



AGENDA

Executive Committee Meeting

Committee Members

Tim Shaw, Chairman
Steve Jones, Vice Chairman
Lisa A. Bartlett
Laurie Davies
Andrew Do
Michael Hennessey
Mark A. Murphy

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California

Monday, February 4, 2019 at 9:00 a.m.

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

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

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

Call to Order

Pledge of Allegiance

Director Hennessey

1. Public Comments



Special Calendar

2. Committee Meeting 2019 Schedule

Tim Shaw, Chairman

Chairman Shaw will lead a discussion regarding the 2019 meeting schedule for the Executive Committee. The proposed 2019 dates and time for this Committee is provided in Attachment A.

3. Roles and Responsibilities of the Executive Committee

Darrell E. Johnson

Roles and responsibilities for the Executive Committee are reviewed periodically for any appropriate changes or additions. These roles and responsibilities are presented for discussion in Attachment A.

Consent Calendar (Items 4 and 5)

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

4. Approval of Minutes

Approve the minutes of the Executive Committee meeting of December 3, 2018.

5. Capital Programming Policies Update

Adriann Cardoso/Kia Mortazavi

Overview

The Orange County Transportation Authority's Capital Programming Policies provide guidance on the use of Measure M2, state, and federal funds. Project-specific funding commitments are recommended to the Board of Directors based on these policies. Updated policies are presented for review and approval based on recent state and federal actions, as well as other changes.

Recommendation

Approve the updated Capital Programming Policies.



Regular Calendar

6. Capital Programs Division - Second Quarter Fiscal Year 2018-19 Capital Action Plan Performance Metrics

James G. Beil

Overview

The Orange County Transportation Authority's Strategic Plan key strategies and objectives to achieve the goals for Mobility and Stewardship include delivery of all Capital Action Plan projects on time and within budget. The Capital Action Plan is used to create a performance metric to assess capital project delivery progress on highway, grade separation, rail, and facility projects. This report provides an update on the Capital Action Plan delivery and performance metrics.

Recommendation

Receive and file as an information item.

Discussion Items

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Closed Session

There are no Closed Session items scheduled.

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Monday, March 4, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



ORANGE COUNTY TRANSPORTATION AUTHORITY

2019 Executive Committee Meetings

ATTACHMENT A

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

FEBRUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT
						2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

APRIL						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

MAY						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

JUNE						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

JULY						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

AUGUST						
SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

SEPTEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

OCTOBER						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3		5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

NOVEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting
9:00 a.m., OCTA Headquarters
550 South Main Street, Board Room - Conf. Room 07, Orange CA

EXEC
9:00 a.m.

OCTA Holidays

2019 OCTA Proposed Committee Meeting Calendar Executive Committee

Month	2019 Proposed Changes - Comparison with 2018 Calendar
January	Due to the New Year's Day holiday being observed on Tuesday, January 1st, the Executive Committee meeting was to be held on Monday, January 7 th , and the meeting was cancelled.
February	No change
March	No change
April	No change
May	No change
June	No change
July	No change
August	No change
September	No change Due to the Labor Day Holiday being observed on Monday, September 2nd, the Executive Committee meeting will be held on <u>Thursday</u> , September 5th.
October	No change
November	No change
December	No change

**Proposed Roles and Responsibilities
of the Board Committees for 2019
(02.04.19)**

Executive Committee

- Acts as the principal forum at which the Chairman and Vice Chairman of the Board of Directors discuss areas of interest with the Chairs of the respective OCTA Board Committees;
- Develops new policy and strategy recommendations for the Board of Directors that have broad-based implications to the OCTA;
- Reviews policy issues as deemed necessary by the Chairman of the Board of Directors;
- Monitors the OCTA's overall activities, including the operation of the Chief Executive Office;
- Develops policy recommendations for the Board of Directors with respect to the implementation of Measure M2; and
- Safety, security, and emergency management issues as needed.



MINUTES

Executive Committee Meeting

Committee Members Present

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

Staff Present

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

Committee Members Absent

Andrew Do

Call to Order

The December 3, 2018 regular meeting of the Executive Committee was called to order by Chairwoman Bartlett at 9:06 a.m.

Pledge of Allegiance

Director Hennessey led in the Pledge of Allegiance.

1. Public Comments

There were no public comments.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 5)

2. Approval of Minutes

A motion was made by Director Murray, seconded by Director Nelson, and declared passed by those present, to approve the minutes of the Executive Committee meeting of October 1, 2018.



MINUTES

Executive Committee Meeting

3. **Proposed 2019 Board of Directors Meetings Calendar**

A motion was made by Director Murray, seconded by Director Nelson, and declared passed by those present, to approve the Orange County Transportation Authority and affiliated agencies 2019 Board of Directors meetings calendar.

4. **Agreement with Grand Jurors Association of Orange County for Recruitment Services for Measure M2 Taxpayer Oversight Committee**

A motion was made by Director Murray, seconded by Director Nelson, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-8-2079 between the Orange County Transportation Authority and the Grand Jurors Association of Orange County, in the amount of \$47,500, for managing the annual Taxpayer Oversight Committee recruitment process through June 30, 2023.

5. **Measure M2 Quarterly Progress Report for the Period of July 2018 Through September 2018**

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

Regular Calendar

6. **Capital Programs Division - First Quarter Fiscal Year 2018-19 Capital Action Plan Performance Metrics**

James G. Beil, Executive Director of Capital Programs, reported on the first quarter fiscal year 2018-19 Capital Action Plan Performance Metrics, and highlighted Attachment B of the Staff Report.

