs designed to provide additional transportation options. M2 is the main funding source for Metrolink commuter rail service in Orange County, and also provides funding for rail station improvements and transit connections to extend the reach of the services.

Since 2011, Metrolink ridership in Orange County has increased 16 percent. Additionally, M2 provides competitive funding commitments for local bus community circulators ($43.6 million to date), bus stop improvements ($1.5 million to date), and funding to support specific programs to help meet the needs of seniors and persons with disabilities ($58.9 million to date). Key transit project activities taking place this quarter are highlighted below.

- On June 19, 2018, four of the five prequalified construction bidders submitted bids for the OC Streetcar Project. Staff conducted a bid responsiveness review of the four bids. Two of the four firms were found non-responsive, and Walsh Construction Company II, LLC was found to be the lowest responsive, responsible bidder. On September 24,

the Board authorized the Chief Executive Officer to negotiate and execute the construction contract. (Project S)

- Also, on June 25, 2018, the Board approved the third round of Community-Based Transit/Circulators Program funding, in the amount of $6.8 million, for six transit projects. (Project V)

Environmental Programs

The M2 Program includes two innovative programs, the Environmental Cleanup Program (ECP) and the Environmental Mitigation Program (EMP). The ECP improves water quality by addressing transportation related pollutants while the EMP off-sets biological impacts of freeway projects.

Since 2011, the ECP has provided $20.1 million to local jurisdictions through a competitive process, which funded 154 grants for trash removal devices. More than 6.2 million cubic feet of trash (or over 2,600 forty-foot shipping containers) have been captured so far. In September 2018, the Board approved the programming recommendations for the eighth ECP Tier 1 call, awarding approximately $2.5 million to 12 projects.

The Board has authorized $55 million for the EMP to acquire conservation lands, fund habitat restoration projects, and to develop the Conservation Plan.

OCTA has acquired more than 1,300 acres and funded 12 restoration projects across Orange County. With the established endowment, the wildlife and habitat on the acquired lands are protected in perpetuity. Key program activities during this quarter are highlighted below.

- In consultation with the local fire authority, staff is preparing fire management plans (Plans) for the seven preserves. These Plans are a requirement of the Conservation Plan and require approval by the United States Fish and Wildlife Service and the California Department of Fish and Wildlife. The Plans are anticipated to be complete in 2020.

<u>Challenges</u>

Given current market trends pointing to higher construction costs in project delivery, it is imperative that OCTA continue to closely monitor construction bid activity and update project cost estimates as appropriate. Recommendations on how to mitigate this challenge were included in separate staff reports in the Next 10 Plan: Market Conditions Forecast and Risk Analysis, and the 2018

update of the Next 10 Plan. Both reports were presented to the Board on September 10, 2018. Recently, OCTA experienced a set back with the bidding of the I-5 between SR-55 and SR-57 (Project A). While eight bids were received for this project, all eight were found either non-responsive due to failure to meet Disadvantage Business Enterprise (DBE) goals or backed out after time elapsed and the bids expired. While the exact reasons for this is unclear, the high volume of work in the region is putting a lot of demand on the construction industry's resources and making the ability to respond adequately to invitation for bids more difficult. This is likely to create additional challenges in the near-term for project delivery.

Another project that may be affected by the changing market conditions is the I-5 between State Route 73 and El Toro Road Project (three segments of Project C and Project D). The OCTA cost estimate for this project is $557.11 million, which is above the $500 million threshold for a "Major Project" designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) Workshop, and a CER was conducted by the FHWA, Caltrans, and OCTA in February 2018. The CER process estimated that the project may require additional funding up to $55.75 million. While OCTA estimates indicate the project funding need may be lower, FHWA requirements necessitate that OCTA demonstrate sufficient funding. In June, the Board authorized an increase of $55.75 million to the project, increasing support costs up to $612.86 million. The segment from Oso Parkway to Alicia Parkway is scheduled for advertisement for construction bids in August 2018. Cost estimates for the other segments of the I-5 Improvement Project, which are scheduled for advertisement in 2019, will be revisited after Segment 2 construction bid opening to determine if project escalation is warranted.

Another project staff is closely monitoring is the completion of the environmental phase for the I-5 between SR-55 and I-405 (Project B). The environmental document is nearing completion, and Caltrans will soon be selecting the preferred alternative to move forward into design. Two build alternatives were studied for this project with one having more design variations than the other due to tight right-of-way constraints in the project area. While both provide an additional lane in each direction resulting in the same capacity improvement and equal operational benefits, OCTA staff does not support the full standard alternative due to community and business impacts and lack of community support, as well as the desire to adhere to the M2 goal of minimizing right-of-way impacts.

OCTA continues to be challenged with lower than anticipated sales tax revenues. The 2018 reduced sales tax revenue forecast and Proposition 6, a repeal effort of the SB 1 (Chapter 5, Statutes 2017) gas tax on the November 2018 ballot, are two areas that are of particular concern.

OCTA has been very successful in capturing external funding in past years to offset the reduction in sales tax revenue, and in the past year alone captured $291 million in state and federal funding. In the 2018 State Transportation Improvement Program (STIP) update, OCTA received approximately $31.17 million over Orange County's share target. While the M2 cash flow includes only a small amount of SB 1 competitive funding, if Proposition 6 is approved and the gas tax funding is repealed, staff anticipates that up to $170 million of formula funding programmed in the STIP for M2 projects could be deprogrammed or delayed, impacting M2 delivery schedules as the state looks to traditional funding sources to address highway operation and maintenance costs and open contracts.

Finally, another external funding issue is the pending receipt of the full funding grant agreement for the OC Streetcar. On September 6, 2018, the Federal Transit Administration (FTA) updated the FY 2018 Section 5309 fixed-guideway capital investment grant allocations and included an allocation of $98.96 million for the OC Streetcar. With all funding allocated, the full funding grant agreement can be processed through its final steps towards execution. The FTA and the Orange County Congressional Delegation continue to show strong support for the project, and with the federal funding package in place, finalized grant approval should be forthcoming.

M2 project delivery is monitored closely, and progress, as well as challenges, are presented to the Board through these quarterly staff reports, individual project staff reports, as well as through the Capital Action Plan quarterly performance metrics reports from the Capital Programs Division.

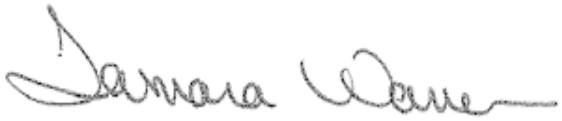
Summary

As required by M2 Ordinance No. 3, a quarterly report covering activities from April 2018 through June 2018 is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website. Hard copies are available by mail upon request.

Attachment

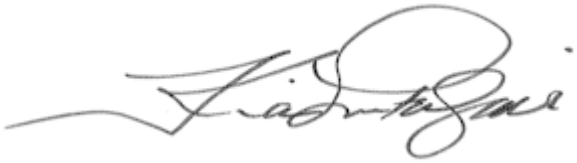
A. Measure M2 Progress Report, Fourth Quarter Fiscal Year 2017-18, April 1, 2018 through June 30, 2018

Prepared by:



Tamara Warren
Manager, Program Management Office
(714) 560-5590

Approved by:



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

10/8/18

ATTACHMENT A

OCGO
Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

Fourth Quarter of Fiscal Year 2017 – 18
April 1, 2018 through June 30, 2018

Fourth Quarter Highlights:

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

OCGO
Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

SUMMARY

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

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from April 1, 2018 through June 30, 2018 is provided to update progress in implementing the Measure M2 Transportation Investment Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 to OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

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

The cover photo is signage for the San Juan Capistrano Summer Trolley. OCTA awarded approximately $6.8 million for six local agency projects in its third call for the Community-Based Transit Circulators Program (Project V). OCTA awarded the San Juan Capistrano Trolley funding to provide summer weekend and special event service.

OCGO
Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

TABLE OF CONTENTS

Section	Project	Page
Abbreviations		i
Project Schedules		iii
M2 Delivery Risk Update		1
Next 10 Plan Update		3
Freeway Program (Projects A-N)		7
Interstate 5 (I-5) Projects	[A-D]	7
State Route 22 (SR-22) Projects	[E]	11
State Route 55 (SR-55) Projects	[F]	11
State Route 57 (SR-57) Projects	[G]	12
State Route 91 (SR-91) Projects	[H-J]	13
Interstate 405 (I-405) Projects	[K-L]	16
Interstate 605 (I-605) Projects	[M]	17
Freeway Service Patrol	[N]	17
Streets and Roads (Project O, P and Q)		18
Regional Capacity Program	[O]	18
Regional Traffic Signal Synchronization Program	[P]	21
Local Fair Share Program	[Q]	21
Transit Programs (Projects R, S, T, U, V and W)		23
High Frequency Metrolink Service	[R]	23
Transit Extensions to Metrolink	[S]	27
Metrolink Gateways	[T]	28
Expand Mobility Choices for Seniors and Persons with Disabilities	[U]	29
Community Based Transit/Circulators	[V]	30
Safe Transit Stops	[W]	31
Environmental (Project X and Freeway Mitigation Program)		32
Environmental Cleanup	[X]	32
Freeway Mitigation Program (part of Projects A - M)		33
Program Management Office		36
M2 Financing and Schedule of Funding		39
Local Fair Share - M2 Funding by Agency		47
Capital Action Plan - Capital Project Status		49

OCGO
Local Tax Dollars at Work

COMMON ABBREVIATIONS

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

OCGO
Local Tax Dollars at Work

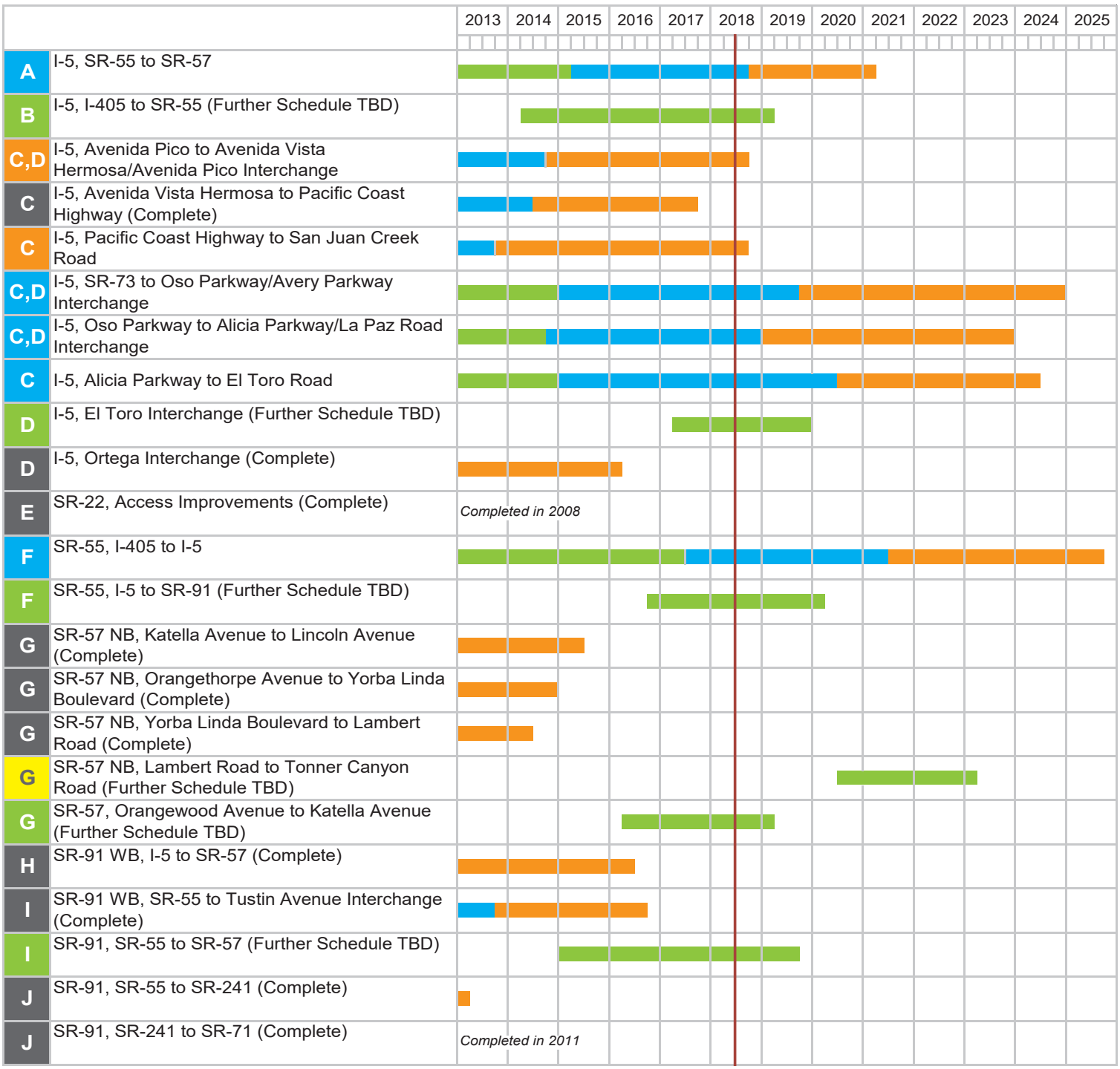
COMMON ABBREVIATIONS

Notice to Proceed	NTP
Next 10 Delivery Plan	Next 10
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Pacific Coast Highway	PCH
Plans, Specifications and Estimates	PS&E
Program Management Office	PMO
Project Development Team	PDT
Project Study Report	PSR
Ready to List	RTL
Request for Proposals	RFP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Association of Governments	SCAG
State Route 133	SR-133
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Southern California Regional Rail Authority	SCRRA
Taxpayer Oversight Committee	TOC

