

BOARD AGENDA

Orange County Transportation Authority Board Meeting
Orange County Transportation Authority Headquarters
Board Room - Conference Room 07-08
550 South Main Street
Orange, California
Monday, October 8, 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

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

Public Comments on Agenda Items

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

Public Availability of Agenda Materials

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

Call to Order

Invocation

Director Mark Murphy

Pledge of Allegiance

Director Hennessey





Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Presentation of 2018 Orange County Transportation Authority Bus and Maintenance Roadeo Awards

Presentation of 2018 Orange County Transportation Authority Bus and Maintenance Roadeo trophies to the first place Coach Operator and Maintenance team.

Consent Calendar (Items 2 through 6)

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

Orange County Transportation Authority Consent Calendar Matters

2. **Approval of Minutes**

Approval of the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of September 24, 2018.

3. Agreement for Temporary Staffing Services

Jennifer Cahill/Maggie McJilton

Overview

On April 23, 2018, the Board of Directors authorized the release of a request for proposals for a firm or firms to provide temporary staffing services. Proposals were received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to select firms to provide temporary staffing services.



BOARD AGENDA

3. (Continued)

Recommendations

- A. Approve the selection of APR Consulting, Inc., and Manpower as the firms to provide temporary staffing services, in the aggregate amount of \$1,950,000, to be shared by both staffing firms.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1593 between the Orange County Transportation Authority and APR Consulting, Inc., to provide temporary staffing services for a three-year initial term through October 31, 2021, with two, two-year option terms.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1842 between the Orange County Transportation Authority and Manpower, to provide temporary staffing services for a three-year initial term through October 31, 2021 with two, two-year option terms.

4. Grant Award for the Pedestrian and Bicycle Safety Program Jennifer Haith Farinas/Kia Mortazavi

Overview

The California Office of Traffic Safety awarded the Orange County Transportation Authority \$75,000 in competitive Pedestrian and Bicycle Safety Grant Program funding. The grant award will support implementation of bicycle and pedestrian education classes, which are intended to raise public awareness of safe pedestrian and bicycling practices.

Recommendation

Adopt Orange County Transportation Authority Resolution No. 2018-120 authorizing the Chief Executive Officer, or designee, to accept the State of California Office of Traffic Safety award, and to negotiate and execute grant-related agreements and documents with the California Office of Traffic Safety.



BOARD AGENDA

Active Transportation Program Local Project Prioritization Methodology Louis Zhao/Kia Mortazavi

Overview

On May 16, 2018, the California Transportation Commission adopted the 2019 Active Transportation Program Guidelines and issued a two-tiered call for bicycle and pedestrian projects. The State of California and the Southern California Association of Governments will administer the process. A proposal for the Orange County Transportation Authority to prioritize projects selected through the Southern California Association of Governments selection process is presented for Board of Directors' approval.

Recommendation

Approve the Active Transportation Program local project prioritization methodology for the 2019 Active Transportation Program and future calls for projects.

Orange County Local Transportation Authority Consent Calendar Matters

6. 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

Orange County Local Transportation Authority Regular Calendar Matters

7. Contract Change Order for Additional Design and Construction Efforts for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Jeff Mills/James G. Beil

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. A contract change order is required for additional design and construction efforts related to bridge width standards in the cities of Fountain Valley, Huntington Beach, and Westminster, right-of-way changes that minimize impacts to property owners, implementation of a revised design concept at the Ellis Avenue on-ramp to southbound Interstate 405, and other miscellaneous items.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 13 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$8,560,556, for additional design and construction efforts for the Interstate 405 Improvement Project between State Route 73 and Interstate 605.



BOARD AGENDA

8. Amendment to Agreement for Additional Program Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Jeff Mills/James G. Beil

Overview

On March 3, 2014, the Orange County Transportation Authority entered into an agreement with Parsons Transportation Group, Inc., to provide program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. An amendment to the existing agreement is needed for additional support services for the Interstate 405 Improvement Project, as well as the 91 Express Lanes combined toll procurements and contracts.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 18 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$39,762,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. The amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$132,802,186.

Discussion Items

9. Project Update - Interstate 5/El Toro Road Interchange Project James G. Beil

A staff member of the California Department of Transportation District 12 will provide a progress update on the Interstate 5/El Toro Road Interchange Project.

10. Public Comments

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



BOARD AGENDA

- 11. Chief Executive Officer's Report
- 12. Directors' Reports
- 13. Closed Session

A Closed Session will be held as follows:

Pursuant to Government Code Section 54956.9(a) - Conference with General Counsel - Existing Litigation; Bryan D. Johnson, et al. V. California Department of Transportation, et al. OCSC Case No. 30-2017-00927202.

14. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, October 22, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07-08, Orange, California.

Minutes of the

Orange County Transportation Authority Orange County Transit District

Orange County Local Transportation Authority
Orange County Service Authority for Freeway Emergencies

Board of Directors Meeting

Call to Order

The September 24, 2018 regular meeting of the Orange County Transportation Authority (OCTA) and affiliated agencies was called to order by Chairwoman Bartlett at 9:04 a.m. at the OCTA Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

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

Directors Present: Lisa A. Bartlett, Chairwoman

Tim Shaw, Vice Chairman

Laurie Davies Barbara Delgleize

Andrew Do

Michael Hennessey

Steve Jones Mark A. Murphy Richard Murphy

Al Murray Shawn Nelson Miguel Pulido Todd Spitzer Michelle Steel Tom Tait

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Gregory T. Winterbottom

Gerardo De Santos, Acting District Director

California Department of Transportation District 12

Directors Absent: Lori Donchak

Also Present: Darrell E. Johnson, Chief Executive Officer

Kenneth Phipps, Deputy Chief Executive Officer

Laurena Weinert, Clerk of the Board Olga Prado, Assistant Clerk of the Board

James Donich, General Counsel

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Presentation of Resolutions of Appreciation for Employees of the Month for September 2018

Darrell E. Johnson, Chief Executive Officer (CEO), presented the OCTA Resolutions of Appreciation Nos. 2018-122, 2018-123, and 2018-124 to Mary Blum, Coach Operator, Edwin Hernandez, Maintenance, and May O'Donnell, Administration, as Employees of the Month for September 2018.

Orange County Local Transportation Authority Special Calendar Matters

2. Adopt Resolutions of Necessity for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

James Donich, General Counsel, opened with comments about the proposed Resolutions of Necessity (RONs).

Chairwoman Bartlett opened the public hearing, and Jeff Mills, Program Manager for the Interstate 405 (I-405) Improvement Project, provided a PowerPoint presentation for this item as follows:

- I-405 Improvement Project RON Locations;
- RON No. 2018-064 One Pacific Plaza Association:
- RON No. 2018-065 One Pacific Plaza Association and PR One Pacific Plaza;
- RON No. 2018-113 Sang Ki Park;
- RON No. 2018-115 Krausz FT One; and
- Four Requirements to be Considered to Adopt Resolutions.

A discussion ensued regarding:

- RON 2018-065:
 - The temporary construction easement area is needed to install shoring for the retaining wall and will not impact the parking structure.
- RON 2018-113:
 - The temporary construction easement area will not impact the business.
 - The partial fee interest area means that OCTA will take a portion of the parcel.

Chairwoman Bartlett opened the floor for public comments, and there were no public comments.

A motion was made by Director Pulido, seconded by Director Davies, and declared passed by those present, to close the public hearing. Director R. Murphy was not present to vote on this action.

A motion was made by Director Pulido, seconded by Director Delgleize, to adopt Resolutions of Necessity Nos. 2018-064, 2018-065, 2018-113, and 2018-115, and authorize and direct General Counsel to prepare, commence, and prosecute a proceeding in eminent domain for the purpose of acquiring necessary right-of-way and real property interests for the Interstate 405 Improvement Project between State Route 73 and Interstate 605.

Director Spitzer voted in opposition, and Director R. Murphy was not present to vote on this item.

Consent Calendar (Items 3 through 22)

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to approve the Orange County Transportation Authority and affiliated agencies' regular meeting minutes of September 10, 2018.

Directors Jones and R. Murphy were not present to vote on this item.

4. Audit of State Transportation Improvement Program Planning, Programming and Monitoring Program, Program Fiscal Year 2015-2016

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

5. Approval to Release Request for Proposals for Orange County Transportation Authority's Independent Financial Statement Auditor

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

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 8-1911 to select an independent public accounting firm to provide annual financial audits and agreed-upon procedures reviews.
- B. Approve the release of Request for Proposals 8-1911 for the independent annual financial auditing services effective April 1, 2019 through March 31, 2022, with one, two-year option term.

Directors Jones and R. Murphy were not present to vote on this item.

6. Adopt Resolution Reaffirming the Longstanding Policy of Requiring the Use of Transponders on the 91 Express Lanes

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to adopt Resolution No. 2018-121 confirming the longstanding policy of requiring the use of transponders on the 91 Express Lanes.

Directors Jones and R. Murphy were not present to vote on this item.

7. State Legislative Status Report

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

Directors Jones and R. Murphy were not present to vote on this item.

8. Proposed Innovative Clean Transit Regulation

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

9. The Orange County Transportation Authority's Draft 2019-2020 State and Federal Legislative Platforms

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to direct staff to further develop the initial drafts of the Orange County Transportation Authority's 2019-20 State and Federal Legislative Platforms and prepare subsequent drafts for final approval later this year.

Directors Jones and R. Murphy were not present to vote on this item.

10. Fiscal Year 2017-18 Fourth Quarter Grant Reimbursement Status Report

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

Directors Jones and R. Murphy were not present to vote on this item.

11. Environmental Mitigation Program Endowment Fund Investment Report For June 30, 2018

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

Directors Jones and R. Murphy were not present to vote on this item.

12. Update on the Low Carbon Fuel Standard Program

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

Directors Jones and R. Murphy were not present to vote on this item.

13. Excess Liability Insurance Renewal

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A40995, in the amount of \$800,000, to Marsh Risk and Insurance Services, Inc., to purchase excess liability insurance on behalf of the Orange County Transportation Authority for the policy period of November 1, 2018 to November 1, 2019.

14. Amendment to Agreement for Temporary Staffing Services

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-5-3658 between the Orange County Transportation Authority and Howroyd Wright Employment Agency, Inc., doing business as AppleOne Employment Services, in the amount of \$83,565. This will increase the maximum obligation of the agreement to a total contract value of \$488,809.

Directors Jones and R. Murphy were not present to vote on this item.

15. Update to Orange County Transportation Authority Limited English Proficiency Plan

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to review and approve the updated Orange County Transportation Authority's 2018 Limited English Proficiency Plan.

Directors Jones and R. Murphy were not present to vote on this item.

16. Cooperative Agreements for Federal Transit Administration Section 5316 Grant Program

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

- A. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1925 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$225,720, to fund the Section 5316 grant program through September 30, 2020.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1926 between the Orange County Transportation Authority and Boys and Girls Clubs of Huntington Valley, in the amount of \$118,080, to fund the Section 5316 grant program through September 30, 2020.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1927 between the Orange County Transportation Authority and Dayle McIntosh Center for the Disabled, in the amount of \$225,600, to fund the Section 5316 grant program through September 30, 2020.

- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1928 between the Orange County Transportation Authority and North Orange County Community College District, in the amount of \$284,760, to fund the Section 5316 grant program through September 30, 2020.
- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1929 between the Orange County Transportation Authority and Women Helping Women/Men2Work, in the amount of \$83,760, to fund the Section 5316 grant program through September 30, 2020.

Directors Jones and R. Murphy were not present to vote on this item.

17. 2019 Bicycle Corridor Improvement Program Call for Projects

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

- A. Approve the guidelines for the 2019 Bicycle Corridor Improvement Program call for projects.
- B. Authorize staff to issue the 2019 Bicycle Corridor Improvement Program call for projects using up to \$25 million in Congestion Mitigation and Air Quality Program funds.

Directors Jones and R. Murphy were not present to vote on this item.

18. Amendment to Grant Management and Programming Database Agreement

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Purchase Order A40326 between the Orange County Transportation Authority and EcoInteractive Inc., in the amount of \$27,500, to expand the current OCFundtracker platform to include the Capital Improvement Program module effective October 1, 2018 through August 31, 2019. This will increase the maximum obligation of the agreement to a total purchase order value of \$118,170.

Orange County Transit District Consent Calendar Matters

19. Warranty Administration, Internal Audit Report No. 18-510

A motion was made by Director Murray, seconded by Director Davies, and declared passed by those present, to direct staff to implement one recommendation provided in Warranty Administration, Internal Audit Report No. 18-510.

Directors Jones and R. Murphy were not present to vote on this item.

20. Agreement for Facility Modifications for a Hydrogen Gas Detection System at the Santa Ana Bus Base

A motion was made by Director Hennessey, seconded by Director Pulido, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1864 between the Orange County Transportation Authority and EFS West, Inc., the lowest responsive, responsible bidder, in the amount of \$685,350, for facility modifications for a hydrogen gas detection system at the Santa Ana Bus Base.

Director Spitzer did not participate due to the Levine Act.

Directors Jones and R. Murphy were not present to vote on this item.

21. Approval to Release Request for Proposals for Video Surveillance System Installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon Bus Bases, and the Orange Administration Building

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

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 8-1874 for video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building.
- B. Approve the release of Request for Proposals 8-1874 for video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building.

Orange County Local Transportation Authority Consent Calendar Matters

22. Approval to Release Request for Proposals for Traffic and Intelligent Transportation Systems Engineering Services

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

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 8-1910 for selection of consultants to provide intelligent transportation systems engineering services.
- B. Approve the Release of Request for Proposals 8-1910 for selection of consultants to provide intelligent transportation systems and traffic engineering services for the Garden Grove Boulevard and Los Alisos Boulevard regional traffic signal synchronization projects.

Directors Jones and R. Murphy were not present to vote on this item.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

23. Fiscal Year 2018-19 Comprehensive Business Plan

This item was presented after Regular Calendar Item 24 on this agenda.

Darrell E. Johnson, CEO, provided opening comments and introduced Victor Velasquez, Manager of Financial Planning and Analysis, who presented, due to time constraints, the Bus Program slides of the PowerPoint.

A discussion ensued regarding:

- Finance and Administration Committee Chairman Do stated that the Comprehensive Business Plan (CBP) is a culmination of OCTA's transparent yearlong process, provided additional comments, and complimented Mr. Johnson, CEO, and staff for the great CBP work.
- Concerns about OCTA's assumptions that ridership losses will stabilize and grow slowly over time.
- Mr. Johnson, CEO, stated that the OC Bus 360° program has stabilized the bus system, and ridership risks have been minimized.