A discussion ensued regarding:

- Measure M2 Project A:
 - Adds a second high-occupancy vehicle lanes on Interstate 5 between State Route 55 and State Route 57.
 - The project bid was advertised by the California Department of Transportation, and after eight bidders were found non-responsive, the project was rebid.
 - The project cost increased by approximately 2 million, and the increase is within the budgeted allotment.



MINUTES

Executive Committee Meeting

6. (Continued)

- Fullerton Transportation Center:
 - The elevator liquidated damages are because the contractor's original subcontractor for the elevator scope of work did work out, and the contractor hired a new subcontractor.
 - The progression of the project has been slow.
 - The contract is managed by the City of Fullerton (City), and the City, along with Orange County Transportation Authority (OCTA), monitors the contract.
 - The current construction working schedule indicates that this project will be completed by the end of January 2019.

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

Discussion Items

7. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported:

OC Streetcar Event:

- The groundbreaking and signing of the Full Funding Grant Agreement event was on Friday, November 30th.
- Chairwoman Bartlett, Vice Chairman Shaw, and Director Murray were thanked for attending the event.
- Director Nelson was acknowledged for his leadership as Chairman of the Board of Directors (Board) and for starting OCTA on the process to obtain the Full Funding Grant Agreement.
- In 2019, the focus will be on construction and vehicle delivery for the OC Streetcar, and staff will provide progress updates.

Closing Remarks:

- This is the last Executive Committee meeting for 2018.
- This is the last Executive Committee meeting for Director Murray, and he was recognized for serving on the Board and for his leadership on the Transit Committee and on the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board.
- Director Nelson was thanked for his eight and half years' of service on the Board and for his leadership on the Board and Legislative and Communications Committee.



MINUTES

Executive Committee Meeting

8. Committee Members' Reports

Chairwoman Bartlett provided comments on the time and effort it takes to service on the Board, and thanked Directors Murray and Nelson for their service on the Board.

Director Murray thanked his colleagues and stated that it was an honor to serve on the Board. Additionally, he stated that it was great working with staff, and serving on the Board was a political career highlight.

9. Closed Session

There were no Closed Session items scheduled.

10. Adjournment

The Executive Committee meeting adjourned at 9:19 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Monday, January 7, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07, Orange, California.

ATTEST

Laurena Weinert
Clerk of the Board

Tim Shaw
Chairman



February 4, 2019

To: Executive Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Capital Programming Policies Update

Overview

The Orange County Transportation Authority's Capital Programming Policies provide guidance on the use of Measure M2, state, and federal funds. Project-specific funding commitments are recommended to the Board of Directors based on these policies. Updated policies are presented for review and approval based on recent state and federal actions, as well as other changes.

Recommendation

Approve the updated Capital Programming Policies.

Background

The Capital Programming Policies (CPP) include programming policies for Measure M2 (M2) funding programs that fall under the M2 Ordinance and associated guidelines. Major state and federal fund sources are also included in the CPP. Most of these state and federal programs provide funding to Orange County on a formula basis. The funding sources have specific transportation improvement goals as defined by the enabling legislation and additional state and federal rules, which are considered in the development of current programming policies. There are 23 state and federal fund sources included in the CPP. A description of state and federal funding programs and level of funding available to the Orange County Transportation Authority (OCTA) is provided in Attachment A.

Discussion

The CPP is intended to guide users of future revenues as they become available. The overall goal is to realize the maximum benefit from each source in relation to OCTA's programs and projects, consistent with OCTA's goals, including stewardship, fiscal sustainability, and mobility. Programming requests are brought forward to the Board of Directors (Board) based on state, federal,

and local funding program timelines, the achievement of design or project delivery milestones, project needs, cost savings, and other factors. For example, in 2018, the Board considered and acted on more than 20 staff reports that included programming decisions for various highway, streets and roads, and transit projects. The list of staff reports with recommended and approved programming actions is provided in Attachment B.

This update to the CPP includes changes based on the new state guidelines related to SB 1 (Chapter 5, Statutes of 2017, the Road Repair and Accountability Act of 2017), minor changes to the Federal Transit Administration (FTA) programs, the addition of one new federal highway program, and use of federal funds to support regional planning activities, mirroring a similar state policy.

The current state and federal transportation funding policies were last updated in May 2017. The proposed policy changes are further discussed below and described in more detail in Attachment C.

State Programs

SB 1 will provide an estimated \$5.25 billion annually for transportation purposes, with investments targeted towards fix-it-first purposes on local streets and roads, highways, transit operations and maintenance, capital investments, and active transportation. The state has developed guidelines for several formula programs, and these programs are proposed to be added into the CPP.

The new SB1 programs include the Local Partnership Program-Formula (LPP-F), State of Good Repair (SGR), and Trade Corridor Enhancement Program (TCEP). Two of these programs, LPP-F and TCEP, essentially replace Proposition 1B-State Local Partnership Program (SLPP), and the California Freight Investment Program (CFIP) state funding programs.

LPP-F is provided to reward existing counties and agencies that have passed transportation sales tax measures similar to the previous Proposition 1B SLPP funding program. The SLPP has concluded, and a policy is proposed that the LPP-F Program funds be distributed to ready-to-deliver OCTA M2 projects with an equitable balance of funding to freeways, streets and roads, transit capital, and eligible environmental clean-up.