OCGO
Local Tax Dollars at Work

MEASURE M2 PROJECT SCHEDULES

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

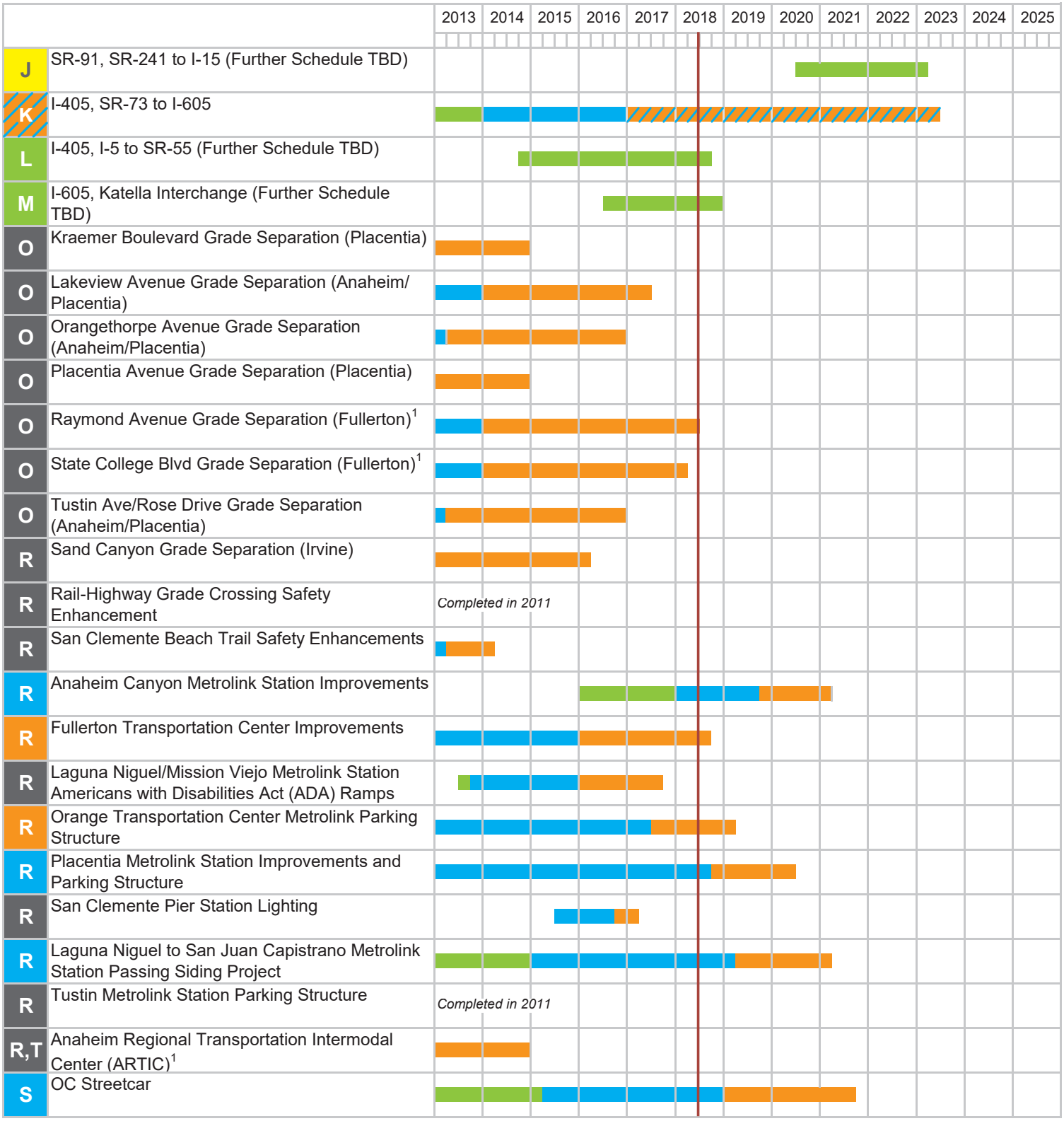


Project schedules are based on phase start dates. Shown schedules are subject to change.

[1] Projects managed by local agencies

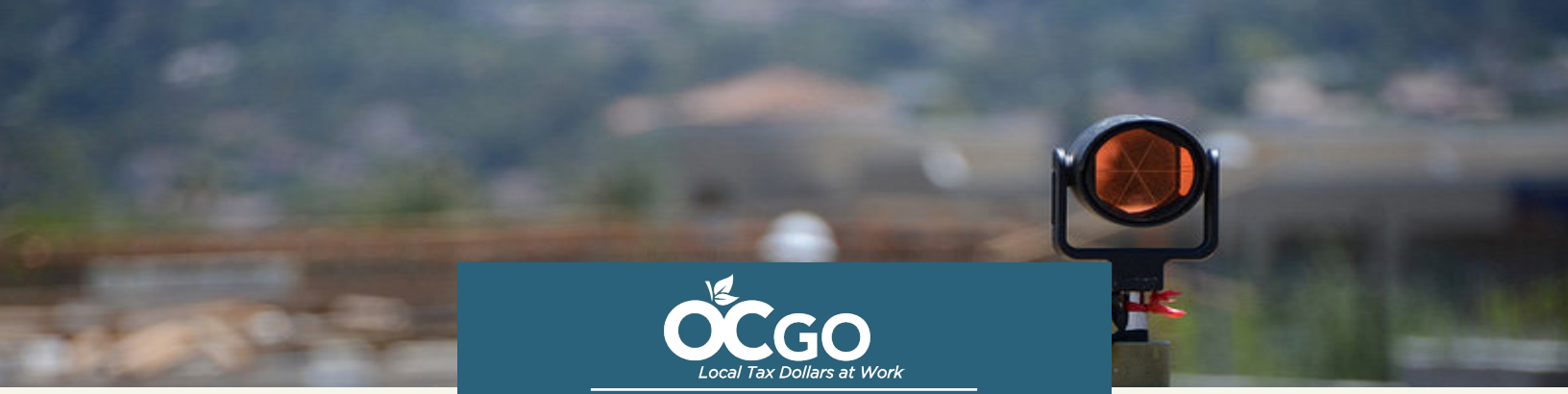
OCGO
Local Tax Dollars at Work

MEASURE M2 PROJECT SCHEDULES



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

[1] Projects managed by local agencies



OCGO
Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE

This section discusses the risks and challenges related to Measure M2 and the 2018 update of the Next 10 Delivery Plan (Next 10) that the Measure M2 Program Management Office (PMO) is monitoring – complete with associated explanations and proposed actions.

	Delivery Risk	Explanation	Proposed Action
Financial			
1	The 2018 M2 revenue forecast estimate is $13.1 billion, which represents a 46 percent decrease in forecasted revenue since M2 adoption. If sales tax revenue continues to be lower than projections, this will further challenge delivery.	Sales tax revenue has been impacted by the recession and changes in consumer spending habits.	The 2018 lower forecast results in greater reliance on external funding to deliver the entire Freeway Program as listed. OCTA will continue to actively pursue available state and federal revenue, and work with the California Department of Transportation (Caltrans) to identify lower cost freeway alternative options for approval.
2	Senate Bill 1 (SB 1) gas tax repeal (Prop 6) on November 6, 2018 ballot.	While M2 does not rely on gas tax funding, if Prop 6 passes and SB 1 is repealed, there is a likelihood that current state funding commitments in the State Transportation Improvement Program (STIP) for M2 projects would be impacted and could delay M2 freeway delivery schedules.	The 2018 update of the M2 cash flow included a sensitivity run with lower external revenue to test the adopted version. With assumptions on programming impacts of a repeal, the cash flow remains financially solvent. However, the true impact will not be known until decisions are made following an actual repeal.
3	Inability to scale the Freeway Program to available revenue and still deliver the promise.	The freeway program includes set project scopes leaving very little flexibility in what is delivered.	OCTA will work closely with Caltrans to value engineering strategies on freeway projects.
4	Delay in receipt of OC Streetcar Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA), could impact the overall delivery schedule.	While the FTA and the Orange County Congressional delegation continue to show strong support for the project, authorization for the New Starts FFGA remains outstanding.	Continue to communicate the merits of the OC Streetcar and need for swift action on receipt of the FFGA to FTA, Congress, and the Administration. Move cautiously to protect the delivery schedule while at the same time minimizing financial risk.

On Track One to Watch

	Delivery Risk	Explanation	Proposed Action
5	Sustain Metrolink train service, as an attractive alternative to driving in Orange County with the limits of available revenue.	Operational cost of Metrolink service continues to grow as system ages, track-sharing arrangements with Burlington Northern Santa Fe Railway (BNSF) are revised, and new air quality requirements. These changes may impact service long term.	Staff will continue to work closely with Metrolink and our partners to ensure cost increases are minimized, while seeking external revenue.
6	The Next 10 Market Conditions Forecast and Risk Analysis identified strong potential for an increasing-cost environment during the Next 10 delivery years.	A construction cost pressure index model was created to provide insight on forecasting capital costs. The index tracks four near-term cost risks: economic trends (building permits and unemployment), material costs, wage pressures, and economic conditions.	OCTA will continue to monitor and track key early warning indicators as recommended and include a program level line item for an economic uncertainty allowance in the freeway cash flow. This is intended to safeguard the program and protect against over-committing during this time of uncertainty.
Organizational			
7	Availability of specialized staff, given the scope of the M2 capital program.	External demand for key talent is becoming more of an issue as large infrastructure programs move forward in the region. Timely completion of engineering and construction related support of the capital program is key to reduce project delivery risk.	Expert and timely coordination between OCTA and Caltrans are imperative to manage this risk. Staff is currently working with Caltrans to ensure resource needs are met. Internally OCTA's Human Resources Division continues to implement programs to retain and attract talent.
8	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a strong track record in operating various transportation systems including both a fixed and demand-based bus network.	To ensure success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations.
Policy			
9	New statewide directives create additional hurdles for the Freeway Program in particular.	New directives with greenhouse gas reductions and managed lane corridors focus, may impact approvals for four of the remaining freeway projects with general purpose lanes that are not yet environmentally cleared.	OCTA will work closely with Caltrans to ensure that when freeway improvement projects are reviewed the commitment to Orange County voters is understood.

On Track One to Watch

OCGO
Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

Next 10 Delivery Plan

Contact: Tami Warren, PMO Manager • (714) 560-5590

On November 14, 2016, the Board approved the Next 10 Delivery Plan (Next 10), providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. The Next 10 was updated to address and incorporate the 2018 sales tax revenue forecast of $13.1 billion. The 2018 update of then Next 10 incorporates current revenue projections, bonding assumptions, project costs and schedule, and adjustments ensuring continued delivery of the complete M2 Program by 2041 as promised.

Next 10 Plan Deliverables

The Next 10 Plan is based on ten deliverables intended to provide guidance on program and project delivery during the ten-year period 2017 through 2026. With nearly two years of the ten-year plan complete, progress on the ten deliverables and accomplishments to date is provided. Significant progress has been made, with projects completing construction, projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through programs.

1. Deliver $3.5[1] billion of freeway improvements approved through construction (Projects A-M).

The M2 freeway program currently consists of 27 projects or project segments. At the point of Next 10 adoption in September 2016, nine projects were completed, and another nine were designated to be complete within the Next 10 time-frame. Together, the segments designated for completion by 2026 make up a $3.1 billion delivery promise. Since Next 10 adoption, three segments of the Interstate 5 (I-5) between Avenida Vista Hermosa and San Juan Creek Road, opened to traffic in March 2018, adding six miles of carpool lanes. The remaining six segments are in design or construction. Funded with 91 Express Lanes excess revenues, a tenth project, the SR-91 between SR-57 to SR-55 (Project I) was designated a priority project and is now part of Deliverable 1 (planned to be complete by 2029). With this project, OCTA will deliver $3.5 billion of freeway improvements approved through construction. For more details, see pages iii-iv (Project Schedules) and the project updates contained in the following pages.

2. Invest approximately $715[1] million more in revenues, bringing the completed Freeway Program improvements to $4.3 billion (Projects A-M).