A motion was made by Director Do, seconded by Director Davies, and declared passed by those present, to approve the Fiscal Year 2018-19 Comprehensive Business Plan.

Directors Jones and Pulido were not present to vote on this item.

Orange County Local Transportation Authority Regular Calendar Matters

24. Agreement for Construction of the OC Streetcar Project

This item was presented prior to Regular Calendar Item 23 on this agenda.

Director Tait stated that he will not be participating due to his firm having performed work, this past year, with AECOM, Energy & Construction, Inc. (AECOM.)

Darrell E. Johnson, CEO, provided opening comments and introduced Kelly Hart, Deputy Project Manager for the OC Streetcar, who provided a PowerPoint presentation for this item as follows:

- Procurement Background;
- Overview of Bids;
- Bid Analysis: and
- Recommendations.

Darrell E. Johnson, CEO, addressed concerns about the rail critics, the OC Streetcar Project (Project) not having the ability to respond to the change in demands, explained the factors for the 55.7 percent overruns above engineer's estimates, and if OCTA had the ability to amend, OCTA would have closed approximately half of the 55.7 percent overrun.

Public comments were heard from the following:

 Paul Camaur, Chief Operating Officer for AECOM, provided concerns about OCTA's bid process. Mr. Camaur stated that AECOM is the lowest responsible and responsive bidder by approximately \$25 million and exceeded the Disadvantaged Business Enterprise (DBE) good-faith efforts. Mr. Camaur asked the Board of Directors (Board) to review OCTA staff's bid errors.

- 2. <u>Jimmy Draper</u>, Project Manager for AECOM, stated that he was the lead estimator on this bid and is a resident of Orange County. Mr. Draper commented on AECOM's DBE responsiveness, OCTA's determination of DBE non-responsiveness, as well as provided concerns about the reconsideration hearing and decision process. He concluded that the taxpayers will pay more for the Project.
- 3. Rita Crow, Southwest Business Manager for AECOM, provided her years of construction industry and DBE experience. Ms. Crow stated that she reviewed and found AECOM's good-faith efforts met and exceeded the DBE criteria and explained how AECOM's DBE criteria was met. She asked the Board to pause to better review the AECOM's DBE good-faith efforts.

Director Spitzer stated that OCTA had a third-party evaluate the DBE efforts, and AECOM was provided a copy of the analysis. Director Spitzer asked, for the record, that Ms. Crow provide her response to the third-party who evaluated AECOM's DBE compliance.

Ms. Crow stated that AECOM believes the third-party did not qualify AECOM's efforts against the Code of Federal Regulations, and the third-party analysis was wrong.

- 4. <u>Trina Clay</u>, Estimating Coordinator for AECOM, stated she is a Rancho Santa Margarita resident, provided her construction industry and DBE work experience, and explained the efforts/process to ensure AECOM's DBE good-faith efforts were achieved. Ms. Clay concluded that AECOM should be deemed the lowest responsive bidder.
- 5. <u>Joseph Henry</u>, Southwest Region Head Estimator for AECOM, provided his years of service for AECOM, highlighted the components for AECOM's estimates and DBE good-faith efforts. He also provided concerns, as an Orange County resident and taxpayer, about the costs overruns.
- 6. <u>Brian Larsen</u>, Project Manager for AECOM, stated his years of service at AECOM and the construction industry, and is a resident of Tustin. Mr. Larsen highlighted his efforts for the bid estimates and DBE good-faith efforts, and asked the Board to award AECOM as the lowest bidder.
- 7. Ryan Potts, Estimator and Engineer for AECOM, stated his efforts for AECOM's bid estimates and DBE good-faith efforts.

- 8. <u>Minter Stallworth</u>, Project Engineer for AECOM, stated his efforts for AECOM's DBE good-faith efforts and estimates, provided additional comments, asked the Board to review OCTA's DBE bid proposal program, as well as provided his concerns about the Orange County taxpayers money.
- 9. P. Randolph Finch Jr., Counsel for AECOM, stated that AECOM is the lowest bidder by \$25 million, and highlighted his DBE good-faith efforts determination experience. Mr. Finch also stated that AECOM achieved 10.2 percent DBE participation, as well as provided additional comments. He encouraged the Board to take pause and inquire from the Federal Transit Administration whether it would approve AECOM as the lowest bidder to save \$25 million.
 - Mr. Finch also stated that should the Board follow staff's recommendations, he will file a lawsuit on behalf of AECOM for a Writ of Mandate, injunction, and promissory estoppel, as well as provided additional comments.
- 10. <u>Michael DeNucci</u>, General Superintendent for Winegardner Masonry, stated that his company is a listed DBE for this bid that supports AECOM, and as a taxpayer, with many years of construction experience, he is concerned about cost increases over the engineer's estimate in one-year time.
- 11. <u>Fabiola Jaque-Diaz</u>, President and Owner of California Testing & Inspections, stated her company is a ten-year woman-owned DBE listed for this Project to support AECOM. Ms. Jaque-Diaz asked the Board to review AECOM's DBE good-faith efforts, and as a resident of Orange County, to save \$25 million.
- 12. <u>Tiffany Hilborn</u>, Owner of Premier Consulting Services, stated that she is a woman-owned DBE company, provided additional comments, and complimented AECOM's DBE process.
- 13. <u>Ebbiteanga Abili</u>, Principal for Deltech Engineering, stated that the company has been in Anaheim since 1997, provided additional comments, complimented AECOM's DBE process and goals, and asked the Board to carefully review AECOM's DBE process before deciding.
- 14. <u>Miguel Miranda</u>, 3531 Trucking, Inc., stated that he is a service-disabled veteran owner DBE company that has experience with state and federal contracts. Mr. Miranda complimented AECOM's DBE and timing process, and asked the Board to review AECOM's DBE timelines.

- 15. <u>Ashley Mahaffey</u>, Owner and CEO of Don H. Mahaffey Drilling Co., stated that they are a small foundation drilling and shoring company based in the City of Compton and a listed DBE firm for AECOM's bid. Ms. Mahaffey complimented AECOM for its DBE outreach efforts and asked the Board to reconsider staff's determination that AECOM was non-responsive.
- 16. <u>Jay Titus</u>, Walsh Construction Company II, LLC (Walsh), stated that he is a resident of Orange County, and on behalf of the Walsh staff, family, subcontractors, and DBE community, Walsh wants to thank OCTA for a fair and straight forward procurement process and looks forward to doing the job.
- 17. <u>Maxine Miller</u>, Operations Manager for Diversified Products Industries, stated the company is a DBE certified heavy construction steel supplier that has been in business since 1994, and highlighted the company's experience. Ms. Miller complimented AECOM's DBE process, looks forward to the Project, and appreciates the Board's support.

Chairwoman Bartlett commented on the time and efforts for deliberating the DBE matter, thanked OCTA staff, as well as stated the Project is important to OCTA and future mobility in Orange County.

Transit Committee Chairman Murray provided comments, stated the Transit Committee recommended awarding the construction contract to the lowest responsive and responsible bidder, and requested that Padilla and Associates, Inc., report its analysis of the DBE good-faith efforts for this bid.

Patricia Padilla, President, and Lauren Jaquith, Senior Project Manager, of Padilla and Associates, Inc., reported its analysis of the DBE good-faith efforts in accordance to this item's Invitation for Bids. A robust discussion ensued.

Director M. Murphy clarified that his no vote is not in response to what he heard today from a process standpoint and believes the process was deliberated correctly. He expressed his concerns about the future of the project, and cost overruns, and from that perspective wants to take another review.

A motion was made by Director Murray, seconded by Director Pulido, and declared passed 12 to 3 by those present, to:

A. Find AECOM, Energy & Construction, Inc., the apparent low bidder, as non-responsive due to failure to meet the federal program requirement for Disadvantaged Business Enterprise participation.

- B. Find Stacy and Witbeck/Herzog, a joint venture, the third low bidder, as non-responsive due to failure to meet the federal program requirement for Disadvantaged Business Enterprise participation.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1904 between the Orange County Transportation Authority and Walsh Construction Company II, LLC, the lowest responsive, responsible bidder, in the amount of \$220,538,649, for construction of the OC Streetcar project.
- D. Amend the Orange County Transportation Authority's Fiscal Year 2018-19 Budget by \$81,000,000, to accommodate Agreement No. C-7-1904 for construction of the OC Streetcar project.

Directors M. Murphy, Spitzer, and Steel voted in opposition.

Director Tait did not participate due to his firm having performed work, this past year, with AECOM.

Discussion Items

25. Public Comments

There were no public comments.

26. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported on the following:

- On Saturday, September 29th starting, at approximately 11:00 p.m., the Interstate 405 Improvement Project will have a freeway closure in Fountain Valley for the Slater Avenue bridge demolition.
- OC Flex:
 - On Monday, October 15th, the pilot service will be launched in Huntington Beach and Westminster, as well as on Saturday, October 20th in Laguna Niguel, Mission Viejo, and Aliso Viejo.
 - There will be a series of outreach events to promote the service.
 - On Saturday, September 29th, OCTA staff will provide outreach at the Westminster Mall Roadshow.
 - Following the Monday, October 8th Board meeting, at the OCTA Headquarters, a new OC Flex vehicle will be displayed.

- Santiago Canyon College Student Pass Program:
 - On Wednesday, September 26th, at 11:45 a.m., OCTA will host a kick-off event for the student pass program at Santiago Canyon College.
 - Last year, the first student pass program was launched for the Santa Ana College students, and the program has been a tremendous success.
 - Directors M. Murphy and Murray will be attending the Wednesday, September 26th kick-off event.
- Annual California Highway Patrol (CHP) Inspection:
 - Last week, the CHP conducted its annual inspection of the Garden Grove base, and OCTA was issued an overall satisfactory rating.
 - The inspection included examining personnel records and approximately 20 vehicles, as well as review of the Department of Motor Vehicles Pull Notice Program.
- On Saturday, September 15th, OCTA held the annual Bus and Maintenance Roadeo, and Director Murray placed second in the Executive competition.

Director Delgleize requested the time of the Saturday, September 29th OC Flex outreach. Staff will follow-up with Director Delgleize.

27. Directors' Reports

Director R. Murphy reported that last Friday evening, he attended the OC Flex outreach event in Huntington Beach and complimented staff that supported the outreach efforts.

Chairwoman Bartlett reported that she, along with Mr. Johnson, CEO, Lance Larson, Executive Director of External Affairs, Kristen Essner, Manager of State and Federal Relations, and Directors Do and Hennessey participated last week in OCTA's federal advocacy services interview procurement process in Washington, D.C.

28. Closed Session

A Closed Session was held as follows:

- A. Pursuant to Government Code Section 54956.9(a) Conference with General Counsel Existing Litigation; Karen Ezell, et al. v. The State of California Department of Transportation, OCSC Case No. 30-2016-00870606.
- B. Pursuant to Government Code Section 54956.9(a) Conference with General Counsel Existing Litigation; James Spangler, et al. v. The State of California Department of Transportation, OCSC Case No. 30-2016-00870571.
- C. Pursuant to Government Code Section 54956.9(a) Conference with General Counsel Existing Litigation; Orange County Transportation Authority v. Fullerton Industrial Park Owners Association, et al., OCSC Case No. 30-2013-00630936.
- D. Pursuant to Government Code Section 54956.9(d)(2) Conference with General Counsel Anticipated Litigation One Matter

Directors Do, Jones, Pulido, and Spitzer were not present for the Closed Session matters.

29. Adjournment

The meeting adjourned at 11:05 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, October 8, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07-08, Orange, California.

	
	Laurena Weinert
	Clerk of the Board
Lisa A. Bartlett	
OCTA Chairwoman	



October 8, 2018

To:

Members of the Board of Directors

From:

Darrell E. Johnson, Chief Executive Officer

Subject:

Agreement for Temporary Staffing Services

Overview

On April 23, 2018, the Board of Directors authorized the release of a request for proposals for a firm or firms to provide temporary staffing services. Proposals were received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to select firms to provide temporary staffing services.

Recommendations

- A. Approve the selection of APR Consulting, Inc., and Manpower as the firms to provide temporary staffing services, in the aggregate amount of \$1,950,000, to be shared by both staffing firms.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1593 between the Orange County Transportation Authority and APR Consulting, Inc., to provide temporary staffing services for a three-year initial term through October 31, 2021, with two, two-year option terms.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1842 between the Orange County Transportation Authority and Manpower, to provide temporary staffing services for a three-year initial term through October 31, 2021, with two, two-year option terms.

Discussion

Since consolidation in 1991, the Orange County Transportation Authority (OCTA) has focused on being a highly efficient and productive organization. By allowing for the use of temporary staff, OCTA is able to maintain its efficiency and

productivity during times of regular staff shortages and/or special projects that require additional staff. Temporary staff are only utilized during these special times to ensure deadlines are met and goals are achieved. The use of temporary staff does not add to the number of approved budgeted positions.

The Human Resources Department relies on temporary staffing services for assistance throughout the organization to cover unforeseen vacancies of regular staff due to various leaves of absence, which, if left unsupported, would have a negative effect on a department's workload, or a temporary or unplanned increase of workload due to special or non-recurring projects.

Historically, the majority of the OCTA temporary personnel requirements have been in the clerical or administrative support staff categories. However, temporary staffing needs may arise in other job categories, including entry-level marketing support, accounts payable, and other professional categories. The length of a temporary staffing assignment is dependent upon the reason for the shortfall in manpower, such as a medical leave, short-term or long-term disability, or other types of leaves of absence. When employees are on leave, in most instances, OCTA does not have the extra staff to backfill the positions to ensure the work is completed.

In addition, temporary staff have been used for special and/or non-recurring projects that have a specific end date. For example, temporary staff are currently being used to support OCTA's Enterprise Content Management (ECM) Program. The ECM Program is under the direction of the Information Systems (IS) Department. The goal of the ECM Program is to eliminate paper records by scanning the documents and files, and then organizing and storing the records electronically on a Sharepoint site, resulting in improved efficiency and accessibility.

There are a number of other factors that have changed that will potentially increase the utilization of temporary help. These other factors include a tightening and changing labor market that will impact OCTA's ability to hire. Utilizing temporary help is a cost-effective way to quickly get human capital resources on a short-term basis.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services.