SGR funds have a specific goal of keeping transit in a good working condition and are proposed to be used towards bus capital projects and maintenance, rehabilitation, and replacement of existing OCTA assets. This is a new state funding program being provided for transit, which offers considerable flexibility. The proposed policy attempts to maintain that flexibility to use the funds for bus transit.

Prior to SB 1, the state was developing guidelines for the CFIP, which drew funding primarily from the Federal National Highway Freight Program. However, with the passage of SB 1, the state instead created guidelines to distribute both state and federal funds through the TCEP. This program is very similar to the CFIP with a program goal to provide funding for infrastructure improvements on freight corridors and fund projects designed to improve corridors with high volumes of freight. Staff is proposing to apply the existing policy for CFIP to TCEP, which is to first seek to fund eligible M2 projects that meet the requirements and goals of the program, then fund other eligible Orange County projects.

Federal Programs

In April 2018, the Federal Highway Administration notified the State of California that \$1.98 billion in Highway Infrastructure Program funds were being made available through the Department of Transportation Appropriations Act, 2018, (P.L. 115-141), which was enacted on March 23, 2018. Total funding distributed to California was \$185 million, of which \$7.92 million is apportioned to OCTA through the same formula as the Surface Transportation Block Grant (STBG) Program. The existing distribution of \$7.92 million has already been programmed through Board action to the Interstate 5 Improvement Project from Oso Parkway to Alicia Parkway. The focus of this funding program is improvements to highway infrastructure, as the name implies, and fund activities similar to the STBG Program. This is a one-time funding program, but may be revisited in the future and, therefore, should be added to the CPP.

The proposed CPP also includes minor changes to FTA Section 5307 and Section 5339 transit funding programs to de-emphasize the prioritization of eligible projects and to mirror how the funds are distributed through Board action on the annual FTA program of projects (POP). OCTA typically links the POP to specific fiscal year budgets, and project/program needs are addressed through the budget process. Eligible uses remain unchanged.

For the STBG Program, the updated policy proposes using up to five percent annually, approximately \$2 million, toward regional planning activities. This policy mirrors a state policy (five percent for planning and programming) included in the State Transportation Improvement Program. This new policy allows the use of both state and federal funds for regional planning efforts, including corridor studies and updates to the Long-Range Transportation Plan. In recent years, the Board has approved federal funding for planning activities, and this update to the policy is consistent with recent actions. The STBG policy is also updated to remove “grade separation” as a specific project type as this type of project can be funded under the “local streets and roads” project, which continues to be eligible under the updated policy.

As noted above, programming requests will be brought forward based on state, federal, and local funding program timelines, achievement of design or project delivery milestones, project needs, cost savings, and other factors.

The existing CPP are provided as Attachment D. The approved state, federal, and M2 capital programming commitments are included in the Capital Funding Program provided in Attachment E.

Summary

This CPP update includes changes based on the new state guidelines, minor changes to FTA programs, the addition of one new federal program, and use of federal funds to support regional planning activities.

Attachments

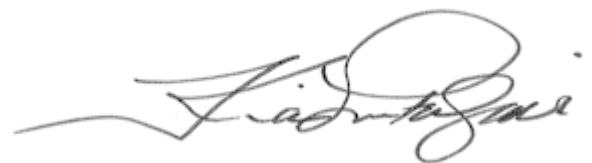
- A. State and Federal Funding Sources
- B. List of Board of Directors Reports with Programming Actions for Programs in the Capital Programming Policies, January 2018 – December 2018
- C. Proposed Changes to Capital Programming Policies by Fund Source, February 2019
- D. Existing Capital Programming Policies by Fund Source, February 2019
- E. Capital Funding Program Report

Prepared by:



Adriann Cardoso
Capital Programming Manager
(714) 560-5915

Approved by:



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

State and Federal Funding Sources

Source	Description
State Sources	
Active Transportation Program (ATP)	<p><u>Background:</u> The ATP was created to encourage increased use of active modes of transportation, such as biking and walking.</p> <p><u>Eligible Projects:</u> ATP funds can be used for bicycle and pedestrian infrastructure projects, non-infrastructure projects including education, enforcement, and planning activities and combined infrastructure projects with non-infrastructure components.</p> <p><u>Significant Limitations:</u> The program scoring criteria is weighted to favor projects submitted from Disadvantaged communities making it difficult for Orange County projects from non-disadvantaged communities to compete.</p> <p><u>Estimates:</u> For the Cycle 4 ATP call for projects (call), the state made \$218 million available annually for four years. Fifty percent (\$109 million) is available for the statewide call. Ten percent (\$21.9 million) is available for the small urban and rural call. Forty percent (\$87 million) is available for the large urban regional call. Through the large urban regional call, Orange County local agencies receive approximately \$3.7 million annually. Local agencies may also compete for the statewide funding.</p>
Cap-and-Trade (Competitive) Affordable Housing and Sustainable Communities Program (AHSC)	<p><u>Background:</u> The AHSC Program will provide grants and/or loans to projects that will achieve greenhouse gas (GHG) reductions through increasing accessibility of affordable housing, employment centers, and key destinations, via low-carbon transportation options (walking, biking, and transit), and resulting in fewer vehicle miles traveled.</p> <p><u>Eligible Projects:</u> AHSC funds can be used for intermodal, affordable housing projects that support infill and compact development. The funds support transit capital, active transportation, transit-oriented development, affordable housing, complete streets programs and planning activities associated with sustainable community strategies.</p> <p><u>Significant Limitations:</u> Transit and transportation components are only eligible when they are submitted as part of a low-income housing development grant application.</p> <p><u>Estimates:</u> The State of California makes available 20 percent (currently \$400 million) of the annual cap and trade revenues for the AHSC Program on an ongoing basis. The Orange County Transportation Authority (OCTA) is eligible to compete for these funds but has not been successful in prior cycles due to the limitations of the program.</p>