The final eight remaining project segments (of the 27 total) are on track to be environmentally cleared by 2026, making them “shelf ready” for future advancement. In all, during the Next 10 time-period, approximately $4.3 billion in freeway improvements promised to the voters in M2 will be completed or underway by 2026. Using the guiding principles adopted by the Board, Deliverable 2 includes approximately $715 million in funding to move another project (or projects) directly into design and construction if assumptions on revenues and costs hold. For more details, see pages iii-iv (Project Schedules) and the project updates contained in the following pages.

[1] Because Project I is now included with Deliverable 1, the original Deliverable 1 investment increased to $3.5 billion, and the original Deliverable 2 investment of $1.2 billion has been reduced to $715 million. The overall freeway deliverable commitment remains the same at $4.3 billion.

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

All seven bridges included in the OC Bridges program are complete. Since the adoption of the Next 10 Plan in November 2016, OCTA awarded approximately $82 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P). Additionally, $98.1 million in Local Fair Share (Project Q) funds have been distributed to local agencies. This brings the total allocation to date to $180.1 million. On August 13, 2018, the Board approved the release of the 2019 Call for Projects for approximately $32 million for Project O and $8 million for Project P and funding recommendations will be presented to the Board by mid-2019. For more details, see the project updates on page 18.

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

The Southern California Regional Rail Authority (SCRRA) continues to work on behalf of its members, the Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (LA Metro), and OCTA, to negotiate an agreement with the Burlington Northern Santa Fe (BNSF) Railway for the shared used of their corridor and associated indemnification and liability. This agreement is necessary to secure additional operating slots in order to provide additional passenger rail service on railroad ROW owned by the BNSF. Special counsel has been brought in to assist in these negotiations.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies six projects to be completed by 2026, status shown below. For more details, see the project updates on page 24.

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

OC Streetcar

Activities continue to move forward, including final possession of remaining required ROW, procurement of demolition services, coordination with third parties on utility relocation, finalizing the California Public Utilities Commission safety approvals for the OC Streetcar's grade crossings certification, finalizing the scope of services for the operations and maintenance request for proposals, and continued coordination with the FTA on the status of the FFGA. The streetcar vehicle manufacturing contract has been executed and the notice to proceed has been issued.

The FTA continues to show strong support for the project, and a FFGA is anticipated in 2018. See page 27 for more information.

Harbor Corridor Transit Study

A final staff report was presented to the OCTA Transit Committee on June 14, 2018 and to the Board on

June 25, 2018. Based on the comments received from the participating cities, service speed and amenity improvements (including off-board fare collection, all-door boarding, transit signal priority, and queue jumps) were identified for the existing bus routes on Harbor Boulevard, with implementation dates to be determined in the near future.

OC Transit Vision

The draft Transit Master Plan was presented to the Board in February 2018. The plan included an action plan which was divided into short, medium and long-term recommendations. The Board directed staff to consider the plan in the upcoming Long-Range Transportation Plan process. Staff will be advancing many of the short-term action plan items over the next year.

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

Approximately $20.2 million has been provided for the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program since the Next 10 Plan adoption. See page 29 for more information.

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

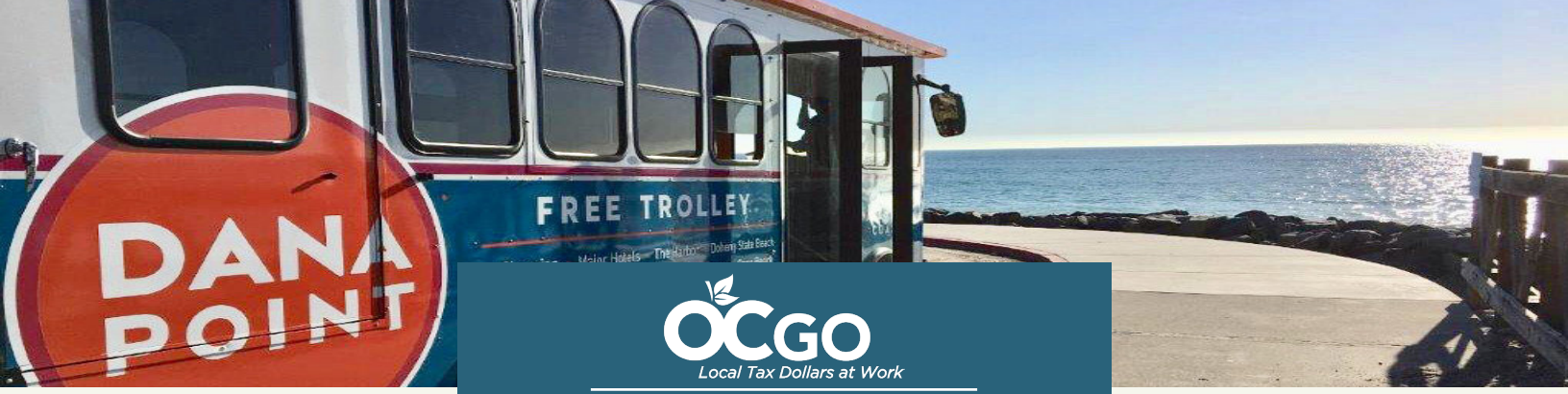
In December 2017, OCTA staff requested letters from local agencies to determine interest for a future round of Project V funding. OCTA received 13 letters of interest and in February 2018, the Board initiated a 2018 Project V Call for Projects. On June 25, 2018 the Board awarded $6.8 million to fund six Community-Based Transit Circulators Projects. For additional details and information on current project program performance and service see page 30.

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

To date, the Board has approved up to $1.2 million to support 51 city-initiated improvements and $370,000 for OCTA initiated improvements. The City of Anaheim postponed development of eight stops and will move forward in a future funding cycle. Of the remaining 43 stops, 14 stops have been completed and the remaining 29 stops are in the project closeout process. Closeout of all projects is anticipated next quarter. OCTA initiated improvements were originally programmed to support the “Text for Next” program. However, these funds were ultimately reallocated (in 2015) to support OCTA’s mobile ticketing application (app) development. A meeting is scheduled with local agencies on August 17, 2018, to gage interest and need for the next cycle of Project W funding. For additional details see page 31.

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

The Freeway Mitigation Program Preserves includes seven properties (1,300 acres), and 12 restoration projects (350 acres). TIn 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the Environmental



Mitigation Program (EMP), allowing streamlined project approvals for the freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination for streambed alternation agreements. In January 2018, the OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To ensure ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves. The second deposit into the endowment was made in August 2017, and approximately $2.9 million on will be deposited an annual basis. For more details, see the project updates on page 32.

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

Since adoption of the Next 10 Plan in November 2016, OCTA issued two calls for Tier 1 ECP projects. The Board awarded approximately $5.59 million to fund 28 Tier 1 projects. Staff is working with the ECAC and the County of Orange to determine the best timing for the next Tier 2 call based on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects. For more details, see the project updates on page 33.

FREEWAYS

INTERSTATE 5 (I-5) PROJECTS

PROJECT A

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

Status: Design complete. Construction package advertised for bids.

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

Summary: This project will increase high occupancy vehicle (HOV) capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. Last quarter, the project received federal authorization (E-76) allowing it to be advertised for construction. The project was advertised for bids on March 19th with Bid Opening held on May 8th. However, the three Lowest Bidders were deemed “unresponsive” as each did not meet the bidding requirements. Additionally, after the quarter ended, the remaining five bidders pulled out due to concerns over guaranteeing their low bids. Due to changes in scope, the replacement of STIP funds with Congestion Mitigation and Air Quality (CMAQ) funds, and the need to re-advertise for construction bids, this project is marked “red” in the Capital Action Plan (CAP) signifying a delay of over three months beyond the original schedule. Construction is expected to begin in late-2018.

PROJECT B

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

Status: Environmental Phase Underway - 89% Complete

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

Summary: This project will add one general purpose lane in each direction of the I-5 corridor and improve interchanges in the area between SR-55 and SR-133 (near the El Toro “Y” and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on I-5 between just north of I-405 to SR-55. Additional features of Project B include the addition of auxiliary lanes in some areas and re-established in other areas within the project limits. During the quarter, the consultant continued working on the Draft Environmental Document (DED) and the Draft Project Report (DPR), and obtained Caltrans approval. To limit community impacts, this project will require the preparation of a Fact Sheet to address design variations due to tight ROW constraints and the Fact Sheet process is in progress. The DED was circulated from mid-May and held two open house format public hearings in late May. The final ED is expected to be complete in early 2019. This project is marked “red” in the CAP, signifying a delay of over three months beyond the original schedule. As part of the 2018 STIP process, based on congestion considerations and project readiness status, OCTA pursued funding for the design phase of this project. On March 21, 2018, the California Transportation Commission (CTC) approved $12.628 million for design phase work of this project in Fiscal Year 2022-23. This is the first STIP cycle in more than ten years which allowed advancement of future STIP cycle funds to be used for pre-construction activities, enabled due to the passage of SB 1.

FREEWAYS

PROJECT C AND PART OF PROJECT D

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

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

Status: Construction Underway - 99% Complete

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

Summary: This segment added a carpool lane in each direction on I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D). The project also includes the addition of bicycle lanes in both directions of Avenida Pico. Construction began in February 2015. Construction of the carpool lanes were completed and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. During the quarter, the contractor worked on the punchlist items with the goal to reach relief of maintenance in July 2018.

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

Status: **PROJECT COMPLETE**

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

Summary: This segment added a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in San Clemente, and also reconstructed on and off ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014 and relief of maintenance was obtained in July 2017 signifying completion. Construction of the carpool lanes were completed and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The one-year plant establishment period is ongoing until July 2018.

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

Status: Construction Underway - 99% Complete

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

Summary: This segment added one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road in the Cities of San Clemente, Dana Point, and San Juan Capistrano. Project improvements also reconstructed on and off ramps at PCH/Camino Las Ramblas. Construction began in March 2014. Construction of the carpool lanes were completed and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. During the quarter, the contractor worked on punchlist items with the goal to reach relief of maintenance in July 2018.

FREEWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments, as described below. The OCTA cost estimate for this project is $557.11 million, which is above the $500 million threshold for a "Major Project" designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop, and a CER was conducted by the FHWA, Caltrans, and OCTA in February 2018. The CER estimates that the project may require additional funding up to $55.75 million. While OCTA estimates indicate the project funding need may be lower, FHWA requirements necessitates that OCTA demonstrate sufficient funding. In June, the Board authorized an increase of $55.75 million to the project, increasing support costs up to $612.86 million. The segment from Oso Parkway to Alicia Parkway is scheduled for advertisement for construction bids in August 2018. Cost estimates for the other segments of the I-5 Improvement Project, which are scheduled for advertisement next year, will be revisited after Segment 2 construction bid opening.

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

Status: Design Phase Underway - 95% Complete

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

Summary: This project will make improvements along I-5 between SR-73 and Oso Parkway in the Cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The proposed improvements include the addition of a general-purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, the consultant continued working on ROW appraisals and coordinated with utility agencies. Staff continued to coordinate with Caltrans to finalize and approve the required Fact Sheet. It is anticipated that the 100 percent Plans, Specifications, and Estimates (PS&E) will be submitted to Caltrans on August 1, 2018. The plans identify a higher cost estimate due to unit price increases, rise in Caltrans support costs, and schedule changes to address bird nesting season restrictions. Due to extended ROW coordination, this project is marked "red" in the CAP, signifying a delay. On March 21, 2018, the CTC approved the 2018 STIP update and programmed approximately $31.166 million over Orange County's share target. To maintain CTC funding limits in the next few years, STIP funding in this project was replaced with M2 funds and a small portion of the STIP funds were programmed for the future landscaping project. This is the first STIP cycle in more than ten years which allowed advancement of future STIP cycle funds to be used for pre-construction activities, enabled due to the passage of SB 1.

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

Status: Design Complete. Construction bid package preparation underway.

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

Summary: This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the Cities of Mission Viejo, Laguna Hills, and Lake Forest. The proposed improvements include the addition of a general-purpose lane in each direction and reconstruction of the La Paz Road Interchange (Part of Project D).

FREEWAYS

Major activities this quarter included Certification of the ROW phase and achieving Ready-to-List (RTL) status. Staff also continued coordination of the service contract with SCRRA/Metrolink, and with Caltrans on ROW and utilities. OCTA and Caltrans are preparing the Draft Financial Plan and Draft Project Management Plan, in accordance with the FHWA's "Major Project" Guidance. The consultant continues to coordinate with three regulatory agencies to ensure all permits will be in place ahead of Advertisement, which is now scheduled for October 2018. Due to extended ROW coordination, this project is marked "red" in the CAP, signifying a delay of over three months beyond the original schedule. This project is anticipated to begin construction in early 2019.