Various factors are considered in the award for professional and technical services. Award is recommended to the firm or firms offering the most comprehensive overall proposal considering such factors as prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On April 23, 2018, the Board authorized the release of a request for proposals (RFP) 8-1593, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on April 23, 2018 and April 30, 2018. A pre-proposal conference was held on May 2, 2018, with ten attendees representing eight firms. Three addenda were issued to make available the pre-proposal conference registration sheet and presentation, as well as to respond to written questions related to the RFP, and handle administrative issues related to the RFP.

On May 23, 2018, 28 proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Human Resources, Contracted Services, IS, and General Services departments met to review the 28 proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weights:

•	Qualifications of the Firm	25 percent
•	Staffing and Project Organization	20 percent
•	Work Plan	30 percent
•	Cost and Price	25 percent

Several factors were considered in developing the evaluation criteria weights. Work plan was weighted highest at 30 percent, as the firm had to describe its procedures for recruiting and providing temporary staff, such as screening and background checks, job skills testing, and processing temporary service order requests. Qualifications of the firm was weighted at 25 percent as the firm should have the resources and capabilities to provide temporary personnel. Cost was also weighted at 25 percent to ensure a fair comparison of the proposed rates, as well as ensure that OCTA received value for the services provided. Staffing and project organization was weighted at 20 percent to make sure an experienced project team was proposed.

On June 13 and 14, 2018, the evaluation committee reviewed the proposals based on the evaluation criteria and short-listed the four most qualified firms listed below in alphabetical order:

APR Consulting, Inc, (APR)
Diamond Bar, California

Lloyd Staffing (Lloyd) Cerritos, California

Manpower Anaheim, California

Premier Staffing Source, Inc. (Premier)
Lanham, Maryland

On June 27, 2018, the evaluation committee conducted interviews with the four short-listed firms. The interview consisted of a presentation to demonstrate the firm's understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firm's response time and time-to-fill process, candidate database, recruitment methods, and screening process. In addition, each team was asked specific clarification questions related to their proposal.

At the conclusion of the interviews, a request for clarification was sent to the short-listed firms, asking each firm to conduct a search in its database to show how many candidates appeared based on specific criteria in order to assess each firm's candidate pool.

After considering the responses to the questions asked during the interviews and the information provided in the request for clarification, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores. As a result of the in person interviews and the data provided, the ranking of the firms changed and Manpower ended up with the highest score and APR Consulting had the second highest score.

Based on the evaluation of the written proposals and information obtained from the interviews and request for clarification, the evaluation committee is recommending APR and Manpower for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

The four short-listed firms demonstrated experience providing temporary staffing services.

APR has been in business since 1980 and has four locations, including offices in the cities of Diamond Bar and Irvine. The firm has 30 employees and has an average of 500 temporary staff on assignment. APR has provided temporary staffing services for administrative and clerical positions to various clients.

Manpower is a well-established staffing firm founded in 1948 with 3,000 offices worldwide, including an office in the City of Anaheim. The firm has over 400,000 clients worldwide with approximately 500,000 associates on assignment daily, and places more than 150,000 administrative professionals each week in North America.

Lloyd was established in 1971 and has an office in the City of Cerritos. The firm has filled administrative and clerical positions for its clients. Premier is headquartered in Lanham, Maryland, with 12 offices nationwide. The firm has placed candidates for positions similar to OCTA's requirements.

Staffing and Project Organization

The four firms proposed experienced project teams with excellent availability.

APR and Manpower proposed knowledgeable, well-rounded project teams with ample support to ensure that OCTA's staffing needs are met in a timely manner. APR's proposed account manager and backup account manager have 17 and 13 years of experience, respectively. The proposed account manager for Manpower has ten years of experience, while the backup account manager has 23 years of experience. During the interview, both firms presented well and provided thorough responses to the evaluation committee's questions.

Lloyd's proposed project team included members with over 25 years of experience; however, the team is small and is currently supporting a high volume of clients. Premier proposed a project team with relevant experience located in the State of Maryland and in the City of Oakland. The firm stated that its project team utilizes a virtual staffing approach, such as online systems and tools, to recruit and screen candidates. Premier has local representatives for additional support, as well as access to temporary local office spaces to meet urgent requests.

Work Plan

APR and Manpower presented comprehensive work plans that addressed all elements of the scope of work. The firms demonstrated a clear understanding of the project requirements and detailed their approaches. Both firms discussed their recruiting methods and strategies, screening process, and testing tools. Both firms

demonstrated how they would provide relatively quick response to requests and a streamlined time-to-fill process to staff positions with qualified candidates quickly. APR and Manpower also demonstrated that they stay up-to-date on current employment laws to be more efficient and effective in their recruitment and placement processes. Based on the request for clarification, the firms' search results showed a large pool of potential candidates that could meet OCTA's staffing needs.

Lloyd and Premier discussed their approach to recruiting, screening, and placing candidates. Lloyd has a very quick turnaround time in responding to requests and placing candidates. Based on its proposal and response to an interview question asked related to verifying a candidate's salary history, Lloyd did not demonstrate that it is fully aware of all current California employment laws including the California Fair Pay Act. Premier's search result of local candidates produced a low number of candidates compared to the other firms, which may indicate difficulty filling positions in a timely manner to meet OCTA's requests.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest average fully-burdened hourly billable rate for the most used grade levels and scored the other proposals' average hourly billable rates based on their relation to the lowest average hourly billable rate. Although APR and Manpower did not propose the lowest average hourly rates, pricing was competitive with the other proposing firms.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, as well as the information obtained from the interviews and request for clarification, the evaluation committee recommends the selection of APR and Manpower as the top-ranked firms to provide temporary staffing services.

Fiscal Impact

The expenditures for these services are part of OCTA's Fiscal Year 2018-19 Budget and will be funded with local funds. The final, approved temporary staffing services contracts allow for contract authority only in the aggregate to be shared by both staffing firms. The contracts do not directly impact the budget. All temporary staffing services are utilized on an as-needed basis dependent on the individual needs of each department. As such, anticipated expenditures for these services are budgeted as part of each requesting department's budget, or the

expenditures are covered by budget underruns in the salaries line item within the requesting department's budget.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1593 with APR Consulting, Inc., and Agreement No. C-8-1842 with Manpower to provide temporary staffing services, in an aggregate amount of \$1,950,000, for a three-year initial term, with two, two-year option terms.

Attachments

- A. Review of Proposals RFP 8-1593 Temporary Staffing Services
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms) RFP 8-1593
 Temporary Staffing Services
- C. Contract History for the Past Two Years RFP 8-1593 Temporary Staffing Services

Prepared by:

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Approved by:

Maggie McJilton

Executive Director,

Human Resources and Organizational

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Virginia Abadessa

Director, Contracts Administration

and Materials Management

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RFP 8-1593 Temporary Staffing Services

Presented to Finance and Administration Committee - August 22, 2018

28 firms proposed, 4 firms were interviewed, 2 firms are being recommended

Overall Ranking	Proposal Overall Ranking Score Fi		Sub-Contractors	Evaluation Committee Comments	Average Hourly Billable Rate		
1	86	Firm & Location Manpower	None None	Highest-ranked firm overall. Excellent proposal.	\$37		
,	00	Anaheim, California		Well-established firm with extensive staffing experience.	φον		
		7 manom, Gamerina		Experienced, knowledgeable project team.			
				Good project team support.			
				Detailed recruiting methods and screening process.			
				Discussed response time and time-to-fill process.			
				Candidate database has a large pool of candidates.			
				Up-to-date on current employment laws.			
				Presented well and answered questions thoroughly during the interview.			
				Excellent references with positive comments.			
				Proposed competitive hourly billable rates.			
2	82	APR Consulting, Inc.	None	Second-ranked firm. Very good proposal overall.	\$39		
2	02	Diamond Bar, California	140110	Experience providing temporary staffing services to public agencies.	\$39		
		Diamond Bar, California					
				Experienced, knowledgeable project team. Good project team support.			
				1 1			
				Detailed recruiting methods and screening process.			
				Discussed response time and time-to-fill process.			
				Candidate database has a large pool of candidates.			
				Up-to-date on current employment laws.			
				Presented well and answered questions thoroughly during the interview.			
				Excellent references with positive comments.			
				Proposed competitive hourly billable rates.			
3	79	Premier Staffing Source, Inc.	None	Good proposal overall.	\$36		
		Lanham, Maryland		Experience providing temporary staffing services to public agencies.			
				Experienced project team.			
				Proposed project team members are not located in any of the local offices.			
				Discussed recruiting methods and screening process.			
				Discussed response time and time-to-fill process.			
				Candidate database query resulted in a small pool of qualified candidates.			
				Good presentation and responses.			
				Positive feedback from references.			
				Proposed competitive hourly billable rates.			
4	78	Lloyd Staffing	None	Experience placing similar positions for clients.	\$31		
		Cerritos, California		Project team members have many years of experience.			
		1		Small project team managing a high volume of requests and clients.			
		1		Not current on latest technologies and processes for recruitment and placement.			
		1		Discussed recruiting methods and screening process.			
		1		Discussed response time and time-to-fill process.			
		1		The firm did not demonstrate knowledge of all current employment laws.			
				Provided adequate responses.			
		1		Positive feedback from references.			
				Proposed the lowest hourly billable rates.			

Evaluation Panel:	Proposal Criteria	Weight Factors
Internal:		
Contracts Administration and Materials Management (1)	Qualifications of the Firm	25%
Human Resources (2)	Staffing and Project Organization	20%
Contracted Services (1)	Work Plan	30%
Information Systems (1)	Cost and Price	25%
General Services (1)		

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms) RFP 8-1593 Temporary Staffing Services

Manpower							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.5	4.5	4.5	4.5	4.5	5	22.5
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.5	4.5	4	16.7
Work Plan	4.5	4.0	4.5	4.0	4.5	4.5	6	26.0
Cost and Price	4.2	4.2	4.2	4.2	4.2	4.2	5	21.0
Overall Score	86.5	83.5	86.5	83.5	88.5	88.5		86

APR Consulting, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.0	4.5	4.0	4.5	5	20.8
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	4.0	4	16.0
Work Plan	4.5	4.0	4.0	4.5	4.0	4.0	6	25.0
Cost and Price	4.0	4.0	4.0	4.0	4.0	4.0	5	20.0
Overall Score	83.0	80.0	80.0	85.5	80.0	82.5		82

Premier Staffing Source, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	3.5	4.0	3.5	4.0	5	19.2
Staffing/Project Organization	4.0	3.5	3.5	4.0	3.5	4.0	4	15.0
Work Plan	4.0	4.0	4.0	4.0	3.0	4.0	6	23.0
Cost and Price	4.4	4.4	4.4	4.4	4.4	4.4	5	22.0
Overall Score	82.0	80.0	77.5	82.0	71.5	82.0		79

Lloyd Staffing							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4.0	5	20.0
Staffing/Project Organization	3.5	3.0	3.0	3.0	3.0	3.5	4	12.7
Work Plan	3.5	3.5	3.5	3.5	3.0	3.5	6	20.5
Cost and Price	5.0	5.0	5.0	5.0	5.0	5.0	5	25.0
Overall Score	80.0	78.0	78.0	78.0	75.0	80.0		78

Range of scores for non-short-listed firms was 41 to 76.

ATTACHMENT C

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 8-1593 Temporary Staffing Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
APR Consulting, Inc.						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: None						
					Sub Total	\$ -
Lloyd Staffing						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$
Subconsultants: None						
					Sub Total	\$ -
Manpower						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: None						
					Sub Total	\$ -
Premier Staffing Source, Inc.						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: None						
					Sub Total	\$ -





October 8, 2018

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Grant Award for the Pedestrian and Bicycle Safety Program

Regional Planning and Highways Committee Meeting of October 1, 2018

Present: Directors Bartlett, Delgleize, M. Murphy, Nelson, Pulido, and Steel

Absent: Director Spitzer

Committee Vote

This item was passed by the Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Adopt Orange County Transportation Authority Resolution No. 2018-120 authorizing the Chief Executive Officer, or designee, to accept the State of California Office of Traffic Safety award, and to negotiate and execute grant-related agreements and documents with the California Office of Traffic Safety.



October 1, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer &

Subject: Grant Award for the Pedestrian and Bicycle Safety Program

Overview

The California Office of Traffic Safety awarded the Orange County Transportation Authority \$75,000 in competitive Pedestrian and Bicycle Safety Grant Program funding. The grant award will support implementation of bicycle and pedestrian education classes, which are intended to raise public awareness of safe pedestrian and bicycling practices.

Recommendation

Adopt Orange County Transportation Authority Resolution No. 2018-120 authorizing the Chief Executive Officer, or designee, to accept the State of California Office of Traffic Safety award, and to negotiate and execute grant-related agreements and documents with the California Office of Traffic Safety.

Background

The California Office of Traffic Safety (OTS) makes grants available to local and state public agencies for programs that help enforce traffic laws, educate the public about traffic safety, and provide varied and effective means of reducing fatalities, injuries, and economic losses stemming from collisions. Best practice strategies are developed to reduce the number of persons affected in crashes involving pedestrians and bicyclists. The strategies typically include classroom education, bicycle rodeos, community events, presentations, and workshops.

In 2017, OTS awarded the Orange County Transportation Authority (OCTA) \$75,000 in Pedestrian and Bicycle Safety Program funding for a similar effort which funded classroom instruction and bicycle skills training, distribution of bicycle lights, helmets, reflectors for pedestrians, and training of safety instructors.

In October 2017, OTS released a statewide competitive call for projects, which made available \$25 million in federal and state funding. In response to this opportunity, OCTA submitted two proposals. One proposal requested \$100,000 to lead bicycle safety education classes, and the other requested \$200,000 to create bicycle and pedestrian safety videos.

Discussion

OTS awarded OCTA \$75,000 of the \$100,000 requested in Pedestrian and Bicycle Safety Grant Program Project (Project) funds to lead bicycle and pedestrian safety education classes, distribute safety materials, and conduct community traffic skills classes. OCTA staff worked with OTS to revise the scope of the Project to meet the reduced level of funding provided. OTS did not fund the Bicycle and Pedestrian Safety Video Project portion of the submitted grant (\$200,000) due to new OTS policies in place that will not support funding media and marketing efforts.

With the current award, OCTA will develop and implement bicycle safety education classes to raise public awareness of safe bicycling and pedestrian practices. The OTS grant award will fully fund the Project and does not require a local match contribution or cost-sharing arrangement. The Project will take approximately 12 months to complete.

OCTA Board of Directors Resolution No. 2018-120 is presented for consideration (Attachment A). OCTA has similar authorizing resolutions on file with OTS and other grant agencies, including the Federal Transit Administration, State of California Governor's Office of Emergency Services, and California Department of Transportation.