State and Federal Funding Sources

Source	Description
State Source	
Cap-and-Trade (Formula)	<p>Background: LCTOP was created to provide operating and capital assistance for transit agencies to reduce GHG emission and improve mobility with a priority to serve disadvantaged communities.</p> <p>Eligible Projects: LCTOP may be used for projects that will support new or expanded bus or rail services, expanded intermodal transit facilities, replacement zero-emission buses, equipment acquisition, and maintenance and other costs to operate those services or facilities that increase ridership and reduce GHG.</p> <p>Estimates: The State of California makes available five percent (currently \$100 million) of the annual cap and trade revenues for the LCTOP program on an ongoing basis. OCTA received \$1.3 million in fiscal year (FY) 2014-15, \$3.6 million in FY 2015-16, \$1.7 million in FY 2016-17, and \$4.8 million in FY 2017-18. The California Department of Transportation has released a draft estimate for FY 2018-19 funding, which indicates that OCTA might receive more than \$7.0 million.</p>
Cap-and-Trade (Competitive) Transit and Intercity Rail Capital Program (TIRCP)	<p>Background: Program goals include the reduction of GHG emissions, expanded rail service to increase ridership, the integration of different rail and bus systems, and improved rail safety.</p> <p>Eligible projects: TIRCP funds may be used for rail and bus capital projects, and operational improvements that result in increased ridership and reduced GHG.</p> <p>Estimates: The State of California makes available ten percent (currently \$200 million) of the annual cap and trade revenues for the LCTOP Program on an ongoing basis. In 2018, the program was supplemented with SB 1 (Chapter 5, Statutes of 2017) funding. This is a competitive funding program.</p>
Proposition 1A	<p>Background: Proposition 1A is the Safe, Reliable High-Speed Passenger Train Bond Act. It provides \$9 billion for the construction of high-speed rail in the State of California. In addition, it provides another \$950 million for allocation to intercity, commuter, and urban rail systems for the purpose of direct connectivity and benefits to the high-speed train system.</p> <p>Uses: The Southern California Regional Rail Authority (SCRRA) will receive \$123.7 million, of which approximately \$26.6 million is due to train operations in Orange County. SCRRA has programmed \$123.7 million in Proposition 1A funds for Positive Train Control and the Metrolink High-Speed Rail Readiness Program to refurbish or replace cars and locomotives.</p> <p>Significant Limitations: The state has programmed \$46 million to the State College Boulevard Grade Separation Project in the City of Anaheim. However, the matching funds required for this project are significant which may be prohibitive considering the total estimated project cost.</p> <p>Estimates: All funds are currently programmed.</p>

State and Federal Funding Sources

Source	Description
State Source	
Proposition 1B	<p>Background: Proposition 1B is a \$19.9 billion infrastructure bond. There are 12 main programs included in the bond. OCTA has been successful in programming funds in eight of those categories, totaling \$871 million.</p> <p>Estimates: There is no new funding in the Proposition 1B Program but there may be opportunities to reprogram project savings to other projects.</p>
Proposition 116	<p>Background: Proposition 116 Intercity Rail Program made available \$3 billion for intercity and commuter/urban rail programs. OCTA has received approximately \$121.3 million in Proposition 116 funds through an agreement established with the City of Irvine.</p> <p>Estimates: All funds must be expended or encumbered by July 1, 2020. It is anticipated that there will not be any future Proposition 116 savings available for reprogramming.</p>
SB 1 Local Partnership Program - Formula (LPP-F)	<p>Background: The purpose of the LPP-F Program is to provide additional funding for local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees.</p> <p>Eligible projects: The LPP-F Program funds are very flexible and can be used for highways, streets and roads, transit capital projects and environmental mitigation.</p> <p>Estimates: In the first cycle, 50 percent of the funds (or \$100 million per year) was made available which was split between Northern California and Southern California based on revenues generated, and then in Southern California based on population. OCTA received \$9.121 million in both FY 2017-18 and FY 2018-19. For the 2019 LPP-F project nomination cycle, OCTA was able to program \$9.388 million.</p>
SB 1 State of Good Repair (SGR)	<p>Background: The specific goal of the SGR Program is to rehabilitate and modernize existing local transit systems.</p> <p>Eligible projects: SGR funds may be used for transit capital projects to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities, design, acquisition, and construction of new vehicles or facilities that improve existing transit services, and transit services that complement local efforts for repair and improvement of local transportation infrastructure.</p> <p>Estimates: The SGR Formula Program is estimated to provide \$105 million statewide annually and funds are distributed based on a formula that includes population and transit operating revenues. OCTA's share is approximately \$5.7 million annually.</p>