Segment: **I-5, Alicia Parkway to El Toro Road**

Status: Design Phase Underway - 95% Complete

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

Summary: This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the Cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from El Toro Road to Alicia Parkway. Major activities this quarter included continued coordination with Caltrans, Orange County Parks and Orange County Flood Control regarding the planned work at Aliso Creek. Further coordination with the Army Corps of Engineers and the State Department of Fish and Wildlife. In this quarter the Design consultant received the second round of comments from Caltrans regarding the final ROW mapping, (previously submitted in April 2018). Due to extended ROW coordination with Caltrans and delayed design start date, this project is marked "red" in the CAP, signifying a delay of over three months beyond the original schedule. The 100 percent Design Submittal is now anticipated for April 2019. On March 21, 2018, the CTC approved the 2018 STIP update and programmed approximately $31.166 million over Orange County's share target. STIP funds increased from $58.911 million to $69.111 million for this segment, but the segment is programmed in the STIP three years later than requested. Staff will work with the CTC staff and Caltrans to seek methods to maintain the existing schedule. This is the first STIP cycle in more than ten years which allowed advancement of future STIP cycle funds to be used for pre-construction activities, enabled due to the passage of SB 1.

PROJECT D

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

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

Status: Environmental Phase Underway - 30% Complete

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

Summary: This project includes four build alternatives that consider modifications to the existing interchange,

which range from a I-5 southbound direct connector to El Toro Road to modifications in how existing off ramp intersections operate. Work began in May 2017. Work during the quarter included completion of traffic studies for each of the four build Alternatives. The Value Analysis Final Report was sent to all attendees in February 2018. Caltrans provided an update to the OCTA Board in March 2018 and is scheduled to provide the next update in October. A Public Scoping Meeting is scheduled for July 25th in Laguna Woods City Hall. The environmental phase is anticipated to be completed in late 2019.

Segment: **I-5, Ortega Highway Interchange**

Status: **PROJECT COMPLETE**

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

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

STATE ROUTE 22 (SR-22) PROJECTS

PROJECT E

Segment: **SR-22 Access Improvements**

Status: **PROJECT COMPLETE**

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

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

STATE ROUTE 55 (SR-55) PROJECTS

PROJECT F

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

Status: Design Phase Underway - 30% Complete

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

Summary: This project will widen SR-55 in the Cities of Irvine, Santa Ana, and Tustin. Through a cooperative agreement, Caltrans completed a portion of the 35 percent design work in May 2018 and is responsible for developing and seeking approval of the required Fact Sheet addressing necessary design variations on the project. The Supplemental Fact Sheet was initiated in June 2018. OCTA consultant was also involved in the delivery of the 35 percent design work in cooperation with Caltrans. The ROW cooperative agreement between

FREEWAYS

OCTA and Caltrans was executed in June 2018. ROW and utility coordination have been initiated and are ongoing. The project is anticipated to be ROW Certified and RTL in December 2020. On March 21, 2018, the CTC approved the 2018 STIP update and programmed approximately $31.166 million over Orange County's share target. OCTA received $12.628 million for this segment, however the segment is currently programmed in the STIP one year later than requested. This is the first STIP cycle in more than ten years which allowed advancement of future STIP cycle funds to be used for pre-construction activities, enabled due to the passage of SB 1. Staff will work with the CTC staff and Caltrans to seek methods to maintain the existing schedule.

Segment: **SR-55, I-5 to SR-91**

Status: Environmental Phase Underway - 49% Complete

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

Summary: This project will study SR-55 between I-5 and SR-91 in the Cities of Santa Ana, Tustin, Orange and Anaheim. The environmental study will consider the addition of one general purpose lane in each direction between SR-22 and the I-5, and provide operational improvements between SR-22 and SR-91. During the quarter, the consultant continued working on technical studies and obtained approval on a number of technical studies. The environmental phase is anticipated to be complete in early 2020.

STATE ROUTE 57 (SR-57) PROJECTS

PROJECT G

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

FREEWAYS

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

Status: **PROJECT COMPLETE**

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

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

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

Status: Environmental phase expected to begin in mid-2020

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

Summary: Caltrans previously completed a Project Study Report (PSR)/Project Development Support document for the Lambert Road to Tonner Canyon Road segment, which would add a truck-climbing lane from Lambert Road to Tonner Canyon Road in the City of Brea. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 Trade Corridor Enhancement Program, funds were allocated to initiate the environmental phase for interchange improvements at Lambert Road which will complement and serve as a first phase to the freeway improvement project. Phase 2, which is the mainline improvements, was approved for STIP funding in March 2018 to initiate the environmental phase to study the truck-climbing lanes in mid-2020. This project will coordinate with and take into consideration any related work by LA Metro across the county line.

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

Status: Environmental Phase Underway - 60% Complete

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

Summary: This project studies the addition of capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the Cities of Anaheim and Orange. Improvements under study include adding a northbound general-purpose lane to join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. During the quarter, most of the technical reports were approved, with only two outstanding. The consultant also completed the ROW Data Sheets for all three Build Alternatives. In the next quarter, the consultant will submit the DPR and DED to OCTA and Caltrans for administrative review. The environmental phase is anticipated to be complete in early 2019. This project is marked “yellow” in the CAP, signifying a delay of one month beyond the original schedule.

FREEWAYS

STATE ROUTE 91 (SR-91) PROJECTS

PROJECT H

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

Status: **PROJECT COMPLETE**

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

Summary: This project increased capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provided operational improvements at on and off-ramps between Brookhurst Street and State College Boulevard. The general purpose lane was opened to traffic on March 7, 2016. Construction is 100 percent complete, as of June 23, 2016.

PROJECT I

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

Status: **PROJECT COMPLETE**

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

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project was intended to relieve weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The bypass lane was open to traffic on May 14, 2016. Construction completed on July 15, 2016 and Contract Acceptance was granted on October 31, 2016.

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

Status: Environmental Phase Underway - 72% Complete

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

Summary: This project will improve traffic flow and operations along SR-91 within the Cities of Fullerton and Anaheim. The study will look at the addition of one general purpose lane eastbound between SR-57 and SR-55, and one general purpose lane westbound from the NB SR-57 connector to State College Boulevard. Additional features of this project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. This quarter, the consultant continued working on the environmental and engineering technical studies. Due to Caltrans requiring extra work to study interchange improvements outside of the completed PSR and the M2 promised project, the project is marked “red” in the CAP with a delay of 10 months from its original schedule. SR-91 Express Lanes excess revenue is designated to pay for the mainline freeway improvements included in M2. This project is anticipated to proceed into design shortly following the completion of this study. The environmental study is expected to be complete in mid-2019.

FREEWAYS

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

Status: **PROJECT COMPLETE**

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

PROJECT J

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

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

Status: **PROJECT COMPLETE**

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

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

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

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

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

Summary: The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-71 to I-15, and construct various interchange and operational improvements. On March 20, 2017, the RCTC contractors completed the $1.3 billion initial phase freeway improvement project which extended the 91 Express Lanes from Orange County to I-15 in Riverside County, added a general-purpose lane east of SR-71 to I-15, and provided tolled express connectors between SR-91 and I-15. While the portion of this project between SR-241 and the Orange County/Riverside County line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The ultimate project widens all SR-91 general purpose lanes to standard lane and shoulder widths from SR-241 to SR-71 (RCTC is responsible for the lane improvements between Green River and SR-71 while OCTA will be responsible for the lane improvements

west of Green River to SR-241). To maintain synchronization, these general-purpose lanes improvements, which span both counties, will be scheduled to ensure coordinated delivery of both portions of the project, and will provide a continuous segment that stretches from SR-241 to SR-71. Construction of the final additional general-purpose lane between SR-241 and SR-71 will take place post-2035. This action is consistent with the 2018 SR-91 Implementation Plan.

INTERSTATE 405 (I-405) PROJECTS

PROJECT K

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

Status: Design-Build Underway

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

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

During the quarter, work continued on ROW acquisition, utility coordination, environmental permitting, final baseline schedule, and public outreach. Other work includes review of design-builder submittals including design submittals, transportation management plan and other administrative plans necessary to be completed prior to commencement of significant construction. On April 9, 2018, staff provided the Board an update on the project. The update included that construction began on March 6, 2018 and the Contractor will continue to ramp up construction activities through the end of the year. Additionally, pursuant to our Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement, we submitted our first reimbursement request for $165 million and received that amount on April 16, 2018. Lastly, OCTA held six open houses along the corridor in May and June of 2018 to discuss the initiation of construction with the communities adjacent to I-405. Construction is scheduled to be completed in 2023.

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

PROJECT L

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

Status: Environmental Phase Underway - 97% Complete

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

Summary: This project is studying the addition of general purpose lanes on the I-405 corridor between I-5 and SR-55 in Irvine. Additional features of the project include improvements to various interchanges, auxiliary lanes

and ramps. During the quarter, the consultant continue to work on the draft final Project Report (PR) and draft final Environmental Document (ED).The final PR and ED are expected to be complete in August 2018. This project is marked “yellow” in the CAP, signifying a delay of one month beyond the original schedule.

INTERSTATE 605 (I-605) PROJECTS

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

Status: Environmental Phase Underway - 4% Complete

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

PROJECT M

Summary: This project will improve freeway access and the arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project may include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The remaining two build alternatives include modification of interchange ramps and lane configurations on Katella Avenue from Coyote Creek Channel to Civic Center Drive. During the quarter, the consultant obtained approval on the DED and the DPR. The DED was circulated in mid-April and held an open house format public hearing in late April. The final ED is anticipated to be completed in November 2018.

FREEWAY SERVICE PATROL

Status: Service Ongoing

Contact: Cliff Thorne • (714) 560-5975

PROJECT N

Summary: M2’s Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During the quarter, the midday service provided assistance to 1186 motorists and weekend service provided assistance to 827 motorists. There was no construction service provided this quarter, but service is expected to resume next quarter. Since inception, M2 and construction-funded FSP has provided a total of 69,265 assists to motorists on the Orange County freeway system.

STREETS AND ROADS

REGIONAL CAPACITY PROGRAM

PROJECT O

Status: 2018 Call for Projects in Progress

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, 146 projects totaling more than $295 million, including $24 million in external funding, have been awarded through eight calls for projects by the Board. On August 6, 2018, OCTA staff will seek Board approval for the release of the 2019 Call for Projects which, if approved, will make approximately $32 million available to fund additional road improvements throughout the County.

OC Bridges Railroad Program

This program built seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the BNSF Railroad in North County. A status for each of the seven projects is included below. As of the end of this quarter, six are complete (Kraemer, Placentia, Orangethorpe, Tustin/Rose, Lakeview, and State College), and the remaining Raymond project is scheduled to be completed in summer 2018. With all seven grade separations open to traffic in late 2017, an OC Bridges completion ceremony was held on October 24, 2017. To date, the Board has approved approximately $664 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects. Minor activities this quarter include completion of punch list items and close out of projects.

Segment: **Kramer Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

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

STREETS AND ROADS

Segment: **Lakeview Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

Lakeview Avenue was reopened on June 6, 2017. Construction acceptance from the Cities of Anaheim and Placentia was obtained on June 2, 2017 and OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on some constructed items. The one-year warranty was extended to July 2019 for some minor repair items.

Segment: **Orangethorpe Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

Segment: **Placentia Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

STREETS AND ROADS

Segment: **Raymond Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: The project located at Raymond Avenue railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination, and ROW support. Construction began on June 2, 2014. Activities this quarter continue to include punchlist item work and project closeout documentation. Raymond Avenue has been opened to traffic since October 2017. OCTA received conditional construction acceptance in May while the contractor completed minor work. Construction acceptance by the City is anticipated in August 2018.

Segment: **State College Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: The project located at State College Boulevard railroad crossing grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton managed the construction and OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction activities this quarter continue to include work on pump station, landscape, irrigation, pavement and striping. State College Boulevard was opened to through traffic on November 1, 2017. Construction acceptance and maintenance responsibilities from the City of Fullerton was obtained on March 7, 2018 and the one-year warranty began. Close-out activities will be ongoing through summer 2018.

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

Status: **PROJECT COMPLETE**

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

Summary: The project located at Tustin Avenue/Rose Drive railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the Cities of Placentia and Anaheim by building a bridge over the railroad crossing for vehicular traffic. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. Construction was completed in October 2016 and construction acceptance was obtained from the Cities of Anaheim and Placentia on October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. The one-year warranty was extended to November 2018 for some minor repair items.

STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

PROJECT P

Status: **2018 Call for Projects Completed**

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

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate signals for 2,000 intersections along 750 miles of roadway as the basis for synchronized operation across Orange County. The program also leverages external funding to further enhance the efficiency of the street grid and reduce travel delay.

To date, OCTA and local agencies have synchronized more than 2,000 intersections along more than 597 miles of streets (or 66 completed projects). Through a competitive process, there have been eight rounds of M2 funding awarded by the Board thus far. On June 11, 2018, the Board approved six projects for the 2018 Call for Projects Regional Traffic Signal Synchronization Program, funding $8.9 million with M2 and leveraging $6.6 million from SB-1. This program has provided a total of 103 projects totaling more than $98 million, including $18 million in external funding.