Summary

OTS awarded OCTA \$75,000 to develop and implement bicycle safety education classes to raise public awareness of safe bicycling and pedestrian practices, and reduce injuries involving bicyclists and pedestrians. An authorizing resolution to accept the grant award and enter into grant-related agreements with the OTS is presented for adoption as required by the grant program.

Attachment

A. Resolution No. 2018-120 of the Orange County Transportation Authority, 2018 California Office of Traffic Safety Grant Program Authorization

Prepared by:

Gennifer Haier Faring

Jennifer Haith Farinas Senior Transportation Funding Analyst (714) 560-5392 Approved by:

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

RESOLUTION 2018-120 OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY

2018 CALIFORNIA OFFICE OF TRAFFIC SAFETY GRANT PROGRAM AUTHORIZATION

WHEREAS, the California Office of Traffic Safety makes available grant funds to local and state public agencies for programs that help enforce traffic laws and educate the public in traffic safety to reduce fatalities, injuries, and economic losses from collisions, and;

WHEREAS, the Orange County Transportation Authority applied for, and was awarded, grant funds to support implementation of bicycle and pedestrian education classes as an eligible grantee of the California Office of Traffic Safety, and;

WHEREAS, the California Office of Traffic Safety requires the grantee to certify, by resolution, the acceptance of awarded grant funds and authority to enter into and execute grant-related agreements;

THEREFORE, BE IT RESOLVED that the Orange County Transportation Authority Board of Directors authorizes the Chief Executive Officer, or designee, to file and execute grant applications and agreements, certifications, assurances, and other documents for and on behalf of the Orange County Transportation Authority with the California Office of Traffic Safety.

ADOPTED, SIGNED, AND APPROVED	this, 2018.
AYES:	
NOES:	
ABSENT:	
ATTEST:	
Laurana Wainart	Lion A Partlett Chairman
Laurena Weinert Clerk of the Board	Lisa A. Bartlett, Chairwoman Orange County Transportation Authority

OCTA Resolution No. 2018-120





October 8, 2018

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Active Transportation Program Local Project Prioritization Methodology

Regional Planning and Highways Committee Meeting of October 1, 2018

Present: Directors Bartlett, Delgleize, M. Murphy, Nelson, Pulido, and Steel

Absent: Director Spitzer

Committee Vote

This item was passed by the Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Approve the Active Transportation Program local project prioritization methodology for the 2019 Active Transportation Program and future calls for projects.



October 1, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Active Transportation Program Local Project Prioritization

Methodology

Overview

On May 16, 2018, the California Transportation Commission adopted the 2019 Active Transportation Program Guidelines and issued a two-tiered call for bicycle and pedestrian projects. The State of California and the Southern California Association of Governments will administer the process. A proposal for the Orange County Transportation Authority to prioritize projects selected through the Southern California Association of Governments selection process is presented for Board of Directors' approval.

Recommendation

Approve the Active Transportation Program local project prioritization methodology for the 2019 Active Transportation Program and future calls for projects.

Background

The Active Transportation Program (ATP) was approved as part of SB 99 (Chapter 359, Statues of 2013) on September 26, 2013, and includes federal and state funds for bicycle and pedestrian call for projects (call) statewide. The 2019 ATP call will provide funding for projects in fiscal years 2019-20 through 2022-23.

On May 16, 2018, the California Transportation Commission (CTC) adopted the 2019 ATP Guidelines (Guidelines) and issued a call. A fact sheet outlining the CTC Guidelines is provided in Attachment A.

The purpose of ATP is to encourage increased use of active (non-motorized) modes of transportation by achieving the following goals.

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

On July 31, 2018, Orange County agencies submitted applications to the state for the first tier of the call, with \$245 million in funding. A list of the Orange County project submittals is provided in Attachment B. Projects not selected in the first tier can be reconsidered for the second tier of the call through the Southern California Association of Governments (SCAG) project selection process, with \$13.962 million for Orange County projects.

On August 15, 2018, the CTC approved SCAG's 2019 regional project selection process, which adheres to the state guidelines and accepts the state established scoring for each project, with a few minor deviations, per SB 99.

- SCAG regional funds will be distributed to each county based on population, and will be programmed to the highest scoring projects up to the funding provided in each county, and
- Each county transportation commission may assign up to an additional 20 points to infrastructure and non-infrastructure projects, consistent with adopted local and regional plans.
- Planning projects that are not funded through the statewide call will be considered separately through the SCAG sustainability planning grants supplemental call, which is a separate process.

Discussion

The CTC Guidelines require the statewide call and the SCAG 2019 ATP regional project selection process to occur sequentially. The California Department of Transportation (Caltrans) will rank projects for the first tier of the call. The CTC is expected to approve and program funding for these projects in January 2019.

Projects in the SCAG region, which are not selected for the first tier are then considered for the second tier of funding through the SCAG regional project selection process. This process allows for local prioritization methodology developed by each of the county transportation commissions. By statute, the methodology must be based on adopted regional plans

On October 10, 2016, the OCTA Board of Directors (Board) approved the 2017 ATP project prioritization methodology to distribute up to ten points to projects for the previous call. Consistent with SCAG's guidelines, OCTA's approved local project prioritization methodology is based upon the project's inclusion in regional and local plans that focus on bicycle and pedestrian gap closures and corridors, local community needs related to activities such as Safe Routes to Schools, active transportation and complete streets. Staff is proposing to use the same methodology with the following changes, as shown in Attachment C:

- Total points to be assigned is proposed to be increased from ten to 20, consistent with the SCAG Regional Guidelines;
- Inclusion of OC Active, currently under development, is added as an alternative to the Orange County Commuter Bikeways Strategic Plan. This plan is expected to be completed by the end of 2018; and
- "Project is included in a local agency bicycle or pedestrian master plan or active transportation plan" is expanded to, "Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan." This change allows for more projects to be eligible for the points.

OCTA staff will work with local agencies to identify eligible plans that include the proposed projects and assign points consistent with the approved methodology.

Next Steps

With Board approval, staff will apply the methodology to assign points to the 2019 ATP projects. In order to meet SCAG's December 31, 2018 deadline for county transportation commission point assignments, staff will return to the Board for approval before the end of the calendar year.

Summary

Caltrans received 36 ATP applications from Orange County agencies, including Caltrans District 12, requesting \$221.659 million in ATP funds. Any Orange County project applications that do not receive statewide funding will be considered for funding in the SCAG regional project selection metropolitan planning organizations call (\$13.962 million for Orange County), along with the additional points to be assigned by OCTA to each application. Staff is proposing a revised project prioritization methodology for approval.

Attachments

- A. 2019 Active Transportation Program Fact Sheet
- B. 2019 Active Transportation Program, Orange County Projects (in 000's)
- C. Existing and Proposed Orange County Transportation Authority Active Transportation Program Project Prioritization Methodology

Prepared by:

Louis Zhao

Section Manager, Discretionary

Funding Programs (714) 560-5494

Approved by:

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

2019 Active Transportation Program Fact Sheet

Background

The Active Transportation Program (ATP) was created by SB 99 (Chapter 359, Statutes of 2013) and AB 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Fifty percent of funds will be awarded on a statewide basis. Forty percent of funds will be awarded to large metropolitan planning organizations (MPO) with populations greater than 200,000. Ten percent of funds will be awarded to small and rural regions with populations less than 200,000.

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

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

Summary of Requirements

	Orange County cities
	,
	County of Orange
	Orange County Transportation Authority (OCTA)
Eligible	California Department of Transportation (Caltrans)
	Transit agencies
Applicants	Schools and school districts
	Public land and natural resource agencies
	Tribal governments
	Non-profits
	State and federal fund source
	\$245 million – State of California call for projects (call)
Dusingtod	• \$53 million – Southern California Association of Governments (SCAG)
Projected	call (estimated \$13.962 million to Orange County projects)
Funding Estimate ¹	 Funds must be programmed in fiscal years 2019-20 through 2022-23
LSumate	\$250,000 minimum request (infrastructure projects)
	25 percent of funds to disadvantaged communities ²
	No match required through statewide call

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¹ Projected fund estimate is based on SCAG funding targets.

² Disadvantaged community eligibility is determined based on one of the following criteria: census tract median income, Cal Enviro Screen score, and the National School Lunch Program.

2019 Active Transportation Program Fact Sheet

	Federally eligible projects selected through a competitive process:
Eligible Projects	 Bicycle and/or pedestrian infrastructure projects, including environmental, design, right-of-way (ROW), and construction Bicycle and/or pedestrian non-infrastructure projects, including education, enforcement, some planning activities, Safe Routes to Schools outreach
Additional Requirements/ Considerations	 A minimum of 25 percent of funds will be provided to disadvantaged communities Qualified Conservation Corps partnership Semi-annual reporting Compliance with the National Environmental Policy Act, Caltrans ROW certification, and Federal Highways Administration authorization to proceed
Timeline	 May 17, 2018 – California Transportation Commission (CTC) 2019 ATP Cycle 3 Guidelines May 17, 2018 – CTC issues call July 31, 2018 – 2019 ATP applications due to CTC October 1, 2018 – Local project prioritization methodology to the Regional Planning and Highways Committee for consideration October 8, 2018 – Local project prioritization methodology to the Board of Directors (Board) for approval November 5, 2018 – Local project prioritization point assignment to regional program to the Regional Planning and Highways Committee for consideration November 12, 2018 – Local project prioritization point assignment to regional program (20 points) to the Board for approval December 31, 2018 – deadline to submit OCTA point assignments to SCAG December 31, 2018 – CTC staff recommendation for statewide and small urban and rural portions of the program posted January 30, 2019 – CTC adopts statewide and rural/small urban component January 31, 2019 – CTC distributes projects not programmed in statewide and rural/small urban components to SCAG February 15, 2019 – deadline to submit MPO regional program of projects to CTC June 26, 2019 – CTC adopts MPO selected projects