State and Federal Funding Sources

Source	Description
State Source	
SB 1 Trade Corridors Enhancement Program (TCEP)	<p>Background: The TCEP specific goal is to improve the freight network.</p> <p>Eligible projects: TCEP funds may be used for:</p> <ul style="list-style-type: none"> • State highway and local road capital and operations improvements, • Freight rail systems; enhancements to the ports (with limitations), • Truck corridor improvements including dedicated truck facilities, zero emission trucks, truck information technology systems elements, • Border access improvements, • Surface transportation to and from land ports, sea ports, and airports to facilitate goods movement, and • Pilot projects in the sustainable freight plan. <p>Estimates: In the first call cycle, \$1.341 billion is available for a three-year programming cycle. The Los Angeles-Inland Empire Corridor had a funding target of approximately 35 percent of the available funding.</p>
State Transportation Improvement Program (STIP)	<p>Background: Revenues from the price-based excise tax are mixed with some federal funds and are consolidated into the STIP for the improvement, maintenance, preservation, and replacement of surface transportation infrastructure.</p> <p>Eligible Projects: STIP funding is very flexible and can be used for a variety of surface transportation infrastructure projects and planning activities but there are limitations on certain types of projects, such as planning and transit projects.</p> <p>Estimates: Every two years, state and federal transportation revenues are forecasted and programmed for the subsequent five-year period. In the 2018 STIP, OCTA is programmed to receive \$52 million per year over the next five-year period (through FY 2022-23). These funds have already been programmed to primarily freeway projects.</p>

State and Federal Funding Sources

Federal Sources	
Congestion Mitigation and Air Quality (CMAQ)	<p><u>Background:</u> The CMAQ Program supports surface transportation projects and other related efforts that contribute air quality improvements and congestion relief consistent with the Clean Air Act.</p> <p><u>Eligible projects:</u> CMAQ funds may be used for transportation projects that improve air quality including projects that improve traffic flow, mobility, or emergency response as follows:</p> <ul style="list-style-type: none"> • Projects to improve signalization • Construct high-occupancy vehicle lanes • Improve intersections, add turning lanes • Improve transportation systems management and operations that mitigate congestion and improve air quality • Implement intelligent transportation systems • Real-time traffic systems • Transit including fixed-guideway projects • Multimodal traveler information <p>CMAQ funds could also support the purchase of integrated, interoperable emergency communications equipment, projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand. Purchase of cleaner rolling stock and buses and in certain cases, transit operations.</p> <p><u>Significant Limitation:</u> CMAQ-funded projects and even project components must be able to demonstrate a quantifiable emission reduction or benefit to air quality.</p> <p><u>Estimates:</u> The annual estimate of CMAQ funds is \$49 million.</p>
Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula	<p><u>Background:</u> FTA Section 5307 Urbanized Area Formula Program makes federal funds available for public transportation capital, planning, and in limited instances, operating expenses.</p> <p><u>Estimates:</u> The annual estimate for FTA Section 5307 funding is approximately \$50 million. Annually, approximately \$8.5 million derives from and is directed to commuter rail projects.</p>

State and Federal Funding Sources

Federal Sources	
FTA Section 5309 New Starts	<p><u>Background:</u> The FTA Section 5309 New Starts Competitive Program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This is a discretionary program.</p> <p><u>Eligible projects:</u> FTA Section 5309 New starts funds are competitive and may be used for:</p> <ul style="list-style-type: none"> • New fixed-guideways or extensions to fixed-guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system), • Bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor, and • Projects that improve capacity on an existing fixed-guideway system. <p><u>Estimates:</u> OCTA received a full funding grant agreement for New Starts funding for the OC Streetcar in the amount of \$149 million, or 36.5 percent of the current project cost estimate.</p>
FTA Section 5310 Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities	<p><u>Background:</u> The FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities makes federal funds available to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Operating assistance is available under this program.</p> <p><u>Uses:</u> At least 55 percent of FTA Section 5310 Program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for public transportation projects that exceed the requirements of the ADA. OCTA uses these funds for enhanced paratransit service.</p> <p><u>Estimates:</u> The annual estimate of FTA Section 5310 Program funds for Orange County is \$2.2 million.</p>

State and Federal Funding Sources

Federal Sources	
FTA Section 5337 State of Good Repair Program (SGR)	<p><u>Background:</u> The FTA Section 5337 SGR Program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems.</p> <p><u>Uses:</u> FTA section 5337 funds may be used for capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate rolling stock, track, line equipment and structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, and Transit Asset Management Plan development and implementation</p> <p><u>Estimates:</u> The annual estimate of FTA Section 5337 for Orange County is \$21.7 million of which \$17.9 million is generated by Metrolink operations and provided for Metrolink rehabilitation/renovation projects</p>
FTA Section 5339 Bus and Bus Facilities Program	<p><u>Background:</u> The FTA Section 5339 provides formula capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.</p> <p><u>Uses:</u> FTA Section 5339 formula funds are to be used towards capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities. Use of these funds for bus capital projects will help offset the reduction in the estimated annual apportionment from FTA Section 5307.</p> <p><u>Estimates:</u> The annual estimate for FTA Section 5339 funding is \$7.4 million</p>
Highway Infrastructure Program	<p><u>Background:</u> The focus of this funding program is improvements to highway infrastructure and will fund activities similar to the Surface Transportation Block Grant (STBG) Program.</p> <p><u>Uses:</u> \$7.92 million in funding was received in 2018 and programmed to the Interstate 5 Widening Project between State Route 73 and Oso Parkway.</p> <p><u>Estimates:</u> This is a one-time funding program but may be increased or revisited in the future</p>
National Highway Freight Program	<p><u>Background:</u> The National Highway Freight Program is a new program which was established in the Fixing America's Surface Transportation Act in December 2015.</p> <p><u>Estimates:</u> This funding is included in the TCEP state funding program discussed previously.</p>