LOCAL FAIR SHARE

PROJECT Q

Status: **Ongoing**

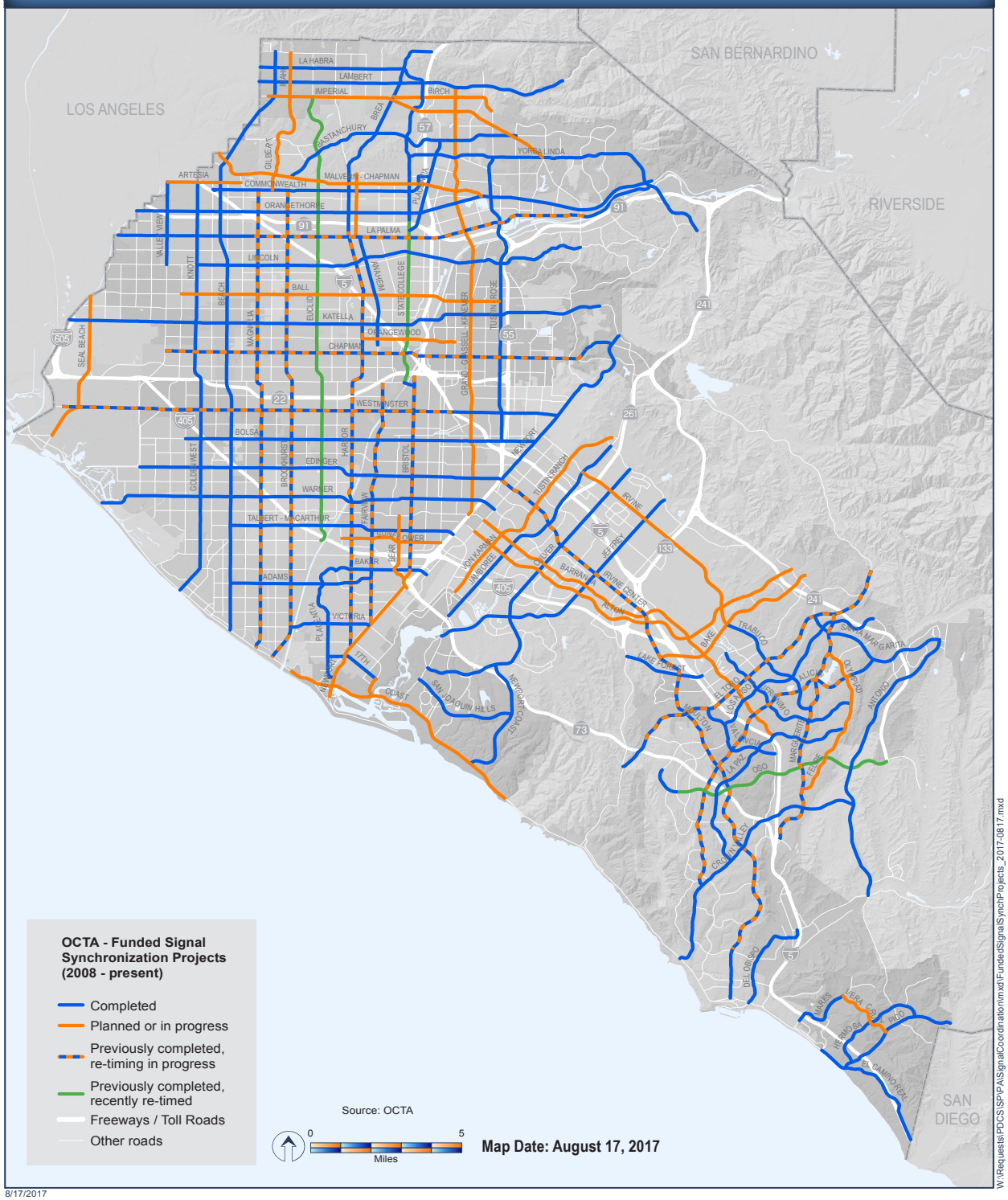
Contact: Vicki Austin, Finance • (714) 560-5692

Summary: In order to help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. Approximately $342.4 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See pages 47-48 for funding allocation by local agency.

STREETS AND ROADS

OCTA - Funded Signal Synchronization Projects (2008 - present)



OCTA - Funded Signal Synchronization Projects (2008 - present)

- Completed
- Planned or in progress
- Previously completed, re-timing in progress
- Previously completed, recently re-timed
- Freeways / Toll Roads
- Other roads

Source: OCTA

0 5 Miles

Map Date: August 17, 2017

8/17/2017

W:\Requests\PDCS\SP\PA\SignalCoordination\mxd\FundedSignalSynchProjects_2017-0817.mxd

TRANSIT

HIGH FREQUENCY METROLINK SERVICE

PROJECT R

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

Project: **Metrolink Grade Crossing Improvements**

Status: **PROJECT COMPLETE**

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

Summary: Enhancement of the designated 52 Orange County at-grade rail-highway crossings was completed as part of the Metrolink Service Expansion Program (MSEP) in October 2012. Completion of the safety improvements provided each corridor city with the opportunity to establish a “quiet zone” at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The Cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones within their communities.

Project: **Metrolink Service Expansion Program**

Status: Service Ongoing

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

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours. Efforts to increase ridership through a redeployment of the trains without significantly impacting operating costs have been underway since 2014. Average daily ridership on intra-county trains has increased by 13 percent since Fiscal Year 2012-13.

In April 2015, several schedule changes were implemented to connect a 91/Perris Valley Line train to an intra-county service train, at Fullerton. This allowed a later southbound peak evening departure option from Los Angeles to Orange County. Ridership on these two trains combined has increased by 46 percent since the improvement was implemented.

Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles. SCRRA continues to work on behalf of its members, the RCTC, LA Metro, and OCTA, to negotiate an agreement with the BNSF Railway for the shared used of their corridor and associated indemnification and liability. This agreement is necessary to secure 24 additional operating slots to provide more passenger rail service on railroad ROW owned

by the BNSF. Operation of additional Metrolink trains to Los Angeles is contingent on the indemnification and liability agreement, following completion of the triple track project in early 2019, on the BNSF Railway between Fullerton and Los Angeles.

Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on pages 49-53 at the back of this report.

Segment: **Anaheim Canyon Metrolink Station Improvements**

Status: Design Phase Underway

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

Summary: This OCTA-led project will include construction of a second main track and platform, lengthening the existing platform, and improved pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. The design plans have been competed to 60 percent and are being reviewed by the City of Anaheim, Metrolink, and OCTA. Plans are expected to be complete and ready to bid in July 2019. Construction of the project is expected to begin in December 2019 with completion anticipated in early 2021.

Segment: **Fullerton Transportation Center Improvements**

Status: Construction Phase Underway - 50% Complete

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

Summary: Completed early on, a new 5-level parking structure was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This City-led project was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project will modify the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton is the lead on this project as well. Construction began in January 2016 and restroom improvements were completed. Work on the elevators was delayed due to construction contractor's elevator sub pulling off the job. Construction began again in January 2017. Shoring and excavation for the elevator pits has been completed. Due to additional scheduling issues the contractor has encountered with subs and coordination with BNSF, no work was performed in the last quarter. It is now anticipated the project will be completed in early 2019.

TRANSIT

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

Status: **PROJECT COMPLETE**

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

Summary: The Laguna Niguel/Mission Viejo station accessibility improvements project was completed in September 2017. Improvements include new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction acceptance from the cities was obtained on September 20, 2017 and OCTA has turned over the maintenance responsibilities to the cities and commenced the one-year warranty. Close-out activities and final costs are underway.

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

Status: Construction Phase Underway - 57% Complete

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

Summary: This project will include a 611-space, 5-level shared use parking structure that will be located on Lemon Street between Chapman Avenue and Maple Street in Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange is the lead on the design phase, and OCTA is the lead on the construction phase of the project. Construction began on July 17, 2017. All surface decks on the parking structure were completed in June 2018. Interior electrical and mechanical systems are being installed as well as elevator towers. The project is expected to be completed in February 2019.

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

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

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

Summary: Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new Cooperative Agreement with the City of Placentia that revised the project's scope and budget. There will now be a parking structure as part of the project and the City of Placentia will contribute towards the cost. The station will include platforms, parking, a new bus stop, and passenger amenities. OCTA is the lead for design and construction of the project. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. BNSF will be the lead on the rail construction. Design plans for the station are complete and will be ready to advertise for bidding once a track sharing agreement with BNSF is in place. Negotiations are underway for this agreement and deal points are anticipated to be in place by the end of the summer 2018.

TRANSIT

Segment: **San Clemente Pier Station Lighting**

Status: **PROJECT COMPLETE**

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

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

Additional rail corridor improvements include: completed Control Point project at Fourth Street in the City of Santa Ana, which will provide rail operational efficiencies; replacement of the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will also accommodate a future bike trail on the south end along the creek (design is 90 percent complete and ROW acquisition is in progress); the Railroad ROW Slope Stabilization project, which includes eight locations within the OCTA-owned LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability (advertised for construction and contract award planned next quarter); and continued implementation of video surveillance systems and Positive Train Control.

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

Status: Design Phase Underway - 95% Complete

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

Summary: Currently in the design phase, this project will add approximately 1.8-miles of new passing siding railroad track adjacent to the existing mainline track, which will enhance operational efficiency of passenger services within the LOSSAN rail corridor. The 100 percent design plans have been reviewed by SCRRA and the City of San Juan Capistrano. Final design comments from SCRRA and the City are being resolved and incorporated. Completion of the design phase is expected in third quarter of 2018 and construction is expected to begin in early-2019. This project is marked “red” in the CAP, signifying a delay of more than three months.

Segment: **Sand Canyon Grade Separation**

Status: **PROJECT COMPLETE**

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

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

TRANSIT

Segment: **Tustin Metrolink Station Parking Structure**

Status: **PROJECT COMPLETE**

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

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

TRANSIT EXTENSIONS TO METROLINK

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

PROJECT S

Project: **OC Streetcar**

Status: Construction Bids Opened, Contract Negotiations with Vehicle Manufacturer, Utility Relocation Work Ongoing

Contact: Kelly Hart, Rail • (714) 560-5725

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

In consideration of requests from the bidders for additional time to prepare construction bids, ongoing delays with the FTA's FFGA approval process, and delays in securing necessary ROW, an addendum was issued revising the construction bid submittal date to April 27, 2018. Subsequently, and for the same reasons stated above, an addendum was issued revising the bid submittal date to June 19, 2018.

On June 19, four of the five prequalified construction bidders submitted bids. Staff began conducting a bid responsiveness review of the four bids and are expected to go to the Board with the results of the bid responsiveness review and recommended contract award next quarter. Based upon construction bids, schedule delays and other project refinements, a revised project cost estimate and funding plan will be presented to the Board in July 2018 for approval.

Work continues to progress on key OC Streetcar activities, including final possession of remaining required ROW, procurement of demolition services, coordination with third parties on utility relocation, finalizing the California Public Utilities Commission safety approvals for the OC Streetcar's grade crossings certification, finalizing the

scope of services for the operations and maintenance request for proposals, and continued coordination with the FTA on the status of the FFGA. Staff is working toward execution and NTP for the streetcar vehicle manufacturing contract anticipated for next quarter.

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

Status: Service Ongoing for Anaheim Canyon Metrolink Bus Connection

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

Summary: Bus and Station Van Extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over $730,000. One project located within the City of Anaheim and three proposals within the City of Lake Forest were approved for funding by the Board on July 23, 2012. Currently, the Anaheim Project is in service and the Lake Forest Projects have been cancelled. The Anaheim Canyon Metrolink Station Bus Connection began service in February 2013 and is anticipated to continue providing service between the station and the Anaheim Resort area through 2020.

METROLINK GATEWAYS

PROJECT T

Status: **PROJECT COMPLETE**

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

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

TRANSIT

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately $58.9 million in Project U funding has been provided under M2.

PROJECT U

Project: **Senior Mobility Program**

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to continue and expand local community transportation service for seniors under the SMP. Since inception, more than $17.4 million and 1,955,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately $919,400 was paid* out to the 31 participating cities during the months of May and July.

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

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

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to supplement existing county-wide senior non-emergency medical transportation services. Since inception, more than $19.0 million and 727,000 SNEMT boardings have been provided. This quarter, approximately $971,000 in SNEMT funding was paid* to the County of Orange in the months of May and July.

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

TRANSIT

Project: **Fare Stabilization Program**

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

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

Approximately $1,428,000* in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 3,100,000 program-related boardings recorded on fixed route and ACCESS services, approximately $881,000 was utilized. Since inception of the program, more than $22 million and 96 million program-related boardings have been provided.