Additional Information

Caltrans ATP

http://www.dot.ca.gov/hq/LocalPrograms/atp/

SCAG ATP

http://www.scag.ca.gov/programs/Pages/ActiveTransportation.aspx?opentab=1

2019 Active Transportation Program Orange County Projects (in 000's)

Anaheim	Project	Request		PA&ED	PSE	<u>~</u>	ROW	00 00	_	Z	Plan	FY 2019-20		FY 2020-21	FY 2021-22		FY 2022-23
	Nohl Ranch Open Space Trail	\$ 4,3	4,356 \$		\$ 28	289 \$	386	\$ 3	3,651 \$	30	- \$	\$	8 229	1	\$	3,681 \$	
Anaheim	Citywide Safe Routes to Schools Sidewalk Gap Closure	\$ 4,	4,149 \$	104	\$ 26	\$ 099	424	\$	3,021 \$	\$ 09	- 5	\$	104 \$	974	\$	\$ 09	3,021
Caltrans	State Route 22 and Brookhurst Street Active Transportation Improvements	\$ 1,5	\$ 009,	80	\$ 18	185 \$	35	\$ 1	1,200 \$	-	- \$	\$	\$ 08	220	\$	-	1,200
Costa Mesa	Merrimac Way Multipurpose Street, Sidewalk and Bicycle Facility Project	\$ 1,7	1,105 \$	-	- \$	\$	-	\$ 1	1,105 \$	-	- 5	\$ 1,	1,105 \$	-	\$	-	
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	\$	\$ 056	25	\$ 10	100	-	\$	825 \$	-	- \$	\$	125 \$	825	\$	-	
Costa Mesa /	Adams Avenue Multipurpose Trail	\$ 2,9	2,998 \$	-	- \$	\$	-	\$ 2	2,998 \$	-	- 3	\$ 2,	2,998 \$		\$	-	
Fullerton	Bridging the Gap: Bicycle and Pedestrian Facility Enhancements at State Route 57	\$ 11,2	,217 \$	203	\$ 86	892 \$	34	\$ 10	10,088 \$	-	- \$	\$	203 \$		\$	926	10,088
Irvine	Jeffrey Open Space Trail Interstate 5 Bicycle-Pedestrian Bridge	\$ 10,8	10,938 \$	-	- \$	\$	-	\$ 10	10,938 \$	-	- 5	\$	-	•	\$ 10,	\$ 866'0	
La Habra	Cities of La Habra and Brea, County Bikeway Loop Connection	\$ 28,6	28,642 \$	-	\$ 25	251 \$	4,127	\$ 24	24,264 \$	-	- 5	\$ 4,	4,378 \$	24,264	\$	-	
Laguna Beach	Laguna Beach State Route 133 Bike and Pedestrian Lane Improvements	\$ 4,3	4,375 \$	4,375	- \$	\$	-	\$	\$	-	- \$	\$ 4,	\$ 375	•	\$	-	
Laguna Hills L	La Paz Road Southerly Sidewalk Widening Safe Routes to Schools	\$	\$ 606		- \$	\$	111	\$	\$ 862		5	\$	111	798	\$	\$ -	
Laguna Hills L	La Paz Class I Bike and Walking/Hiking Trails Project	3'6 \$	\$ 106	272	\$ 65	\$ 259		\$ 8,	\$ 426,	-	- 5	\$	272 \$	655	\$	8,974 \$	
	Pacific Eletric ROW Active Transportation Link		2,580 \$	2,580	- \$	\$	-	\$	-	-	- \$	2	\$ 085,	-	\$	-	
OCTA	STEP Campaign	\$	\$ 009	-	- \$	\$	-	\$	-	200	- 5	\$	\$ 009	-	\$	-	
Orange	Santiago Creek Multipurpose Trail Extension	9,6 \$	\$ 869'	250	\$ 75	\$ 052	1,770	9 \$	6,928 \$	-	- \$	\$	250 \$	2,520	\$	-	6,928
Placentia (Old Town Placentia Multi-Modal Infrastructure Project	\$ 4,2	4,204 \$	115	\$ 30	305 \$	-	\$ 3	3,784 \$	-	- 3	\$	115 \$	305	\$	3,784 \$	
Santa Ana	1 Freemont Elementary and Spurgeon Intermediate Safe Routes to Schools	\$ 5,7	\$,776	84	\$	843 \$,	8	4,849 \$	٠		₩	927 \$	4,849	€	٠	
Santa Ana	2 Carr Intermediate and Godinez High Safe Routes to Schools	\$ 1,8	1,849 \$	27	\$ 27	270 \$	-	\$ 1	1,552 \$	-	- 5	\$	297 \$	1,552	\$	-	
Santa Ana	3 Santa Ana High School and Heninger Elementary	\$ 6,8	\$ 288'9	101	\$ 1,00	\$ 200'		\$ 5	5,781 \$	-	- 3	\$ 1,	1,106 \$	5,781	\$	-	
Santa Ana	4 Kennedy Elementary and Villa Fundamental Intermediate Safe Routes to Schools	\$ 1,4	1,482 \$	23	\$ 16	168 \$	-	\$ 1.	1,291	-	- \$	\$	191	1,291	\$	- \$	
Santa Ana	5 New Monroe Elementary and Edison Elementary Safe Routes to Schools	\$ 6,4	6,475 \$	92	\$ 8	945 \$		\$ 5	5,435 \$	-	- \$	\$ 1,	,040	5,435	\$	-	
Santa Ana 6	6 Muir Fundamental Safe Routes to Schools	\$ 8,7	8,788 \$	128	\$ 1,28	283 \$		\$ 7	7,377			\$ 1,	,411 \$	7,377	\$	-	
Santa Ana 7	7 New Jefferson Elementary Safe Routes to Schools	\$ 4,4	4,444 \$	65	\$ 64	649 \$		\$ 3	3,730 \$	-	- \$	\$	714 \$	3,730	\$	-	
Santa Ana	8 5th Street Complete Streets	\$ 4,8	4,814 \$	70	\$ 70	703 \$	-	\$ 4	4,041 \$	-	5	\$	773 \$	4,041	\$	-	
Santa Ana	9 Bishop Street Complete Streets	\$ 4,8	4,824 \$	70	\$ 70	704 \$	-	\$ 4	4,050 \$	-	- \$	\$	774 \$	4,050	\$	-	
Santa Ana	10 McFadden Avenue Complete Streets	\$ 6,9	\$ 666'9	102	\$ 1,022	22 \$		\$ 5	5,875 \$	-	5	\$ 1,	1,124 \$	5,875	\$	-	
Santa Ana	11 Orange Avenue Complete Streets	\$ 5,7	5,774 \$	84	\$ 87	843 \$		\$ 4	4,847 \$	-	- \$	\$	927 \$	4,847	\$	-	
Santa Ana	12 Raitt Street Complete Streets	\$ 5,0	5,013 \$	73	\$ 73	732 \$		\$ 4	4,208 \$	-	- \$	\$	805 \$	4,208	\$	-	
Santa Ana	13 St Andrews Place Complete Streets	\$ 2,0	2,072 \$	30	\$ 30	303 \$		\$ 1	1,739 \$	-	5	\$	333 \$	1,739	\$	-	
Santa Ana	14 Standard Avenue Complete Streets	\$ 7,0	7,000 \$	102	\$ 1,173	73 \$	-	\$ 5	5,725 \$	-	5	\$ 1,	,275 \$	5,725	\$	-	
Santa Ana	15 Central Santa Ana Complete Streets	\$ 36,9	36,923 \$	538	\$ 5,38	,382 \$		\$ 31	31,003 \$	-	- 5	\$ 5,	5,920 \$	31,003	\$	- \$	
Santa Ana	16 Safe Mobility Santa Ana	\$ 5,2	5,282 \$	77	\$ 77	771 \$	-	\$ 4,	4,434 \$	-	- 5	\$	848 \$	4,434	\$	- \$	
Santa Ana	17 Ross Street Complete Streets	\$ 2,9	2,925 \$	42	\$ 46	463 \$		\$ 2	2,420 \$	-	5	\$	505 \$	2,420	\$	-	
Santa Ana	18 Memory Lane Bikeway	\$ 3,5	3,523 \$	51	\$ 55	557 \$		\$ 2	2,915 \$	-	5	\$	\$ 809	2,915	\$	-	
Stanton	Stanton Rails to Trails Project	\$ 2,5	2,555 \$	-	\$ 23	230 \$	64	\$ 2	2,261 \$	-	- \$	\$ 2,	\$ 255,	•	S	-	
Westminster	Westminster Citywide Safe Routes to Schools Master Plan	\$	232 \$	-	\$	S	,	s	\$	-	\$ 232	\$	232 \$	•	S	-	
TOTAL 3	36 projects	\$ 221,659	\$ 659	9,766	\$ 22,023	\$	6,951	\$ 182	182,107 \$	\$ 80	\$ 232	\$ 40,	40,236 \$	131,833	\$ 28	28,353 \$	21,237

Acronyms
PA&ED - Project Approvals and Environmental Document
PSE - Plans, Specifications, and Engineering
ROW - Right-of-Way
CON - Construction
NI - Non-Infrastructure
FY - Fiscal Year
STEP - Safe Travels Education Program

Existing and Proposed Orange County Transportation Authority Active Transportation Program Project Prioritization Methodology

On October 10, 2016, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a local prioritization methodology to prioritize projects submitted for Active Transportation Program (ATP) funding, consistent with plans adopted by local and regional governments within the county. Prioritization of ATP projects is also consistent with Board direction through the state and federal programming guidelines for bicycle projects that list a project's readiness as a priority for funding. For the 2019 ATP and future cycles, staff is proposing to use the same methodology with the following changes:

- Total points to be assigned are proposed to increase from ten to 20, consistent with the Southern California Association of Governments (SCAG) call for projects;
- Providing points to projects included in OC Active, currently under development;
 and
- "Project is included in a local agency bicycle or pedestrian master plan or active transportation plan" is expanded to "Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan."

Plan	Approved ¹ (Maximum of Ten Points)	Proposed ² (Maximum of 20 Points)
A planned bikeway in the Orange County Commuter Bikeways Strategic Plan (or OC Active currently under preparation)	5	10
Project is included in the Orange County district bikeway strategies	5	10
Project is included in the OCTA non-motorized Metrolink Accessibility Strategy	5	10
Project is a sidewalk on the Master Plan of Arterial Highways	5	5
Project is included in a state or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	3	5
Project is included in a local Safe Routes to Schools Plan	2	5
Project is included in a specific plan or corridor plan	2	2
Project is included in local agency general plan or circulation element	1	2

¹ Per the SCAG guidelines, through the 2017 ATP, the maximum points that can be assigned by the county transportation commission is ten points. These local prioritization points were added to the score provided by the state.

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² Per the SCAG guidelines, through the 2019 ATP, the maximum points that can be assigned by the county transportation commission is 20 points. These local prioritization points will be added to the score provided by the state.

Existing and Proposed Orange County Transportation Authority Active Transportation Program Project Prioritization Methodology

The plans that are referenced above were developed consistent with OCTA's mission to develop and implement transportation solutions to enhance the quality of life and keep Orange County moving. The projects included in the plans tend to focus on gap closure and regional bike corridors. Further, they are the most directly relevant plans that have been developed in Orange County which meet the goals of the state ATP.

OCTA-led projects will be eligible for the additional points in the same manner as the local agency projects. The regional plans listed in the methodology were developed in coordination with all the local Orange County agencies. Basing the assignment of points solely upon a project being included in various regional and local plans that focus on gap closures, community issues, Safe Routes to Schools, and regional bicycle and pedestrian corridors, ensures that projects submitted by OCTA can receive equitable consideration.

Disadvantaged Communities Methodology

To maximize funding for Orange County projects, staff will evaluate the points assigned to each project to confirm that 25 percent of the regional funding goes to projects that will benefit disadvantaged communities as required by SB 99 (Chapter 359, Statutes of 2013). Staff will consider reprioritization of points to projects if the highest scoring projects in Orange County do not meet the requirement.





October 8, 2018

To: Members of the Board of Directors

LW

From: Laurena Weinert, Clerk of the Board

Subject: Measure M2 Quarterly Progress Report for the Period of

April 2018 Through June 2018

Executive Committee Meeting of October 1, 2018

Present: Chairwoman Bartlett, Vice Chairman Shaw and Directors Do,

Hennessey, M. Murphy, and Murray

Absent: Director Nelson

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



October 1, 2018

To:

From:

Darrell E. Johnson, Chief Executive Officer

Measure M2 Quarterly D.

April 2012 Subject:

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.

<u>Safeguards</u>

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.

Challenges

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:

Approved by:

Tamara Warren Manager, Program Management Office (714) 560-5590 Kia Mortazavi Executive Director, Planning (714) 560-5741





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





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.



TABLE OF CONTENTS

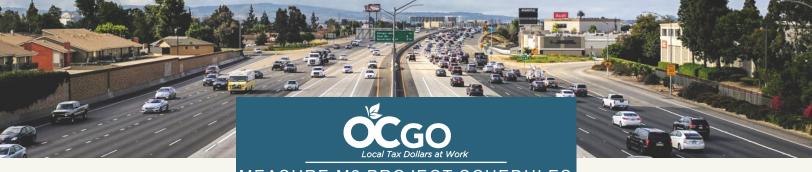
Section	Project	Page
Abbreviations		į
Project Schedules		<u>iii</u>
M2 Delivery Risk Update		1
Next 10 Plan Update		<u>3</u>
Freeway Program (Projects A-N)		<u>7</u>
Interstate 5 (I-5) Projects	[A-D]	<u>7</u>
State Route 22 (SR-22) Projects	[E]	<u>11</u>
State Route 55 (SR-55) Projects	[F]	<u>11</u>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



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	LA Metro M2
	LA Metro



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



MEASURE M2 PROJECT SCHEDULES









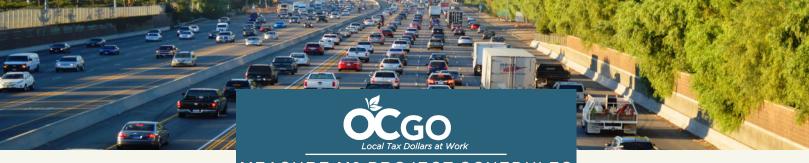




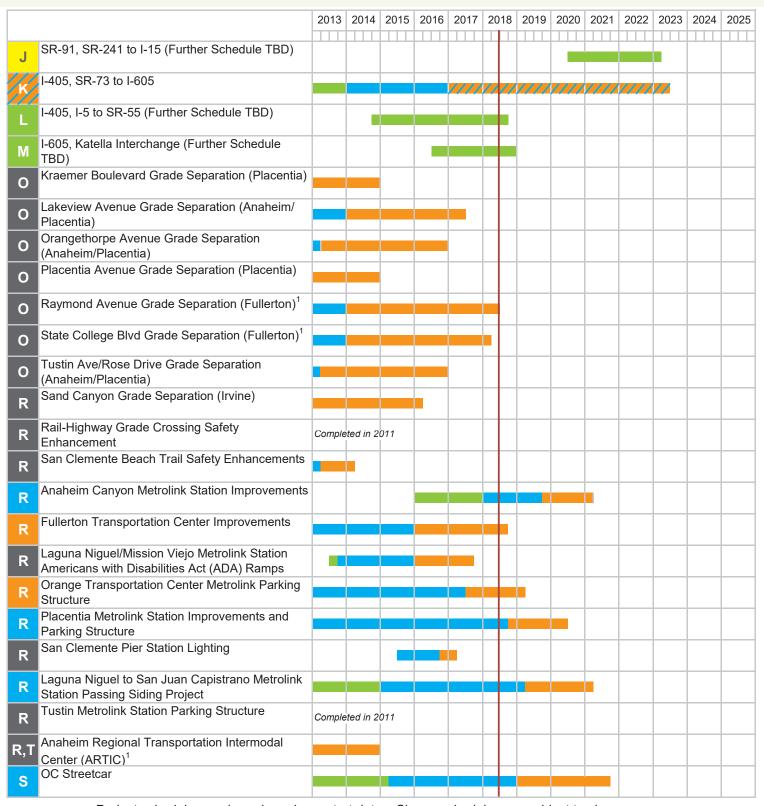
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A 1-3, 313-33 to 3	314-37														
B I-5, I-405 to SI	R-55 (Further Schedule TBD)														
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I-5, Avenida V	ista Hermosa to Pacific Coast						\top								
Highway (Con							\dashv	4							
Road	ast Highway to San Juan Creek														
I-5, SR-73 to 0 Interchange	Oso Parkway/Avery Parkway														
	way to Alicia Parkway/La Paz Road														
	kway to El Toro Road														
	terchange (Further Schedule TBD)														
D I-5, Ortega Int	erchange (Complete)				_										
SR-22, Acces	s Improvements (Complete)	Comple	eted in 2	008											
F SR-55, I-405 t	to I-5														
F SR-55, I-5 to S	SR-91 (Further Schedule TBD)														
G SR-57 NB, Ka	tella Avenue to Lincoln Avenue														
G SR-57 NB, Or Boulevard (Co	angethorpe Avenue to Yorba Linda omplete)														
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	5 to SR-57 (Complete)														
SR-91 WB, SF	R-55 to Tustin Avenue Interchange							\forall							
SR-91, SR-55	to SR-57 (Further Schedule TBD)														
J SR-91, SR-55	to SR-241 (Complete)							7							
J SR-91, SR-24	1 to SR-71 (Complete)	Comple	eted in 2	011			\top	\dashv							

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

¹ Projects managed by local agencies



MEASURE M2 PROJECT SCHEDULES



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

¹Projects managed by local agencies



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
Fina	ancial		
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.	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
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.



	Delivery Risk	Explanation	Proposed Action
5		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.	
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.
Org	anizational		
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.
Poli	су		
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.



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 \$3.5¹ 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 \$715¹ 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 <u>pages iii-iv</u> (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 road-way 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 <u>page 27</u> 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 <u>page 29</u> 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). Tln 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.



INTERSTATE 5 (I-5) PROJECTS ▼

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.

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

Status: Environmental Phase Underway - 89% Complete

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

PROJECT B

PROJECT A

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 reestablished 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.



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.

PART OF PROJECT D



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).



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 ▼

Segment: SR-22 Access Improvements

Status: PROJECT COMPLETE

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



PROJECT E

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 ▼

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 11

PROJECT F



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 ▼

Segment: SR-57 Northbound, Katella to Lincoln Avenue

Status: PROJECT COMPLETE

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

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, onand 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:

Contact:

PROJECT COMPLETE Rose Casey, Capital Projects • (714) 560-5729



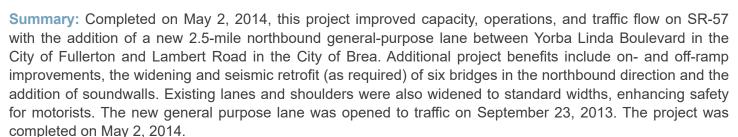
PROJECT G



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

Status: PROJECT COMPLETE

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



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.