State and Federal Funding Sources

Federal Sources	
STBG Program (formerly Regional Surface Transportation Program)	<p><u>Background:</u> STBG provides flexible funding that may be used by states and local agencies for projects to preserve and improve the conditions and performance on any federal-aid highway, public road, bridge, and improve pedestrian and bicycle infrastructure, support transit capital, and under certain conditions, transit operations.</p> <p><u>Eligible projects:</u> STBG funds are the most flexible of federal funds and may be used for the improvement, maintenance, replacement, safety and preservation of highways, local access roads, bridges and tunnels, railway/highway/roadway at grade and separated crossings, transit capital and in some cases operations, carpool projects, parking facilities, electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, ADA sidewalk modifications, highway and transit research and transportation planning, management systems, environmental mitigation efforts, intersection improvements, intelligent transportation systems capital improvements, congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs, recreational trails projects, truck parking facilities, workforce development, training, and education activities.</p> <p><u>Estimates:</u> The annual estimate for STBG funds for Orange County is \$41 million.</p>
Transportation Alternatives Program (TAP)	<p><u>Background:</u> TAP can provide funding for bike and pedestrian projects and incorporates aspects of the Safe Routes to School Program.</p> <p><u>Estimates:</u> This funding is included in the ATP state funding program discussed previously.</p>

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2018 - December 2018**

Date	Report Title	Fund Source(s) Affected
1/22/2018	SB 1 SGR Program Recommendations	SB 1 SGR
2/12/2018	OCTA State and Federal Grant Programs - Update and Recommendations	CMAQ
2/12/2018	Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5	STBG
2/12/2018	2019 Federal Transportation Improvement Program and Financial Plan	All
2/12/2018	2018 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects	M2
3/12/2018	Cooperative Agreement with the City of Laguna Niguel for Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station	FTA 5309, Prop 1B TSSSDRA
3/12/2018	M2 Environmental Cleanup Program – Tier 1 Grant Program Call for Projects	M2
4/9/2018	2018 State Transportation Improvement Program Update	STBG, M2
5/25/18	Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program Recommendations	MSRC
6/11/18	Capital Programming Update	M2, STBG, FTA 5307, RSTP
6/11/18	Comprehensive Transportation Funding Programs - 2018 Project O and Project P - Call for Projects Programming Recommendations	M2, LPP
6/11/18	Public Hearing on Orange County Transportation Authority's FY 2018-19 Budget and Personnel and Salary Resolution	Various. Specific FTA 5339 Action for Programming
6/11/18	Comprehensive Transportation Funding Programs Semi-Annual Review – March 2018	M2, Projects O, P, and V
6/11/18	Orange County Transportation Authority State and Federal Grant Programs – Update and Recommendations	CMAQ
6/25/18	2018 M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations	M2, Project V
7/19/18	OC Streetcar Revised Funding Plan	M2

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2018 - December 2018**

Date	Report Title	Fund Source(s) Affected
8/13/18	SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program Formula Funding Program Recommendations for FY 2019-20	LPP
8/13/18	Acceptance of State Competitive Grants	Adaptation Planning, CURE, Sustainable Communities
8/13/18	SB 1 (Chapter 5, Statutes of 2017) SGR Program Recommendations for FY 2018-19 Funds	SB 1 SGR
9/10/18	Comprehensive Transportation Funding Programs – M2 Environmental Cleanup Program Revised 2018 Tier 1 Projects	M2
10/8/18	Grant Award for the Pedestrian and Bicycle Safety Program	COTS
10/22/18	Cooperative Agreements with Special Agencies for the Provision of Special Transportation Services	LTF
10/22/18	2019 Project W Safe Stops Call for Projects	M2 Project W
11/26/18	Capital Programming Update	Prop 1B TCIF, TSSSDRA
12/10/18	Comprehensive Transportation Funding Programs Semi-Annual Review – September 2018	M2, Projects O, P, and V
12/10/18	OCTA State and Federal Grant Programs - Update and Recommendations	CMAQ