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

COMMUNITY BASED TRANSIT/CIRCULATORS

Status: Service Updates

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

PROJECT V

Summary: This program provides funding for local jurisdictions to develop local bus transit services such as community-based circulators and shuttles that complement regional bus and rail services and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved the first round of funding for $9.8 million to fund six projects. Funding was approved to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and local community circulators that carry passengers between various shopping, medical, and transportation-related centers. On June 13, 2016 the Board approved the second round of Project V funding in the amount of $26.7 million for 17 transit projects and $323,780 for seven planning studies. On June 25, 2018 the Board approved a third round of Project V funding in the amount of $6.8 million for 6 transit projects.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Staff will continue to monitor these services to ensure that performance standards are met. The most recent Project V Ridership report was presented to the Transit Committee on July 12, 2018 and Board on July 23, 2018.

TRANSIT

Out of the projects programmed by OCTA: 14 are currently active; 5 are expected to initiate new services; 3 have been cancelled (due to low ridership); and 1 is anticipated to be cancelled. Consequently, most of these services are currently meeting their required performance standards and during the last reporting period provided approximately 159,000 daily boardings. The next Project V Ridership report is scheduled for January 2019. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines.

SAFE TRANSIT STOPS

PROJECT W

Status: City-Initiated Improvements Underway or Complete; Mobile Ticketing in Use

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

Summary: This program provides funding for passenger amenities at the 100 busiest transit stops across the County. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting.

To date, the Board has approved up to $1,205,666 to support 51 city-initiated improvements and $370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of eight stops and will move forward in a future funding cycle. Of the remaining 43 stops, 14 stops have been completed and the remaining 29 stop improvements are currently in the project closeout process. Closeout of all projects is anticipated by September 2018.

For OCTA-initiated improvements funds were initially programmed for the Text for Next Program and were ultimately reallocated to support OCTA's mobile ticketing application (app).

In addition, a meeting with local agencies (that have stops eligible for improvements) is planned on August 17, 2018 to discuss this program and to also review current needs at eligible bus stop locations.

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: **Environmental Cleanup Program**

Status: Ongoing

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

PROJECT X

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

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been seven rounds of funding under the Tier 1 grants program. A total of 154 projects, amounting to approximately $20.1 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of $27.89 million have been awarded by the Board since 2013. To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program. The Board approved the release of the eighth Tier 1 Call for Projects on March 12, 2018 in the amount of approximately $2.8 million and programming recommendations are anticipated in late-summer.

Staff estimates that over 6.2 million cubic feet of trash has been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to over 2,600 forty-foot shipping containers. Over time, the volume of trash captured is expected to increase. It is estimated that the funded Tier 2 projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities.

Staff continues to work with the ECAC and the County of Orange to recommend the appropriate timing for the next Tier 2 Call for Projects.

ENVIRONMENTAL

FREEWAY MITIGATION

Project: **Environmental Mitigation Program**

Status: Biological Permits Issued and Conservation Plan in Place

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

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

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

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. It is estimated that it will take up to fifteen years to fully fund the endowment, deposits are made on a fiscal year (July 1 through June 30) basis. As anticipated, the first annual deposit of $2.9 million for the endowment was made in early 2017. A second deposit was made in August 2017. On a go-forward basis, endowment deposits will be made near the beginning of the fiscal year during the August time-frame. Staff will continue to oversee and provide endowment updates to the Finance and Administration Committee on a regular basis.

To date, five of the seven Preserve resource management plans (RMPs) have been completed and were finalized in September 2017. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. OCTA publicly released the remaining two RMPs in summer 2017 for review and comment for a 90-day period. OCTA held two public meetings in the Cities of Brea and Laguna Niguel to solicit public input and a workshop at the regularly scheduled EOC meeting on October 4, 2017. OCTA anticipates finalizing these RMPs by end of summer 2018. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

In consultation with the local fire authority, staff will be preparing fire management plans (Plans) for the seven Preserves. To the degree feasible The Plans will establish policies and approaches to maximize protection of biological resources during fire suppression activities. The Plans will provide guidelines for decision-making at all

stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. These Plans are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies. The Plans are anticipated to be complete in 2020.

In September, the Board authorized funding to advance the streamlined federal clean water permitting requirements administered by the United States Army Corps of Engineers (Corps). Concurrently, OCTA has been working with the State Water Resources Control Board (State Board) to comply with the state clean water permit requirements. In December, the Corps issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The State Board provided a letter to OCTA in January, which further secured assurances related to advanced mitigation and freeway project permit issuance. These efforts are the result of years of collaboration between OCTA, the Corps, and State Board, and constitute another groundbreaking milestone for the M2 Environmental Mitigation Program.

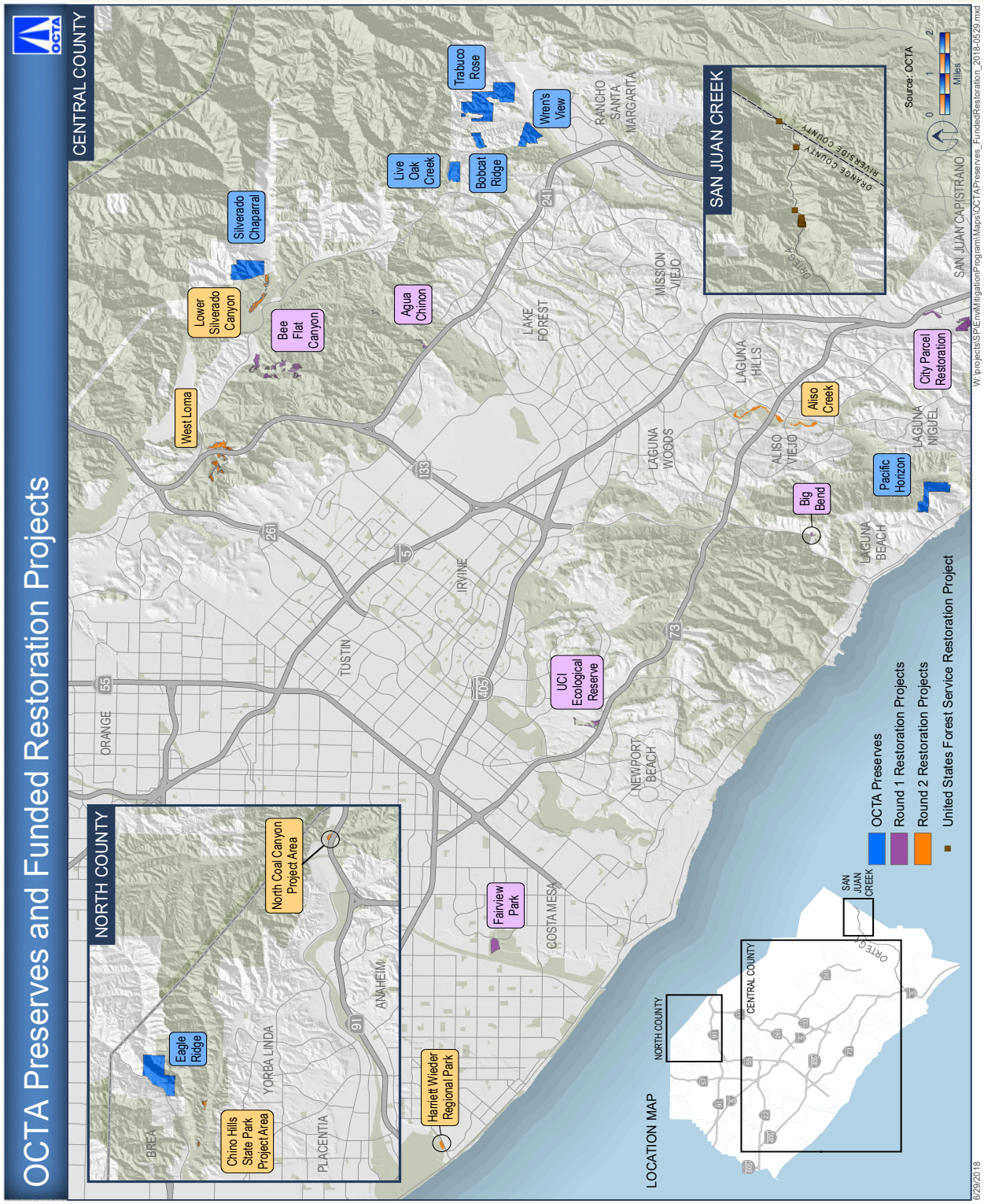
To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act streamlined permitting process. The following projects are either in or near construction and were able to benefit from these mechanisms: Project K (Interstate 405 Improvement Project from State Route 73 to the Los Angeles County line), Project C (Interstate 5 Improvement Project from State Route 73 to El Toro Road), and Project M (Interstate 605 and Katella Interchange Project). If these mechanisms were not in place, it is anticipated that these projects would incur an additional $700,000 to $2.5 million in mitigation related costs and unknown schedule risks. Furthermore, a strong partnership has been fostered through collaboration with the environmental community.

OCTA provides docent led hikes and equestrian rides in the Preserves. A list of scheduled 2018 wilderness Preserve tours is available on the M2 website at www.PreservingOurLegacy.org.

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

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

ENVIRONMENTAL



PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

Contact: Tami Warren, PMO Manager • (714) 560-5590

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

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Delivery Plan providing staff guidance on the delivery of M2 projects and programs between 2017 and 2026. The PMO monitors the progress on the ten deliverables identified in the Plan and reports on them in this report. See pages 3-6 for status on deliverables. With a preliminary lower forecasted sales tax of $13.1 billion over the lifetime of the M2 program, a 2018 update of the Next 10 Plan was presented to the Board in September 2018.

M2 Performance Assessment

The M2 ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in delivery of M2 as promised to the voters. Three prior performance assessments have been completed covering fiscal years FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, and FY 2012-13 through FY 2014-15. Findings and recommendations from assessments are presented to the Board and recommendations are implemented as appropriate. A fourth assessment will begin in July 2018 and cover the period between July 1, 2015 and June 30, 2018. During this quarter, a consultant was selected, and the contract executed with work to begin in July 2018. A final report is anticipated to be brought to the Board in spring 2019.

M2 Ordinance Compliance Matrix

The PMO annually reviews and updates the M2 Ordinance Compliance Matrix to ensure that OCTA complies with all the requirements in Ordinance No. 3. The annual review for January 1, 2017 to December 31, 2017 was completed, and the M2 Ordinance Compliance Matrix was presented to the Taxpayer Oversight Committee (TOC) Audit Subcommittee on February 13, 2018. The TOC met on April 10, 2017 to conduct the Annual M2 Audit and determined Measure M is being delivered as promised to Orange County voters for the 27th consecutive year.

Market Conditions Forecast and Risk Analysis

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

Given this analysis, the Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The scope includes providing presentations on a summary of findings from the monitoring effort to the Board bi-annually and, if noteworthy, more frequent updates will be provided through these M2 quarterly progress reports. The scope was included with the FY17-18 Q2 M2 Quarterly Progress Report to the Board. During this quarter, the consultant worked on monitoring and tracking market conditions and risk analysis. A Market Trend Tracking report was presented to the Board in September 2018.

M2 Administrative Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive $24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently $13.1 billion or 46 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

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

of the most recent June 2018 Taxpayer Oversight Committee Report, the outstanding balance was $1.6 million.

Staff meets quarterly to review all labor costs to ensure proper cost allocation under M2. After the quarter ended, staff met on April 27, 2018 to review labor reports for this quarter to ensure costs attributed to the one percent cap were accurately reported and there were no misplaced project related costs, as well as to ensure project costs were applied to the correct projects. Staff will meet again on July 18, 2018, to conduct this quarterly review.

Taxpayer Oversight Committee

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

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

The TOC met on April 10, 2018 to hold its annual Measure M2 public hearing, vote on the Measure M2 Compliance Findings and Local Jurisdictions Eligibility Findings, and hear updates on the OC Streetcar, M2 Quarterly Progress Report (Second Quarter) and autonomous vehicles. The committee unanimously found that OCTA is proceeding in accordance with the M2 Transportation Ordinance and Investment Plan, and that Measure M2 is being delivered as promised to voters for the 27th consecutive year.

The TOC also met on June 12, 2018 to receive updated financial information on the M2 Quarterly Revenue & Expenditure Report (Mar. 18) and hear program/project updates on the Comprehensive Transportation Funding Programs (CTFP) and Measure M2 Quarterly Progress Report (Third Quarter). OCTA staff also provided the committee with information on SB 1.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER)

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

M2 FINANCING AND SCHEDULE OF FUNDING

Contact: Sean Murdock, Finance • (714) 560-5685

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; University of California, Los Angeles; and California State University, Fullerton) to provide a long-range forecast of taxable sales to forecast M2 revenues for purposes of planning projects and program expenditures. In the past, OCTA has taken an average of the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, as part of the FY 2016-17 budget development process, the Board approved a new sales tax forecast methodology. This methodology includes a more conservative approach by utilizing a five-year forecast from MuniServices, Inc. Historically, MuniServices, Inc. has been more conservative than the three universities over the first five years of M2 revenue collection (2011-2016).