STATE ROUTE 91 (SR-91) PROJECTS ▼

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

Status: PROJECT COMPLETE

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



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.

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

Status: PROJECT COMPLETE

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



PROJECT I

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. 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.



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

Status: PROJECT COMPLETE

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

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.

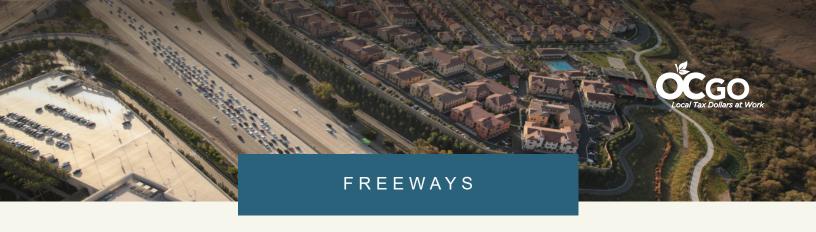
Segment: SR-91, SR-241 to I-15

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

PROJECT J



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 ▼

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.

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

PROJECT L

PROJECT K



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

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:

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.

REGIONAL CAPACITY PROGRAM ▼

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

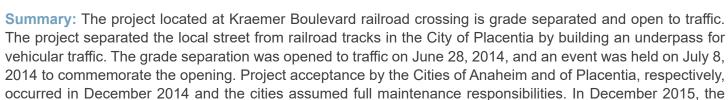
This program built seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the BNSF Railroad in North County. A status for each of the seven projects is included below. As of the end of this quarter, six are complete (Kraemer, Placentia, Orangethorpe, 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

one-year warranty period expired with no issues or repairs identified.



PROJECT O



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.



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

extended to November 2018 for some minor repair items.

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



REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▼

Status: 2018 Call for Projects Completed

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

PROJECT P

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 ▼

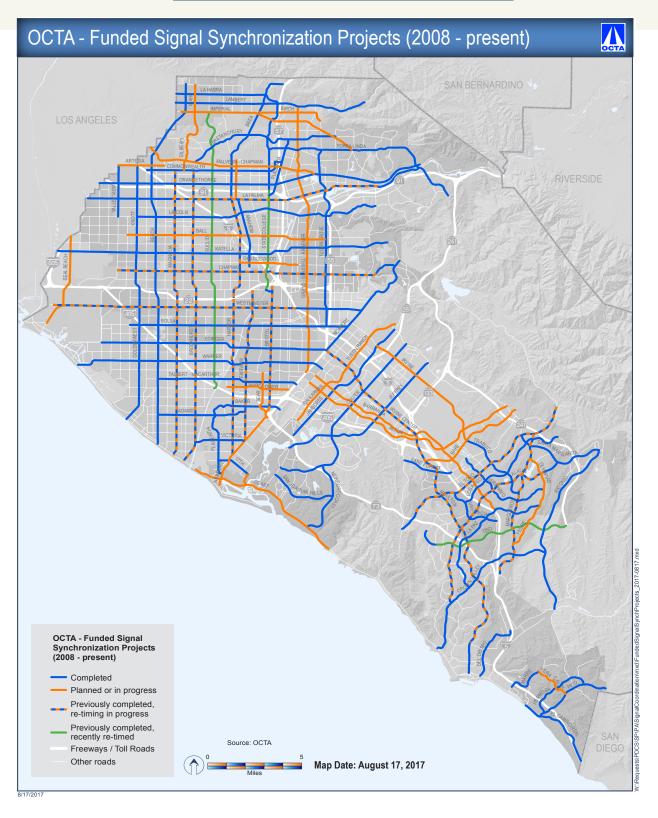
Status: Ongoing

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

PROJECT Q

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.





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 intracounty 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.



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

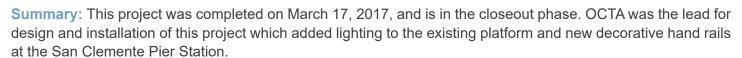
Summary: Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new Cooperative Agreement with the City 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.



Segment: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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



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

Design Phase Underway - 95% Complete Status:

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

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 guarter 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:

Status:

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

Sand Canyon Grade Separation PROJECT COMPLETE

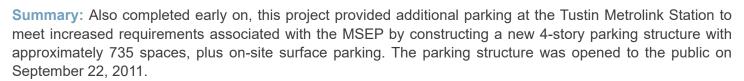
Summary: The project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014, and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held 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.



Segment: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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



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: OC Streetcar

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

PROJECT S

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 ▼

Status: PROJECT COMPLETE

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



PROJECT T

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



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.



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.



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.

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.



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.

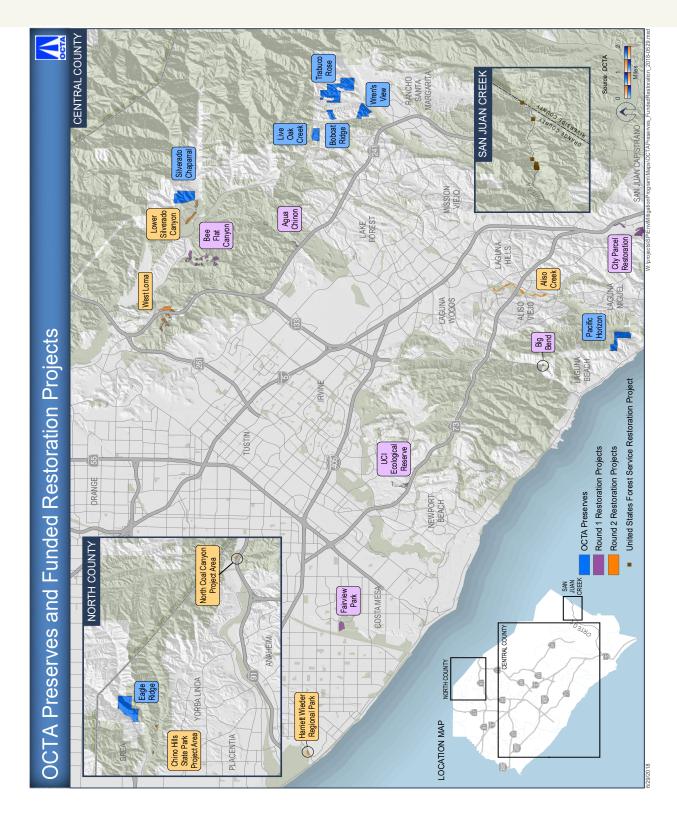
In September, the Board authorized funding to advance the streamlined federal clean water permitting requirements administered by the United States Army Corps of Engineers (Corps). Concurrently, OCTA has been working with the State Water Resources Control Board (State Board) to comply with the state 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.





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 <u>pages 3-6</u> 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.

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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	J	Period from Inception to June 30, 2018
				(A)		(B)
Revenues:						
Sales taxes	\$	78,442	\$	316,533	\$	2,075,622
Other agencies' share of Measure M2 costs:		10.101		74.005		204.047
Project related		19,104		74,695		621,047
Non-project related Interest:		-		-		454
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 Right-of-way leases		- 5		7		393 914
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
Franchite man						
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:		2 222		2011		00.074
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:		.,200		.,0.0		00,010
Project related		45		92		4,941
Non-project related		64		114		4,006
Payments to local agencies:		00.470		400.000		007.000
Project related		30,470		106,609		837,883
Capital outlay: Project related		80,584		225,757		856,724
Non-project related		-		-		31
Debt service:						٥.
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 courses (uses):		· · · · · · · · · · · · · · · · · · ·	_	, , , , , ,		
Other financing sources (uses): Transfers out:						
Project related		(2,768)		(8,474)		(38,391)
Transfers in:		(2,700)		(0,111)		(00,001)
Project related Non-project related		996		2,983 (1,973)		82,491
Bond proceeds			_	(1,973)		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
and other sources (uses)	Ψ	(34,014)	Ψ	(10,703)	φ	110,400



FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2018 (Unaudited) Schedule 2

(\$ in thousands)		earter Ended ne 30, 2018 (actual)		Year to Date une 30, 2018 (actual)	J	Period from Inception through lune 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:	Φ.		Φ.		Φ.	250 502	Φ	4 775 000	Φ.	0.400.500
Proceeds from issuance of bonds	\$	2,352	\$	6.424	\$	358,593	\$	1,775,000 10,851	\$	2,133,593
Interest revenue from bond proceeds Interest revenue from debt service funds		2,332		184		51,318 307		4,724		62,169 5,031
Interest revenue from commercial paper		80		104		393		4,724		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)



FINANCING

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

(Unaudited)

		Net Revenues								
		through	Total							
Project	Description	June 30, 2018		Net Revenues						
	(G)	(H)		(I)						
	(\$ in thousands)									
	Freeways (43% of Net Revenues)								
Α	I-5 Santa Ana Freeway Interchange Improvements	77,366	\$	486,905						
В	I-5 Santa Ana/SR-55 to El Toro	49,416		310,998						
С	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						
Н	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 9	844,028	\$	5,311,901						
Street and Roads Projects (32% of Net Revenues)										
0	Regional Capacity Program	196,289	\$	1,235,342						
P	Regional Traffic Signal Synchronization Program	78,512	Ψ	494,115						
Q	Local Fair Share Program	353,314		2,223,587						
Q		000,014		2,220,001						
	Subtotal Projects	628,115		3,953,044						
	Net (Bond Revenue)/Debt Service	-		-						
	Total Street and Boods Brainsts	600 445	φ	2 052 044						
	Total Street and Roads Projects 9	628,115	\$	3,953,044						



FINANCING

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

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



FINANCING

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

Project	Description (G) (\$\\$\(\\$\) in thousands) Transit Projects (25% of Net Reve		Net Revenues through June 30, 2018 (H)		Total Net Revenues (I)
R S T U V W	High Frequency Metrolink Service Transit Extensions to Metrolink Metrolink Gateways Expand Mobility Choices for Seniors and Persons with Disabilities Community Based Transit/Circulators Safe Transit Stops Subtotal Projects Net (Bond Revenue)/Debt Service	\$	183,177 173,275 28,388 62,296 39,247 4,332 490,715	\$	1,232,055 1,090,507 63,140 428,351 247,000 27,263 3,088,316
	Total Transit Projects %	\$	490,715	\$	3,088,316
	Measure M2 Program	\$	1,962,858	\$	12,353,261
	Environmental Cleanup (2% of Rev	enue	es)		
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 Aud		21 124	¢	105 562
	Collect Sales Taxes (1.5% of Sales Taxes) %	\$	31,134	\$	195,562
	Oversight and Annual Audits (1% of Revenues) %	\$	21,010	\$	132,305



FINANCING

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

	through				nts		
			through		Net		
	June 30, 2018		June 30, 2018		M2 Cost		
	(J)		(K)		(L)		
\$	167,772	\$	99,455	\$	68,317		
	17,542		2,133		15,409		
	98,213		60,956		37,257		
	00,210		00,000		01,201		
	60,008		88		59,920		
	5,806		455		5,351		
	275		26		249		
_	213	_	20	_	249		
	349,616		163,113		186,503		
			103,113				
	24,943				24,943		
¢	274 550	¢	162 112	¢	211 116		
\$	374,559	\$	163,113	\$	211,446 14.1%		
					14.170		
\$	2,220,212	\$	719,295	\$	1,500,917		
Ė		Ė		Ė	, ,		
\$	34,717	\$	292	\$	34,425		
	-	_	-		-		
_		_		_			
\$	34,717	\$	292	\$	34,425		
					1.6%		
\$	21,965	\$	-	\$	21,965		
					1.1%		
\$	22 560	\$	1 550	\$	21 010		
\$	22,560	\$	1,550	\$	21,010 1.0%		



M2 Funds					
ENTITY	4th Quarter	FUNDS TO DATE			
LIVIIII	FY 2017-18	TONDS 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			



M2 Funds				
ENTITY	4th Quarter	FUNDS TO DATE		
ENTIT	FY 2017-18	TONDS 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		



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Non-bolded = Planned/Baseline

Capital Projects		Cost Baseline/	Schedule Plan/Forecast			
		Forecast (millions)	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 Coas	t 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	1	\$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	i	\$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 (Lands	cape)	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

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Capital Projects	Cost Baseline/		Schedule Plan/Forecast			
- Cupital Frojecto	Forecast (millions)	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	

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Capital Projects	Cost Baseline/	Schedule Plan/Forecast				
- Supriar i Tojouto	Forecast (millions)	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	

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Non-bolded = Planned/Baseline

Capital Projects			Schedule Plan/Forecast			
- Capital i rojocto	Forecast (millions)	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	

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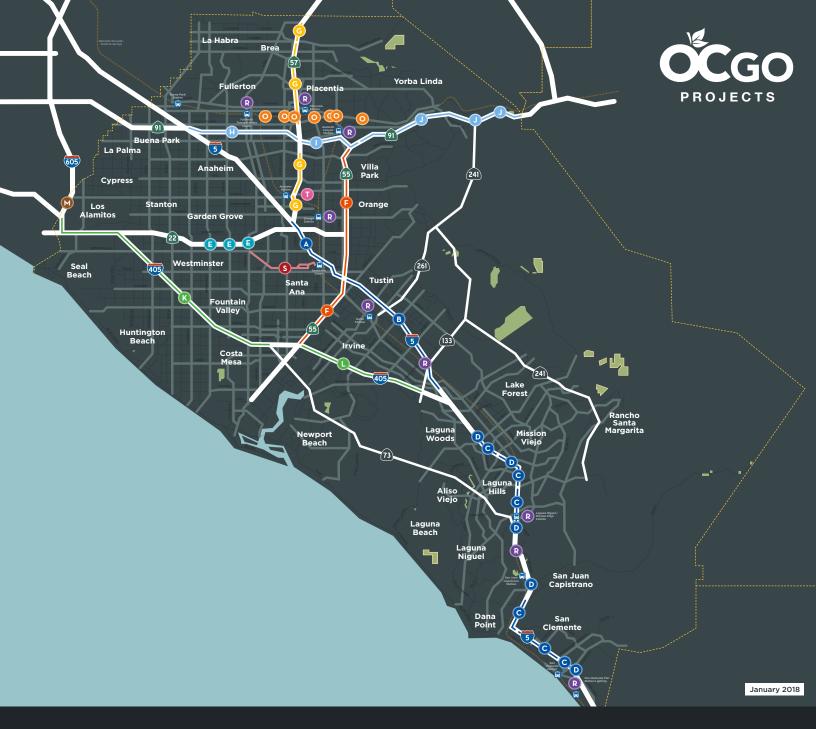
Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Capital Projects		Cost Baseline/	Schedule Plan/Forecast				
		Forecast (millions)	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 En	hancements	\$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 Park	ing 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 - Ele	vator 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 Int	termodal 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.