CMAQ – Congestion Mitigation and Air Quality Improvement Program

COTS – California Office of Traffic Safety

CURE – Commuter Urban Rail Endowment

FTA – Federal Transit Administration

FY – Fiscal Year

LPP – Local Partnership Program

LTF – Local Transportation Fund

M2 – Measure M2

MSRC - Mobile Source Air Pollution Reduction Review Committee

OCTA - Orange County Transportation Authority

Prop 1B – Proposition 1B

RSTP – Regional Surface Transportation Program

SB 1 – Chapter 5, Statutes of 2017

SGR – State of Good Repair

STBG – Surface Transportation Block Grant

TCIF – Trade Corridor Improvement Fund

TSSSDRA – Transit System Safety, Security & Disaster Response Account

**Proposed Changes to Capital Programming Policies by Fund Source
February 2019**

Funding Source/ Agency	Change to Existing Programming Policies	
	Current Policy	Proposed Policy
State		
California Freight Investment Program (CFIP)/California Transportation Commission (CTC)	Use of CFIP funds first for eligible Measure M2 (M2) Program projects which meet the requirements and goals of the program, then fund other eligible priority Orange County projects	Program will be removed as it was repaced by SB 1 (Chapter 5, Statutes of 2017) - Trade Corridors Enhancement Program (TCEP {see below})
Proposition 1B State-Local Partnership Program (SLPP)/CTC	Use of SLPP for local streets and roads and freeway construction projects, contingent on matching funds availability. Seek equitable balance between freeways and local streets and roads	Program will be removed as it has ended and there is no opportunity to redirect savings
SB 1 - Local Partnership Program (LPP) – Formula/CTC	New Program – no policy	Use LPP for ready-to-deliver M2 projects which are compatable with state goals and seek to balance funds between freeways, streets and roads, transit capital and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR)/California Department of Transportation (Caltrans)	New Program – no policy	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing Orange County Transportation Authority (OCTA) transit assets
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	New Program – no policy	Use TCEP first for eligible M2 Program projects that meet the requirements and goals of the program, then fund other eligible Orange County projects * Replaces California Freight Investment Program

**Proposed Changes to Capital Programming Policies by Fund Source
February 2019**

	Current Policy	Proposed Policy
Federal		
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds in the following order:</p> <ol style="list-style-type: none"> (1) preventive maintenance, (2) capital cost of contracting, and (3) bus replacement. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> • preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • other priority capital projects that are consistent with the comprehensive business plan. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>
FTA Section 5339 Formula /FTA	<p>Use funds in the following order:</p> <ol style="list-style-type: none"> (1) bus replacement, (2) capital maintenance, and (3) other bus capital projects as identified in the bus capital plan. 	<p>Use funds for:</p> <ul style="list-style-type: none"> • capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the transit asset management plan.
Highway Infrastructure Program/Caltrans for Federal Highway Administration (FHWA)	New Program – no policy	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	Currently these funds are administered by the state through the CFIP. See above.	Currently these funds are administered by the state through the TCEP (see TCEP above).

**Proposed Changes to Capital Programming Policies by Fund Source
February 2019**

	Proposed Policy	Current Policy
Federal (Con't.)		
Surface Transportation Block Grant (STBG) Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use STBG funds for M2 Freeway Program (consistent with M2020 priorities), grade separations, and local streets and roads.	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and local streets and roads. Funds may also be used for countywide planning activities up to five percent annually.

**Existing Capital Programming Policies by Fund Source
February 2019**

Funding Source	Measure M2 (M2) Programming Policies (Adopted May 2014)
M2 Programs	
Projects A-M (freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan, the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to Projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 Transportation Investment Plan, with the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board approval actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with the M2 Transportation Investment Plan, and consistent with the Comprehensive Transportation Funding Programs (CTFP) Guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations.
Project Q (Local Fair Share Program)	Use Project Q M2 funds consistent with the M2 Transportation Investment Plan. Funds are programmed through the annual budget, but actual disbursements may be adjusted based on the formula distribution of funds.
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 Transportation Investment Plan, with the latest Next 10 Plan, with the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through a call.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with the M2 Transportation Investment Plan, the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through a call.

Existing Capital Programming Policies by Fund Source
February 2019

Funding Source	Measure M2 (M2) Programming Policies (Adopted May 2014)
M2 Programs	
Project X (Environmental Cleanup)	<p>Use Project X M2 funding consistent with the M2 Transportation Investment Plan and consistent with CTFP Guidelines. Program funds to projects through the CTFP call.</p> <p>The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.</p>
Funding Source/Agency	State and Federal Programming Policies (Adopted May 2017)
All State and Federal Fund Sources	<p>First priority of all funding sources is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects and to maintain existing the Orange County Transportation Authority's assets in a state of good repair. Consideration will also be given to use state and federal funds for projects that are complementary to M2 projects and that share the program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.</p>
State	
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	<p>Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p>
California Freight Investment Program (CFIP)	<p>Use of CFIP funds first for eligible M2 Program projects which meet the requirements and goals of the program, then fund other eligible priority Orange County projects.</p> <p>See Attachment C for update. Program will be removed.</p>
Cap-and-Trade (Competitive) – Affordable Housing and Sustainable Communities Program (AHSC)/Strategic Growth Council	<p>Use AHSC for fixed-guideway and transit corridor projects that serve disadvantaged communities and reduce greenhouse gas (GHG) emissions.</p> <p>*Note – In the guidelines, a transit project must be paired with an affordable housing project for Transit Oriented Development Program funds.</p>