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the State Board of Equalization a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Current Forecast

Based on long term forecasts received in July 2018, OCTA staff forecasts total nominal sales tax collections over the life of M2 to be approximately $13.1 billion. Original projections in 2005 estimated total nominal M2 sales tax collections at $24.3 billion. Based on the current estimated forecast of $13.1 billion, sales tax revenue will run approximately $11.2 billion (46 percent) less than the original 2005 projection. The revenue forecast for the life of the M2 Program will vary as actual sales tax revenue data is incorporated.

Final sales tax receipts through May 2018 were received in July 2018 and reflected a growth in sales tax revenue of 5.15 percent over the same period of the prior fiscal year. The growth is higher than the budgeted sales tax growth rate of 3.3 percent for fiscal year 2017-18. It is important to note that, this year the California Department of Tax and Fee Administration changed the methodology of sales tax distribution to OCTA. This makes it difficult to determine the actual growth rate of sales tax for fiscal year 2017-18 until the final month's allocation is distributed in August 2018. Staff will continue to closely monitor sales tax receipts.

This Page Intentionally Left Blank

OCGO
Local Tax Dollars at Work

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2018 (Unaudited)

Schedule 1

($ in thousands)	Quarter Ended June 30, 2018	Year to Date June 30, 2018 *(A)*	Period from Inception to June 30, 2018 *(B)*
Revenues:			
Sales taxes	$ 78,442	$ 316,533	$ 2,075,622
Other agencies' share of Measure M2 costs:			
Project related	19,104	74,695	621,047
Non-project related	-	-	454
Interest:			
Operating:			
Project related	4	464	592
Non-project related	(207)	6,351	25,414
Bond proceeds	2,352	6,424	51,318
Debt service	80	184	307
Commercial paper	-	-	393
Right-of-way leases	5	7	914
Proceeds on sale of assets held for resale	313	5,397	12,201
Donated assets held for resale	-	-	2,071
Miscellaneous:			
Project related	-	-	270
Non-project related	-	-	100
Total revenues	100,093	410,055	2,790,703
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	(229)	2,474	21,965
Professional services:			
Project related	15,679	33,569	344,927
Non-project related	2,269	5,513	22,711
Administration costs:			
Project related	2,228	8,914	62,371
Non-project related:			
Salaries and Benefits	640	2,560	22,560
Other	1,235	4,940	36,518
Other:			
Project related	45	92	4,941
Non-project related	64	114	4,006
Payments to local agencies:			
Project related	30,470	106,609	837,883
Capital outlay:			
Project related	80,584	225,757	856,724
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	7,775	42,335
Interest on long-term debt and commercial paper	10	21,059	157,938
Total expenditures	132,995	419,376	2,414,910
Excess (deficiency) of revenues over (under) expenditures	(32,902)	(9,321)	375,793
Other financing sources (uses):			
Transfers out:			
Project related	(2,768)	(8,474)	(38,391)
Transfers in:			
Project related	996	2,983	82,491
Non-project related	-	(1,973)	-
Bond proceeds	-	-	358,593
Total other financing sources (uses)	(1,772)	(7,464)	402,693
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	$ (34,674)	$ (16,785)	$ 778,486

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2018 (Unaudited)

Schedule 2

($ in thousands)	Quarter Ended June 30, 2018 (actual)	Year to Date June 30, 2018 (actual)	Period from Inception through June 30, 2018 (actual)	Period from July 1, 2018 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 78,442	$ 316,533	$ 2,075,622	$ 10,961,818	$ 13,037,440
Operating interest	(207)	6,351	25,414	167,603	193,017
Subtotal	78,235	322,884	2,101,036	11,129,421	13,230,457
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	78,235	322,884	2,101,590	11,129,421	13,231,011
Administrative expenditures:					
SBOE fees	(229)	2,474	21,965	127,070	149,035
Professional services	2,269	5,513	18,935	83,297	102,232
Administration costs:					
Salaries and Benefits	640	2,560	22,560	109,601	132,161
Other	1,235	4,940	36,518	179,576	216,094
Other	64	114	4,006	20,272	24,278
Capital outlay	-	-	31	-	31
Environmental cleanup	1,350	6,378	34,717	219,201	253,918
Total expenditures	5,329	21,979	138,732	739,017	877,749
Net revenues	$ 72,906	$ 300,905	$ 1,962,858	$ 10,390,404	$ 12,353,262
		(C.2)	*(D.2)*	*(E.2)*	*(F.2)*
Bond revenues:					
Proceeds from issuance of bonds	$ -	$ -	$ 358,593	$ 1,775,000	$ 2,133,593
Interest revenue from bond proceeds	2,352	6,424	51,318	10,851	62,169
Interest revenue from debt service funds	80	184	307	4,724	5,031
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	2,432	6,608	410,611	1,790,575	2,201,186
Financing expenditures and uses:					
Professional services	-	-	3,776	6,191	9,967
Bond debt principal	-	7,775	42,335	2,064,335	2,106,670
Bond debt and other interest expense	10	21,059	157,938	798,386	956,324
Total financing expenditures and uses	10	28,834	204,049	2,868,912	3,072,961
Net bond revenues (debt service)	$ 2,422	$ (22,226)	$ 206,562	$ (1,078,337)	$ (871,775)

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
June 30, 2018 (Unaudited)
Schedule 3

(Unaudited)

Project	Description	Net Revenues through June 30, 2018	Total Net Revenues
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Freeways (43% of Net Revenues)		
A	I-5 Santa Ana Freeway Interchange Improvements	$ 77,366	$ 486,905
B	I-5 Santa Ana/SR-55 to El Toro	49,416	310,998
C	I-5 San Diego/South of El Toro	103,210	649,552
D	I-5 Santa Ana/San Diego Interchange Upgrades	42,469	267,280
E	SR-22 Garden Grove Freeway Access Improvements	19,753	124,316
F	SR-55 Costa Mesa Freeway Improvements	60,247	379,165
G	SR-57 Orange Freeway Improvements	42,584	268,005
H	SR-91 Improvements from I-5 to SR-57	23,045	145,036
I	SR-91 Improvements from SR-57 to SR-55	68,560	431,481
J	SR-91 Improvements from SR-55 to County Line	57,975	364,868
K	I-405 Improvements between I-605 to SR-55	176,593	1,111,387
L	I-405 Improvements between SR-55 to I-5	52,626	331,199
M	I-605 Freeway Access Improvements	3,292	20,719
N	All Freeway Service Patrol	24,691	155,395
	Freeway Mitigation	42,201	265,595
	Subtotal Projects	844,028	5,311,901
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	$ 844,028	$ 5,311,901
	%		
	Street and Roads Projects (32% of Net Revenues)		
O	Regional Capacity Program	$ 196,289	$ 1,235,342
P	Regional Traffic Signal Synchronization Program	78,512	494,115
Q	Local Fair Share Program	353,314	2,223,587
	Subtotal Projects	628,115	3,953,044
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	$ 628,115	$ 3,953,044
	%		

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
June 30, 2018 (Unaudited)
Schedule 3

Expenditures through June 30, 2018	Reimbursements through June 30, 2018	Net M2 Cost
(J)	*(K)*	*(L)*
$ 6,394	$ 2,322	$ 4,072
8,895	5,706	3,189
121,314	45,329	75,985
1,915	527	1,388
4	-	4
14,498	1,437	13,061
49,499	11,812	37,687
34,753	824	33,929
21,351	5,202	16,149
6,934	5,294	1,640
331,301	28,063	303,238
8,839	6,496	2,343
1,899	16	1,883
2,243	-	2,243
51,512	2,477	49,035
661,351	115,505	545,846
40,154	-	40,154
$ 701,505	$ 115,505	$ 586,000
		39.0%
$ 707,430	$ 435,583	$ 271,847
48,246	5,017	43,229
343,873	77	343,796
1,099,549	440,677	658,872
44,599	-	44,599
$ 1,144,148	$ 440,677	$ 703,471
		46.9%

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2018 (Unaudited)

Schedule 3

Project	Description	Net Revenues through June 30, 2018	Total Net Revenues
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Transit Projects (25% of Net Revenues)		
R	High Frequency Metrolink Service	$ 183,177	$ 1,232,055
S	Transit Extensions to Metrolink	173,275	1,090,507
T	Metrolink Gateways	28,388	63,140
U	Expand Mobility Choices for Seniors and Persons with Disabilities	62,296	428,351
V	Community Based Transit/Circulators	39,247	247,000
W	Safe Transit Stops	4,332	27,263
	Subtotal Projects	490,715	3,088,316
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	$ 490,715	$ 3,088,316
	%		
	Measure M2 Program	$ 1,962,858	$ 12,353,261
	Environmental Cleanup (2% of Revenues)		
X	Clean Up Highway and Street Runoff that Pollutes Beaches	$ 42,021	$ 264,609
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	$ 42,021	$ 264,609
	%		
	Taxpayer Safeguards and Audits		
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 31,134	$ 195,562
	%		
	Oversight and Annual Audits (1% of Revenues)	$ 21,010	$ 132,305
	%		

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2018 (Unaudited)

Schedule 3

Expenditures through June 30, 2018	Reimbursements through June 30, 2018	Net M2 Cost
(J)	*(K)*	*(L)*
$ 167,772	$ 99,455	$ 68,317
17,542	2,133	15,409
98,213	60,956	37,257
60,008	88	59,920
5,806	455	5,351
275	26	249
349,616	163,113	186,503
24,943	-	24,943
$ 374,559	$ 163,113	$ 211,446
		14.1%
$ 2,220,212	$ 719,295	$ 1,500,917
$ 34,717	$ 292	$ 34,425
-	-	-
$ 34,717	$ 292	$ 34,425
		1.6%
$ 21,965	$ -	$ 21,965
		1.1%
$ 22,560	$ 1,550	$ 21,010
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	4th Quarter FY 2017-18	FUNDS TO DATE
ALISO VIEJO	$223,973	$4,266,149
ANAHEIM	$1,909,549	$37,124,176
BREA	$315,963	$6,175,390
BUENA PARK	$464,596	$9,740,325
COSTA MESA	$816,704	$15,624,242
CYPRESS	$271,284	$5,731,553
DANA POINT	$187,117	$3,546,188
FOUNTAIN VALLEY	$328,089	$6,712,558
FULLERTON	$703,069	$14,017,382
GARDEN GROVE	$798,215	$16,054,068
HUNTINGTON BEACH	$1,054,925	$20,909,103
IRVINE	$1,517,031	$28,712,778
LAGUNA BEACH	$139,749	$2,749,674
LAGUNA HILLS	$185,795	$3,675,695
LAGUNA NIGUEL	$353,435	$7,213,071
LAGUNA WOODS	$67,856	$1,379,361
LA HABRA	$277,293	$5,685,714
LAKE FOREST	$441,887	$8,490,939

LOCAL FAIR SHARE

M2 Funds		
ENTITY	4th Quarter FY 2017-18	FUNDS TO DATE
LA PALMA	$85,701	$1,816,602
LOS ALAMITOS	$70,494	$1,397,788
MISSION VIEJO	$513,203	$10,108,562
NEWPORT BEACH	$605,966	$11,836,238
ORANGE	$906,822	$17,741,743
PLACENTIA	$260,220	$5,123,747
RANCHO SANTA MARGARITA	$229,040	$4,570,026
SAN CLEMENTE	$316,489	$6,031,962
SAN JUAN CAPISTRANO	$199,729	$4,085,956
SANTA ANA	$1,530,578	$29,981,931
SEAL BEACH	$131,696	$2,726,186
STANTON	$161,627	$3,242,006
TUSTIN	$489,059	$9,607,158
VILLA PARK	$28,518	$563,062
WESTMINSTER	$470,677	$9,226,639
YORBA LINDA	$324,035	$6,463,727
COUNTY UNINCORPORATED	$1,101,329	$20,023,276
TOTAL M2 FUNDS	**$17,481,713**	**$342,354,972**