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

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

State Route 91 (SR-91) Projects

- R-91 WB. I-5 to SR-57
- SR-91, SR-57 to SR-55
- 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

- Grade Separation Program (shown)

TRANSIT PROJECTS

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

OC GO PROJECTS NOT SHOWN

Project N: Freeway Service Patrol

Project 0: Streets & Roads - Regional Capacity Program

Project Q: Local Fair Share Program

Project R: Grade crossing and

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

Project V: Community Based Transit/Circulator

Project W: Safe Transit Stops

Project X: Environmental Cleanup Program





October 8, 2018

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Contract Change Order for Additional Design and Construction

Efforts for the Interstate 405 Improvement Project Between

State Route 73 and Interstate 605

Regional Planning and Highways Committee Meeting of October 1, 2018

Present: Directors Bartlett, Delgleize, M. Murphy, Nelson, Pulido, and Steel

Absent: Director Spitzer

Committee Vote

This item was passed by the Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 13 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$8,560,556, for additional design and construction efforts for the Interstate 405 Improvement Project between State Route 73 and Interstate 605.



October 1, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for Additional Design and Construction

Efforts for the Interstate 405 Improvement Project Between

State Route 73 and Interstate 605

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. A contract change order is required for additional design and construction efforts related to bridge width standards in the cities of Fountain Valley, Huntington Beach, and Westminster, right-of-way changes that minimize impacts to property owners, implementation of a revised design concept at the Ellis Avenue on-ramp to southbound Interstate 405, and other miscellaneous items.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 13 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$8,560,556, for additional design and construction efforts for the Interstate 405 Improvement Project between State Route 73 and Interstate 605.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and will add an additional lane in each direction that would combine with the existing high-occupancy vehicle lane to provide dual express lanes in

each direction on I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

On November 14, 2016, the OCTA Board of Directors (Board) approved Agreement No. C-5-3843 with OC 405 Partners (OC405), a joint venture, for the design and construction of the Project. The contract was executed and Notice to Proceed (NTP) No. 1 was issued to OC405 on January 31, 2017. NTP No. 2, for the full design and construction of the Project, was issued to OC405 on July 27, 2017.

A contract change order (CCO) is required for additional design and construction efforts related to several changes to the contract that have been identified in the 20 months since the contract was executed with OC405. These changes are summarized in the table below and then described in more detail.

Change Description	Dollar Amount
Cities of Fountain Valley, Huntington Beach, and	\$ 4,865,564
Westminster (City) bridge widths	
Construction changes to minimize right-of-way (ROW)	\$ 2,134,436
impacts	
Revised design concept at Ellis Avenue on-ramp to	\$ 1,138,228
southbound I-405	
SR-73 overhead sign structures	\$ 112,152
Sendero Apartments left-turn pocket on Magnolia Street	\$ 33,947
Newland Street waterline extension	\$ 211,928
Signal improvements at Ellis Avenue/Bushard Street	\$ 64,301
Total	\$ 8,560,556

City Bridge Widths

The contract documents provided OC405 with documents and standards by which to design the Project. This included documents and design standards for the six City bridges that have no ramp connections to the freeway. These bridges are Ward Street, Slater Avenue, Bushard Street, Newland Street, McFadden Avenue, and Edwards Street.

The contract documents included some inconsistencies regarding the appropriate width of these six City bridges. For instance, the contract documents assigned the American Association of State Highway and Transportation Officials (AASHTO) standards as the governing standard for these six City bridges. In some cases, AASHTO allows narrower bridges than OCTA intended for these bridges, and OC405 included the narrower bridges in its bid.

The M2 ordinance requires that these bridges be built to the ultimate Master Plan of Arterial Highways width. As such, a directive letter was sent to OC405 requiring the ultimate bridge width, which resulted in additional time and effort to redesign each of the six City bridges to match the larger width requirement. The changed design for the wider bridges also requires additional time, labor, and materials during construction.

Construction Changes to Minimize ROW Impacts

The contract documents provided OC405 with documents reflecting the planned ROW limits and property interests to be made available for each parcel. As typically done in a design-build (DB) project, staff continued to examine the ROW impacts associated with the parcels identified in the contract documents after contract execution. In a DB project, the design is progressed after contract execution and the ROW limits are refined as necessary. The review identified 77 parcels for which adjusting the ROW interests or limits could minimize or eliminate ROW impacts to property owners for a majority of the parcels. Project staff analyzed the adjusted ROW limits to confirm that OC405 would continue to have sufficient ROW to construct the Project. As a result, OC405 needed to alter its construction operations in certain locations to adjust to these ROW changes.

Although OCTA will have to compensate OC405 for impact costs due to reduced ROW limits available to construct the Project, this cost is more than offset by a reduction in ROW capital acquisition costs anticipated to be significantly more than \$10 million.

Revised Design Concept at Ellis Avenue On-Ramp to Southbound I-405

The original design concept in the contract documents proposed a new on-ramp bridge over the Santa Ana River from eastbound Ellis Avenue to southbound I-405. The original design concept also included improvements to the south side of Ellis Avenue, including the relocation of the entrance to the Orange County Sanitation District (OCSD) property. These improvements would have required property rights to be acquired from the OCSD. Due to impacts identified by OCSD to its facilities, an alternative ramp design was developed by OCTA to provide similar traffic operational benefits on Ellis Avenue without impacts to OCSD property. The alternative ramp design eliminates the new on-ramp bridge and reconstructs the existing Ellis Avenue on-ramp to southbound I-405 in the same location in which it currently exists. On November 15, 2017, OCTA issued a directive letter to OC405 to implement the alternative ramp design.

The total cost negotiations with OC405 related to the alternative ramp design have not been completed since negotiations for construction impacts have not

concluded. However, the contract documents allow design and construction costs to be covered by separate CCOs. OCTA staff has worked with OC405 to reach agreement on the design costs only. Since design efforts have been underway since November 2017, staff proposes to execute a CCO for design cost impacts only, as allowed by the contract documents, in the amount of \$1,138,228. Staff will prioritize working with OC405 to determine the construction cost impacts which will be addressed through a separate future CCO.

Although OCTA will have to compensate OC405 for the noted design costs due to the revised design concept at this location, this cost is more than offset by a reduction in ROW capital acquisition costs of over \$15 million.

SR-73 Overhead Sign Structure

The Manual on Uniform Traffic Control Devices (MUTCD), a Project standard, requires advance warning signs to be placed at a sufficient distance from the off-ramp to provide motorists sufficient time and space to make a decision and maneuver appropriately. At one location in the Project corridor, there was insufficient ROW to construct an overhead sign along the northbound SR-73 for the Harbor Boulevard off-ramp pursuant to MUTCD requirements.

A solution was developed and then approved by Caltrans to build a new sign bridge at the existing Fairview Avenue advanced warning sign location that would combine the signs needed for Harbor Boulevard, Fairview Avenue, and I-405. This solution will avoid ROW impacts; however, this solution includes out-of-scope costs for additional design work, existing Fairview Avenue sign demolition, and additional construction costs for the new sign bridge.

Sendero Apartments Left-Turn Pocket on Magnolia Street

The property owner and the City of Huntington Beach requested to preserve the existing left-turn access from northbound Magnolia Street to the Sendero Apartments.

The contract documents required OC405 to extend the dual left-turn pockets on southbound Magnolia Street at the intersection with Warner Avenue, which would eliminate any room to preserve the left-turn pocket into Sendero Apartments. After further traffic analysis was performed and agreed to with the City of Huntington Beach, OCTA directed OC405 to include (preserve) the left-turn pocket into Sendero Apartments and shorten the extension of the dual left-turn pockets at the Magnolia Street intersection with Warner Avenue. This resulted in additional design and construction costs for OC405.

Newland Street Waterline Extension

The contract documents showed a City of Fountain Valley waterline in Newland Street ending at Barry Place. The City of Fountain Valley informed OCTA that OC405's proposed relocation design consistent with the contract documents would cause additional stress on its system at Barry Place due to the existing pipe sizes at that intersection. The Barry Place system was not designed to handle the flow from the larger newly relocated system on Newland Street. OCTA directed OC405 to extend the waterline on Newland Street approximately 300 feet to connect to a larger system in Heil Avenue. This resulted in additional design and construction costs for OC405 due to the extension of the waterline, a more complex tie-in to the Heil Avenue system, and more complex traffic control strategies at the intersection of Heil Avenue and Newland Street due to significantly higher traffic volumes at this location.

Signal Improvements at Ellis Avenue/Bushard Street

The City of Fountain Valley required protected/permissive left-turn pocket signal heads at the intersection of Ellis Avenue and Bushard Street related to the approval of the Transportation Management Plan (TMP) for the Project. This was not included in the contract documents, but deemed appropriate as part of the TMP.

Procurement Approach

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for DB projects, and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements. On November 14, 2016, OCTA approved Agreement No. C-5-3843 with OC405 for the design and construction of the Project through a DB contract.

Board approval is required for this proposed CCO, in the amount of \$8,560,556, to provide compensation to OC405 for the additional design and construction efforts related to the aforementioned out-of-scope efforts.

Attachment A lists the CCOs that have been executed to date, and the pending CCOs that are currently under negotiation with OC405.

Fiscal Impact

The cost for the additional design and construction efforts described in CCO No. 13 is funded from the Project contingency and will not increase the total Project estimate of \$1.9 billion. The amendment amount is offset by reduction in ROW capital acquisition costs anticipated to more than \$25 million. The funding for this work was approved in OCTA's 2017-18 Budget, Capital Programs Division, Fiscal Year 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. M2 funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes.

Summary

Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 13 to Agreement No. C-5-3843 with OC 405 Partners, a joint venture, in the amount of \$8,560,556, for additional design and construction efforts for the Interstate 405 Improvement Project between State Route 73 and Interstate 605.

Attachment

OC 405 Partners, Agreement No. C-5-3843, Contract Change Order Log

Prepared by:

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Virginia Abadessa

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Approved by:

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OC 405 Partners Agreement No. C-5-3843 Contract Change Order Log

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
001	Technical Provisions – Execution Version	Approved	06/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	06/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	07/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Pending		\$1,300,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006	Partnering (Provisional Sum)	Approved	9/13/2017	\$50,000.00
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
800	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Pending		\$100,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used By Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to OCTA for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Pending		-\$237,982.39

013	Additional Design and Construction Cost	Pending	\$8,560,556.00
	Compensation Related to: City Bridge Width;		
	Construction Changes to Minimize ROW		
	Impacts; Revised Design Concept at Ellis		
	Avenue On-Ramp to Southbound I-405; State		
	Route 73 Overhead Sign Structures; Sendero		
	Apartments Left-Turn Pocket on Magnolia		
	Street; Newland Street Waterline Extension;		
	and Signal Improvements at Ellis Avenue/		
	Bushard Street		

 Original Contract Price
 \$1,217,065,000.00

 Contingency Fund
 \$98,935,000.00

 Total Contract Allotment
 \$1,316,000,000.00

 Subtotal Approved CCO
 \$364,397.94

 Subtotal Pending CCOs
 \$9,722,573.61

 Total CCOs
 \$10,086,971.55

 Proposed Revised
 \$1,227,151,971.55

Proposed Revised \$1,227,151,971.55
Contract Price
Remaining Contingency \$88,848,028.45
Fund





October 8, 2018

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Amendment to Agreement for Additional Program Management

Consultant Services for the Interstate 405 Improvement Project

Between State Route 73 and Interstate 605

Regional Planning and Highways Committee Meeting of October 1, 2018

Present: Directors Bartlett, Delgleize, M. Murphy, Nelson, Pulido, and Steel

Absent: Director Spitzer

Committee Vote

This item was passed by the Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 18 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$39,762,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. The amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$132,802,186.



October 1, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Additional Program Management

Consultant Services for the Interstate 405 Improvement Project

Between State Route 73 and Interstate 605

Overview

On March 3, 2014, the Orange County Transportation Authority entered into an agreement with Parsons Transportation Group, Inc., to provide program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. An amendment to the existing agreement is needed for additional support services for the Interstate 405 Improvement Project, as well as the 91 Express Lanes combined toll procurements and contracts.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 18 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$39,762,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. The amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$132,802,186.

Discussion

On March 4, 2013, the Orange County Transportation Authority (OCTA) entered into an agreement with Parsons Transportation Group, Inc., (Parsons), to provide program management consultant (PMC) services to support OCTA in the implementation of the Interstate 405 Improvement Project between State Route 73 and Interstate 605 (Project). As part of the services provided under this agreement, Parsons has been assisting with the development, procurement, and oversight of the design-build (DB) contract. These services include project management and administration, design services and preliminary project development, right-of-way (ROW) support services, DB procurement,

toll procurements and contracts, third-party agreements, and oversight of DB construction.

On November 14, 2016, the OCTA Board of Directors (Board) awarded the DB contract to OC 405 Partners, a joint venture (OC405). OCTA executed the DB contract with OC405 and issued Notice to Proceed (NTP) No. 1 on January 31, 2017. On July 27, 2017, OCTA issued NTP No. 2 to OC405. NTP No. 2 was a full NTP for all activities, including construction.

A number of activities are ongoing as the final design continues and construction has been initiated. The final design is approximately 70 percent complete overall. OC405 began construction on March 6, 2018. Initial construction activities included restriping portions of the freeway, setting up concrete barriers on the outside of the freeway to protect work areas, tree removals, and rough grading activities. More significant roadway construction activities, such as paving operations, are anticipated to begin later this fall. Beginning with the closure and demolition of the McFadden Avenue bridge last month, the bridge construction will continue to ramp up this fall.

To support OCTA in procuring and managing the DB contract, OCTA procured the services of a PMC several years prior to hiring the DB contractor. The original PMC agreement's level of effort was estimated and included very limited efforts for certain scope items, as these were not fully developed or understood at the time of the original agreement. At this time, staff has a better understanding of the level of effort needed for the PMC to effectively provide the program management support necessary for successful delivery of the Project.

The original scope of work (SOW) considered limited PMC support for project management, construction management, and contract compliance to address contractual items such as response to, and resolution of, potential claims, cost estimating, processing of change orders, and overall contract compliance. Based on the change resolution process outlined in the contract, OC405 has filed a high number of potential change orders beyond what was originally anticipated in determining the original PMC level of effort. PMC support of OCTA's change management activities is critical to advancing the Project in a timely and cost-effective manner. Additional PMC support is also needed to support the communities and cities along the Project corridor through public outreach activities, as well as coordination efforts with the California Department of Transportation and other stakeholders.

The original SOW assumed the design period would span approximately 15 months, and the Project would be divided into large design segments for the purposes of design submittals. OC405's design period is currently 30 months

based on OC405's design resources and contractual requirements related to submittal metering, which is 15 months longer than originally assumed. Submittal metering is a contractual requirement based on lessons learned from other DB projects and allows OC405 to only submit a limited number of design submittals per week. This generally results in higher quality in the design submittal and a higher quality review, which results in fewer issues during construction. Due to the complexity of the Project, OC405 also elected to divide the Project into smaller design packages to allow an earlier start date for certain construction elements, as allowed by the contract. This has resulted in the need for additional PMC engineering support in terms of increased labor and time periods needed to review the increased number of design packages. In addition, increased PMC document controls and project controls support is needed to process the increased number of design and construction submittals. With the longer design period and increased number of design packages, the PMC is providing additional support to coordinate and expedite stakeholders' reviews and resolution of comments in order to avoid schedule delays.

The original SOW also assumed limited engineering support during design development. During the development of final design plans, the PMC provided various value engineering studies on the Project. These studies were targeted at complex risk areas of the Project, potentially resulting in significant schedule reduction and Project cost savings. In addition, the PMC took on engineering studies seeking solutions in areas of potential claims where the design-builder was not able to achieve the design within its SOW. The following are examples of the studies completed and the associated schedule and/or estimated cost benefits to OCTA:

Description	Benefits to OCTA	Schedule Savings	Cost Savings
Goldenwest Street/ Bolsa Avenue Interchange	Avoided significant additional ROW acquisition	Yes	\$16 million
Talbert Avenue Interchange	Avoided significant additional ROW acquisition	Yes	\$3 million
Euclid Street/Ellis Avenue Interchange	Avoided significant ROW acquisition from Orange County Sanitation District	No	\$21 million
Long Beach Gas and Oil/Southern California Edison gas line relocations on Navy property	Simplified complex utility relocations on Navy property	Yes	\$8 million

The four examples noted in the table above were all incorporated into the Project and provided significant benefits to OCTA. The amendment amount is offset by

cost savings that culminated from value engineering efforts performed by the PMC, which have resulted in savings and preserved Project contingency funding.

The original SOW was based on limited efforts for environmental commitment record compliance, environmental permit requirements, storm water and pollution prevention plan compliance, and environmental revalidations. The PMC is also providing additional support to ensure the Project's environmental compliance.

Finally, PMC services are needed to perform engineering studies in support of the 405 Express Lanes being constructed as part of the Project, along with the 91 Express Lanes. Specifically, the PMC will provide the design for the 405 Express Lanes Traffic Operations Center and server room located at the Santa Ana Bus Base.

The proposed amendment is in the amount of \$39,762,000, and with this amendment, the total PMC contract amount will be \$132,802,186.

Under a separate contract with OCTA for the Project, Jacobs Project Management Company is currently providing construction management consultant (CMC) support services, in the amount of \$34,056,297. As shown in the table below, with this proposed amendment to the PMC agreement, the combined PMC and CMC fees of \$166,858,483, as a percentage of total Project costs, is less than the average of similar DB highway projects in Southern California, such as the Riverside County Transportation Commission's State Route 91 (SR-91) and Interstate 15 (I-15) corridor improvement projects, and OCTA's previous DB project on State Route 22 (SR-22).

Project Name	PMC/CMC Fee	Total Project Cost	PMC/CMC Fee as Percentage (%) of Total Project Cost	
I-405 (OCTA)	\$167	\$1,900	8.8%	
SR-91 (RCTC)	\$140	\$1,300	10.8%	
I-15 (RCTC)	\$51	\$490	10.4%	
SR-22 (OCTA)	\$55	\$610	9.0%	
Average PMC/CMC Fee 9.8%				
Note: All fees and costs are in millions.				

The additional services described in Amendment No. 18 to Agreement No. C-2-1513 are included in and proposed to be funded out of the Project contingency and will not increase the total Project estimate of \$1.9 billion.

The breakdown of the proposed amendment value of \$39,762,000, by each category of additional services, is provided in the following table:

Scope Description	Approximate Value
Additional Project Management	\$3,000,000
Additional Construction Oversight and	\$2,330,000
Coordination	
Additional Contract Compliance Support	\$7,000,000
Additional Project Controls and Document	\$6,460,000
Controls Support	
Additional Engineering Support – Extended	\$12,200,000
Design Period	
Value Engineering Studies	\$5,200,000
Additional Engineering Support – Stakeholder	\$1,000,000
Support	
Additional Environmental Compliance Support	\$2,100,000
Additional Engineering Studies – Express Lanes	\$472,000
Total	\$39,762,000

Procurement Approach

The procurement was handled in accordance with OCTA Board-approved procedures for architectural and engineering professional services which conform to both state and federal laws. The original time and expense agreement, executed on March 4, 2013, was based on a SOW adding one general purpose lane in each direction, and was issued in the amount of \$57,059,657. This agreement was amended previously as shown in Attachment A. To date, 17 amendments have been executed. Two of these amendments, Amendment No. 6 and Amendment No. 12, added funding as approved by the Board, which resulted in an increase to the maximum obligation of the agreement to a total current value of \$93,040,186. These two amendments were to support an expanded SOW for the Project preferred alternative, extend the term of the agreement for an additional 24 months to allow for the completion of the additional work, and provide support to the combined toll procurements for the existing 91 Express Lanes and the future 405 Express Lanes.

OCTA program and project management staff negotiated the required level of effort and scope of work with Parsons to provide for additional PMC services.

Staff found Parsons's price proposal, in the amount of \$39,762,000, to be fair and reasonable relative to the negotiated level of effort. Proposed Amendment No. 18 to Agreement No. C-2-1513, in the amount of \$39,762,000, will bring the total contract value to \$132.802.186.

Fiscal Impact

The additional services described in Amendment No. 18 are included in and proposed to be funded out of the Project contingency and will not increase the total Project estimate of \$1.9 billion. The amendment amount is offset by cost savings that culminated from value engineering efforts performed by the PMC, which have added monies to the contingency. The additional services described in this amendment are included in the approved OCTA (FY) 2018-19 Budget, Capital **Programs** Fiscal Year Division, accounts 0017-9085-FK101-TZF and 0037-9018-A9510-TZF, and are funded with a combination of federal, state, and local funds. Local Measure M2 (M2) funds will be used for improvements specific to M2 Project K, and non-M2 funds will be used for improvements specific to the 405 Express Lanes. The additional costs for the 91 Express Lanes in this amendment are included in the approved OCTA FY 2018-19 Budget, Finance and Administration Division, Account 0036-7519-B0001-0D4, and are funded with 91 Express Lanes toll revenues.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 18 to Agreement No. C-2-1513 with Parsons Transportation Group, Inc., in the amount of \$39,762,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605, bringing the total contract amount to \$132,802,186.

Amendment to Agreement for Additional Program Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Page 7

Attachment

A. Parsons Transportation Group, Inc., Agreement No. C-2-1513 Fact Sheet

Prepared by:

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Approved by:

James G. Beil, P.E.

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Virginia Abadessa

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Parsons Transportation Group, Inc. Agreement No. C-2-1513 Fact Sheet

- 1. December 10, 2012, Agreement No. C-2-1513, \$57,059,657, approved by the Board of Directors (Board).
 - Agreement was executed March 4, 2013 to provide program management consultant (PMC) services for the Interstate 405 Improvement Project (Project).
- 2. May 7, 2014, Amendment No. 1 to Agreement No. C-2-1513, \$0, approved by Contracts Administration and Materials Management (CAMM) Department.
 - To revise key personnel and update hourly rate schedule.
- 3. July 13, 2014, Amendment No. 2 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To revise hourly rates for the prime consultant and subconsultants to list field and office hourly billing rates where applicable and additional classifications.
 - To clarify agreement terms and conditions relative to preparation and payment of invoices.
- 4. October 1, 2014, Amendment No. 3 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To revise hourly rates for prime consultant and subconsultants.
- 5. October 2, 2014, Amendment No. 4 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To add Delcan Corporation (Delcan) as a subconsultant to prime consultant to assist with Intelligent Transportation Systems work requirements of the Project.
- 6. February 9, 2015, Amendment No. 5 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To revise hourly rate schedule to add personnel for subconsultants.
- 7. July 13, 2015, Amendment No. 6 to Agreement No. C-2-1513, \$29,980,529, approved by the Board.
 - To provide additional PMC services to support the Project preferred alternative.
 - To extend the term of the agreement to July 31, 2022, to allow for completion of the expanded scope of work.

- 8. July 7, 2016, Amendment No. 7 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To revise hourly rate schedules to add and replace key personnel for the prime consultant.
- 9. January 17, 2017, Amendment No. 8 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To revise hourly rate schedules for a subconsultant.
 - To incorporate Delcan under prime consultant due to the acquisition of Delcan by prime consultant, as of January 2015.
- 10. February 9, 2017, Amendment No. 9 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To add a subconsultant to provide scheduling services for the Project.
- 11. June 28, 2017, Amendment No. 10 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To modify key personnel for the prime and subconsultant HNTB.
 - To add disadvantaged business enterprise subconsultant The Alliance Group.
- 12. July 17, 2017, Amendment No. 11 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To update the Indemnification Language (Article 15) regarding Parsons Transportation Group, Inc.,'s support of the Transportation Innovation Finance and Innovation Act (TIFIA) loan requirements.
- 13. June 12, 2017, Amendment No. 12 to Agreement No. C-2-1513, \$6,000,000, approved by the Board.
 - To provide additional PMC services to reduce project risks and costs associated with the right-of-way impacts and utility relocations.
 - To provide the financial and document control systems required to support the financial and document control systems required to support the TIFIA loan.
 - To provide procurement management oversight, using a combined toll systems and operations approach for the 91 Express Lanes and 405 Express Lanes.
 - To add new subconsultant Ares Prism to provide cost management system.
 - To add new subconsultant Rosendin Electric to provide fiber testing support for the 91 Express Lanes.

- 14. October 12, 2017, Amendment No. 13 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To modify key personnel and add other personnel for prime consultant and subconsultant.
- 15. November 16, 2017, Amendment No. 14 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To modify key personnel for prime consultant.
- 16. June 7, 2018, Amendment No. 15 to Agreement No. C-2-1513, \$0, approved by CAMM Department.
 - To revise personnel schedules for prime consultant and subconsultants.
- 17. July 23, 2018 (anticipated), Amendment No. 16 to Agreement No. C-2-1513, \$0, pending approval by CAMM Department.
 - To add new subconsultant Progressive Transport Solutions, LLC, for maintenance of traffic and public outreach services.
- 18. August 6, 2018 (anticipated), Amendment No. 17 to Agreement N. C-2-1513, \$0, pending approval by CAMM Department.
 - To revise personnel schedules for prime consultant and subconsultants.
- 19. August 13, 2018, Amendment No. 18 to Agreement No. C-2-1513, \$39,762,000, pending approval by the Board.
 - To provide design-build contract compliance services.
 - To provide additional support to ensure Project environmental compliance.
 - To provide additional construction management services.
 - To provide project controls and document controls services.
 - To provide value engineering studies.
 - To provide engineering support and Project stakeholder support.
 - To provide toll-related engineering services for the design of the 405 Express Lanes Traffic Operations Center and server room and tenant improvements, and 91 Express Lanes westbound toll road site.

Total funds committed to Parsons Transportation Group, Inc., after approval of Amendment No. 18 to Agreement No. C-2-1513: \$132,802,186.

PROJECT UPDATE





PROJECT LOCATION



PROBLEMS & SOLUTIONS

Traffic volume and congestion growth

Problems

Goal

Increase mobility
within the
Interchange
including nearby
city streets

Improve traffic flow and traffic signalization

Solutions

Queueing traffic backs up Redesign on and off ramps and segments of I-5

OPTION 1 INTERSECTION MODIFICATION



OPTION 2 FLYOVER



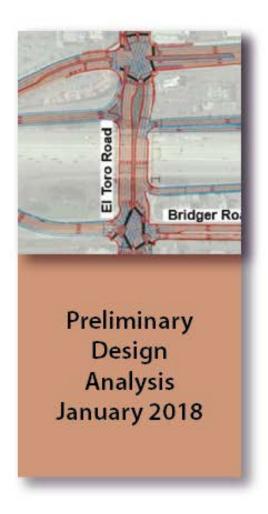
OPTION 3 DIVERGING DIAMOND

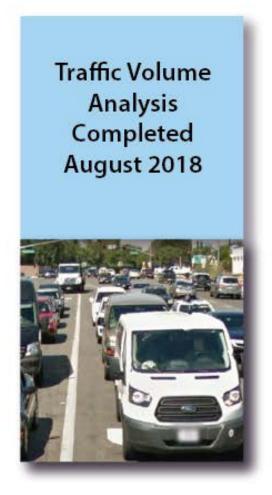


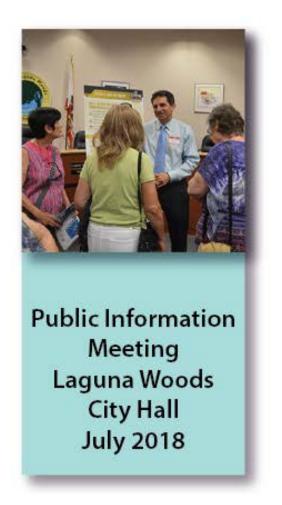
OPTION 4 HOOK RAMP



PROGRESS







PUBLIC OUTREACH & NOTICING



- Public hearing (open house format) estimated for April 2019
- Thirty-day comment period
- Pro-active, comprehensive, and multimedia outreach
- Notices published online, newspapers, and direct mail
- Stakeholder briefings, community presentations, and neighborhood canvassing
- Government and Media Relations
- Project webpage, e-blasts, and social media



ENVIRONMENTAL PHASE SCHEDULE

May 2017	Begin Environmental
June 2017	Purpose & Need
May – December 2017	Alternatives Development
Nov 2017 – Feb 2018	Value Analysis Study
Jan 2018 - March 2019	Alternatives Analysis
July 2018	Public Information Meeting
April 2019 – May 2019	Public Circulation
April 2019	Public Hearing
July 2019	Preferred Alternative Selected
November 2019	Final Project Approval/Environmental Documents