CAPITAL ACTION PLAN

Grey = Milestone achieved
Green = Forecast milestone meets or exceeds plan
Yellow = Forecast milestone is one to three months later than plan
Red = Forecast milestone is over three months later than plan
Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/ Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	$38.1	Jul-11	Jun-15	Dec-17	Feb-20
Project A	$41.7	**Jun-11**	**Jun-15**	Nov-18	Jan-21
I-5, I-405 to SR-55	TBD	May-14	TBD	TBD	TBD
Project B	TBD	**May-14**	TBD	TBD	TBD
I-5, Pico to Vista Hermosa	$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	$85.9	**Jun-09**	**Jun-11**	**Dec-14**	Jul-18
I-5, Vista Hermosa to Pacific Coast Highway	$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	$71.4	**Jun-09**	**Jun-11**	**Jun-14**	**Jul-17**
I-5, Pacific Coast Highway to San Juan Creek Road	$70.7	Jun-09	Jun-11	Oct-13	Sep-16
Project C	$71.2	**Jun-09**	**Jun-11**	**Dec-13**	Jul-18
I-5, SR-73 to Oso Parkway	$151.9	Sep-11	Mar-15	Dec-18	Jan-24
Project C & D **Cost/Schedule Risk**	$188.1	**Oct-11**	**Mar-15**	Nov-19	Dec-24
I-5, Oso Parkway to Alicia Parkway	$196.2	Sep-11	Nov-14	Jun-18	Feb-23
Project C & D **Cost/Schedule Risk**	$188.6	**Oct-11**	**Nov-14**	Jan-19	Oct-23
I-5, Alicia Parkway to El Toro Road	$133.6	Sep-11	Mar-15	May-19	Jun-23
Project C **Cost/Schedule Risk**	$164.2	**Oct-11**	**Mar-15**	Jun-20	Jun-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C **Cost/Schedule Risk**	$12.4	N/A	Jan-22	Jun-24	Dec-25
I-5, I-5/Ortega Interchange	$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	$75.2	**Sep-05**	**Jan-09**	**Aug-12**	**Jan-16**

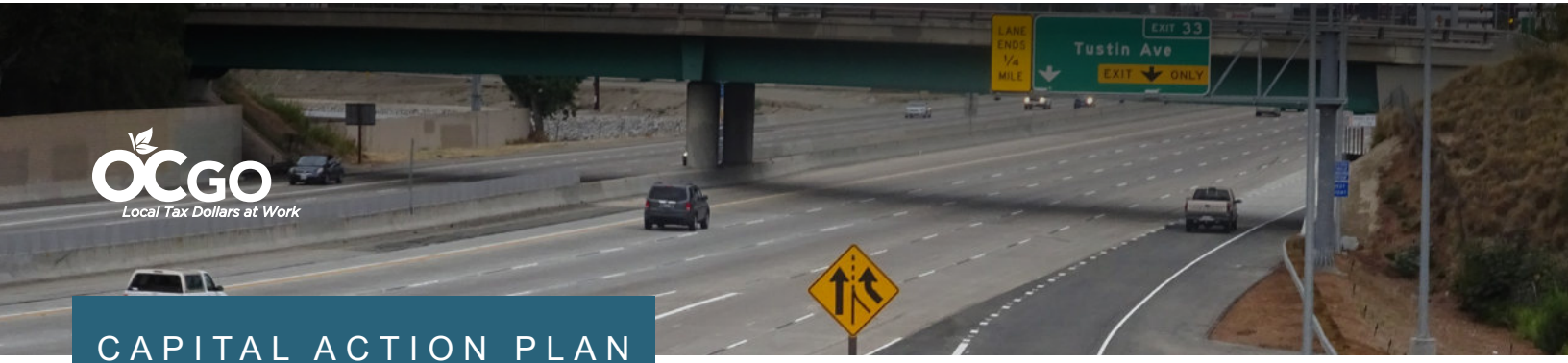
*Status through June 2018. For detailed project information, please refer to the individual project section within this report.

CAPITAL ACTION PLAN

Grey = Milestone achieved
Green = Forecast milestone meets or exceeds plan
Yellow = Forecast milestone is one to three months later than plan
Red = Forecast milestone is over three months later than plan
Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

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

*Status through June 2018. For detailed project information, please refer to the individual project section within this report.



OCGO
Local Tax Dollars at Work

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/ Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-20	TBD	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	$59.0	**Jul-07**	**Mar-10**	**Jan-13**	**Jun-16**
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	**Nov-14**	**Mar-17**	**Nov-17**
SR-91, SR-57 to SR-55	TBD	Jan-15	TBD	TBD	TBD
Project I **Cost/Schedule Risk**	TBD	**Jan-15**	TBD	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	$42.6	**Jul-08**	**Jun-11**	**Oct-13**	**Jul-16**
SR-91, SR-55 to SR-241	$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	$79.7	**Jul-07**	**Apr-09**	**May-11**	**Mar-13**
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	**May-12**	**Oct-13**	**Feb-15**
SR-91 Eastbound, SR-241 to SR-71	$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	$57.8	**Mar-05**	**Jul-07**	**Aug-09**	**Jan-11**
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	**Dec-14**	TBD	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	$1,900.0	Mar-09	Mar-14	Nov-16	May-23
Project K	$1,900.0	**Mar-09**	**Mar-14**	**Nov-16**	May-23

*Status through June 2018. For detailed project information, please refer to the individual project section within this report.

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/ Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
I-605, I-605/Katella Interchange	TBD	Aug-16	TBD	TBD	TBD
Project M	TBD	**Aug-16**	TBD	TBD	TBD
Grade Separation Projects:					
Raymond Avenue Railroad Grade Separation	$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O	$128.4	**Feb-09**	**Mar-10**	**Feb-14**	**May-18**
State College Boulevard Railroad Grade Separation (Fullerton)	$73.6	Dec-08	Jul-06	May-13	May-18
Project O	$97.0	**Dec-08**	**Jul-06**	**Feb-14**	**Jan-18**
Placentia Avenue Railroad Grade Separation	$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	$64.5	**Jan-01**	**Jan-09**	**Jul-11**	**Dec-14**
Kraemer Boulevard Railroad Grade Separation	$70.4	Jan-01	Jan-09	Aug-11	Oct-14
Project O	$63.8	**Jan-01**	**Feb-09**	**Sep-11**	**Dec-14**
Orangethorpe Avenue Railroad Grade Separation	$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	$108.6	**Jan-01**	**Feb-09**	**Jan-13**	**Oct-16**
Tustin Avenue/Rose Drive Railroad Grade Separation	$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	$98.3	**Jan-01**	**Feb-09**	**Feb-13**	**Oct-16**
Lakeview Avenue Railroad Grade Separation	$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	$110.6	**Jan-01**	**Feb-09**	**Nov-13**	**Jun-17**
Sand Canyon Avenue Railroad Grade Separation	$55.6	N/A	Jan-04	Feb-11	May-14
Project R	$61.9	N/A	**Jan-04**	**Feb-11**	**Jan-16**
17th Street Railroad Grade Separation	TBD	Oct-14	TBD	TBD	TBD
Project R	TBD	**Oct-14**	TBD	TBD	TBD

*Status through June 2018. For detailed project information, please refer to the individual project section within this report.

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

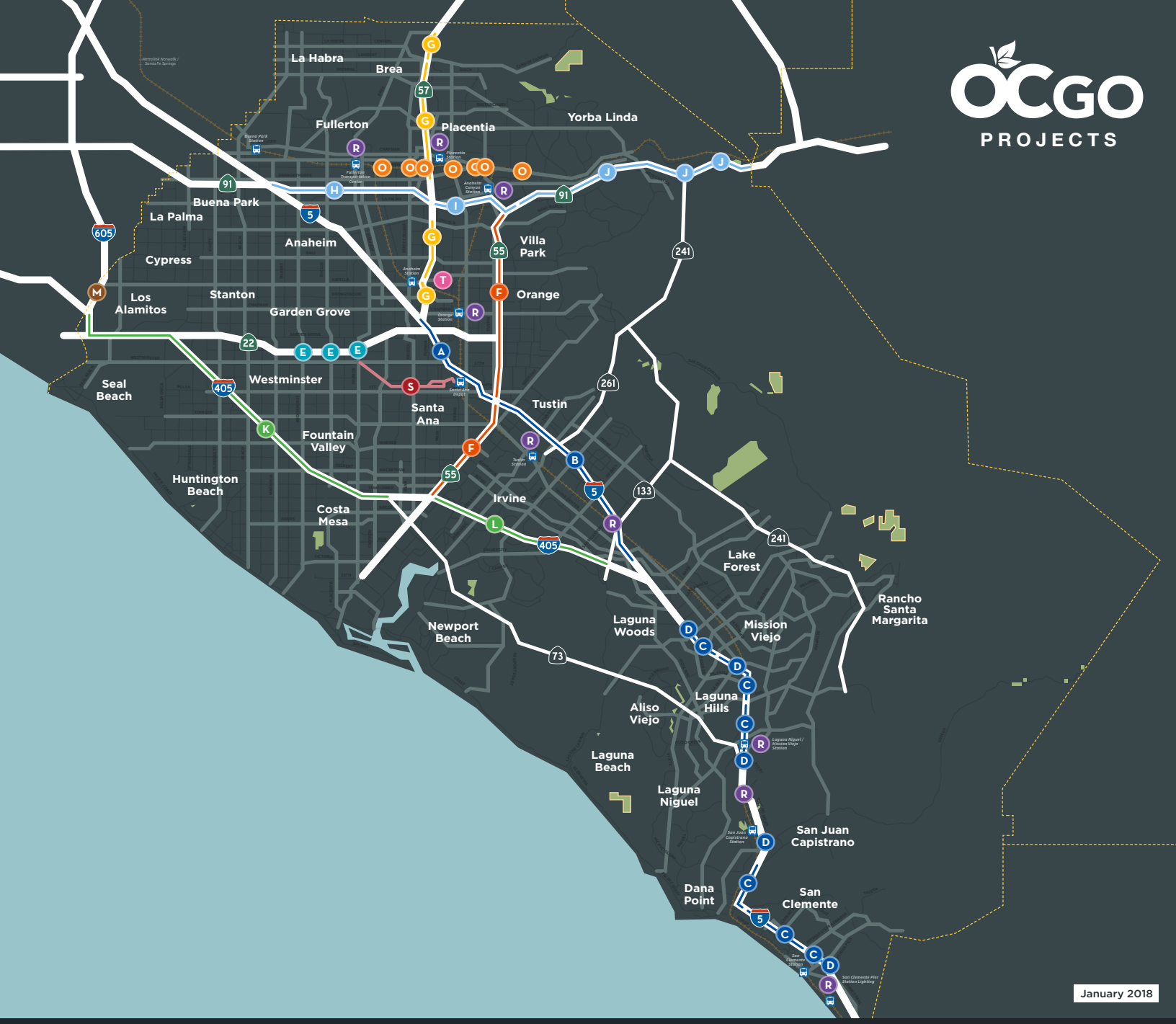
Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline **Bold = Forecasted/Actual**

Capital Projects	Cost Baseline/ Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
Rail and Station Projects:					
Rail-Highway Grade Crossing Safety Enhancement	$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	$90.4	**Jan-08**	**Jan-08**	**Aug-09**	**Dec-11**
San Clemente Beach Trail Safety Enhancements	$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	$5.0	**Sep-10**	**Feb-12**	**May-13**	**Mar-14**
San Juan Capistrano Passing Siding	$25.3	Aug-11	Mar-15	Dec-16	Jan-19
	$30.8	**Aug-11**	**Mar-15**	Jan-19	Feb-21
Placentia Metrolink Station and Parking Structure	$34.8	Jan-03	Oct-08	TBD	TBD
Project R **Cost/Schedule Risk**	$34.8	**Jan-03**	**Oct-08**	May-19	Jan-21
Anaheim Canyon Station	$27.9	Jan-16	Mar-19	Nov-19	Mar-21
	$27.9	**Jan-16**	**Mar-18**	Nov-19	Mar-21
Orange Station Parking Expansion	$33.2	Dec-09	Nov-10	Nov-16	Feb-19
	$32.3	**Dec-09**	**Nov-10**	**Jun-17**	Feb-19
Fullerton Transportation Center - Elevator Upgrades	$3.5	N/A	Jan-12	Sep-14	Mar-17
Cost/Schedule Risk	$4.6	N/A	**Jan-12**	**Apr-15**	Dec-18
Laguna Niguel/Mission Viejo Station ADA Ramps	$3.5	Jul-13	Jul-13	Jan-15	Apr-17
	$5.2	**Jul-13**	**Jul-13**	**Oct-15**	**Sep-17**
Anaheim Regional Transportation Intermodal Center	$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T **Cost/Schedule Risk**	$232.2	**Apr-09**	**Jun-09**	**Sep-12**	**Dec-14**
OC Streetcar	$310.4	Aug-09	Feb-16	Aug-18	Aug-21
Project S **Cost/Schedule Risk**	$418.9	**Aug-09**	**Feb-16**	Aug-18	Aug-21

*Status through June 2018. For detailed project information, please refer to the individual project section within this report.

This Page Intentionally Left Blank



FREEWAY IMPROVEMENT PROGRAM

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- (E) **SR-22** Access Improvements

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

- (M) **I-605** Katella Interchange Improvements

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS

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

TRANSIT PROJECTS

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

OC GO PROJECTS NOT SHOWN

Project N: Freeway Service Patrol

Project O: Streets & Roads - Regional Capacity Program

Project Q: Local Fair Share Program

Project R: Grade crossing and Trail Safety Enhancements
Metrolink Service Expansion Program

Project U: Senior Mobility Program (SMP), Senior Non-emergency Medical Transportation Program (SNEMT), and Fare Stabilization Programs

Project V: Community Based Transit/Circulators

Project W: Safe Transit Stops

Project X: Environmental Cleanup Program