Existing Capital Programming Policies by Fund Source

February 2019

Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce GHG emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.
Cap-and-Trade (Competitive) – Transit and Intercity Rail Capital Program (TIRCP)/California State Transportation Agency	Use TIRCP for capital projects that expand bus and rail service to increase ridership and for projects that improve the integration between bus and rail systems. Projects must also reduce GHG emissions.
Proposition 1A/CTC	All funds are programmed.
Proposition 1B – Competitive Programs Funding/CTC	Maximize the Orange County allocations consistent with each program and ensure the receipt of allocated funds.
Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)/Caltrans	Use PTMISEA funds for commuter rail improvements and to fund existing State Transportation Improvement Program (STIP) - Public Transit Administration projects (approximately \$60 million) currently programmed in the 2010 STIP and for eligible OC Bridges projects.
Proposition 1B State-Local Partnership Program (SLPP)/CTC	Use of SLPP for local streets and roads and freeway construction projects, contingent on matching funds availability. Seek equitable balance between freeways and local streets and roads. See Attachment C for update. Program will be removed.
Proposition 1B – Transit System Safety, Security and Disaster Response Account (TSSSDRA)/California Governor's Office of Emergency Services	Use TSSSDRA to support capital projects that enhance the safety, security, and emergency response capabilities of transit.
Proposition 116 (CTC)	Use cost savings for commuter or intercity rail capital improvement projects along the Metrolink corridor (between the cities of Buena Park and San Clemente) that are funded with Measure M1 and M2 funds on a first-come, first-served basis.
STIP/CTC	Use of STIP funds for M2 freeway, commuter rail, fixed-guideway projects, planning/programming and complementary activities, which seek an equitable balance between freeways and transit capital and are consistent with state goals.

**Existing Capital Programming Policies by Fund Source
February 2019**

Funding Source/Agency	State and Federal Programming Policies (Adopted May 2017)
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • M2 fixed-guideway and/or M2 high-occupancy vehicle or high-occupancy toll operational improvements, • as match to leverage funding for OC Bridges grade separation projects, • vanpool program and rideshare services, • other rail and bus transit capital projects, • traffic light synchronization projects, and • new or expanded bus transit operations (three years of CMAQ funding may be used for the first five years). <p>Set-asides: Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>FTA Section 5307 Formula/FTA Use funds in the following order:</p> <p>(1) preventive maintenance, (2) capital cost of contracting, and (3) bus replacement.</p> <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p> <p>See Attachment C for update.</p>
FTA Section 5309 Fixed-Guideway Capital Investment Grants ("New Starts")/FTA	<p>Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the "New Starts" and/or "Small Starts" process.</p>
FTA Section 5310 Formula Funds/FTA	<p>Use funds for eligible enhancements to paratransit capital and operations.</p>
FTA Section 5337 Formula Funds/FTA	<p>Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by bus transit for bus transit capital maintenance.</p>
FTA Section 5339 Formula Funds/FTA	<p>Use funds in the following order:</p> <p>(1) bus replacement, (2) capital maintenance, and (3) other bus capital projects as identified in the bus capital plan.</p> <p>See Attachment C for update.</p>

**Existing Capital Programming Policies by Fund Source
February 2019**

Funding Source/Agency	State and Federal Programming Policies (Adopted May 2017)
Federal	
National Highway Freight Program	<p>Currently these funds are administered by the state through the CFIP. See above.</p> <p>See Attachment C for update. Also, program moved from State to Federal.</p>
Surface Transportation Block Grant (STBG) Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	<p>Use STBG funds for M2 Freeway Program (consistent with M2020 priorities), grade separations, and local streets and roads.</p> <p>See Attachment C for update.</p>
Transportation Alternatives Program (TAP) – CTC/SCAG through ATP	<p>Use 100 percent of annual TAP apportionment for bicycle and pedestrian projects through a competitive call to local agencies. Currently these funds are administered by the state through the ATP. See ATP above.</p>



Capital Funding Program Report

Pending Board of Directors (Board) Approval - February 11, 2019 State Highway Project

Project Title		M Code	Total Funding	State Funds		Federal Funds		Local Funds		
				STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
I-5 from SR-55 to SR-57, Add 1 HOV lane each direction		A	\$39,052			\$33,743			\$5,309	
I-5 (I-405 to SR-55) capacity enhancement		B	\$33,000	\$12,628		\$15,372			\$5,000	
I-5 from SR-73 to El Toro Road Landscaping/Replacement Planting		C	\$12,245	\$6,000					\$6,245	
I-5 Widening (Alicia to El Toro) Seg 3		C	\$179,480	\$79,299		\$49,897			\$50,284	
I-5 Widening (Oso to Alicia) Segment 2		C	\$205,695			\$47,676	\$7,921		\$150,098	
I-5 Widening (SR-73 to Oso) Segment 1		C	\$215,440	\$91,977	\$26,991	\$28,167			\$68,305	
I-5 at Los Alisos / El Toro: add ramps		D	\$4,400			\$4,400				
SR-55 (I-5 to SR-91)		F	\$5,000			\$5,000				
SR-55 OC Central Corridor Improvements from I-405 to I-5 ^{1,2}		F	\$340,932	\$80,000		\$103,805	\$46,800		\$110,327	
SR-57 Orangewood to Katella		G	\$2,500			\$2,500				
SR-57 Truck Climbing Aux Lane: Lambert -LA County Line		G	\$4,300	\$4,050					\$250	
SR-91 (SR-57 to SR-55) Operational Improvements		I	\$9,000			\$7,000			\$2,000	
I-405 from SR-73 to I-605 Improvements		K	\$1,900,000	\$82,000	\$7,771	\$35,000	\$10,648		\$1,135,651	\$628,930
I-405 (I-5 to SR-55)		L	\$8,000			\$8,000				
I-405 s/b Aux. Lane - University to Sand Canyon and Sand Canyon to SR-133		L	\$2,328	\$2,328						
I-605/ katella Interchange		M	\$1,824						\$1,824	
241/91 Express Lanes (HOT) Connector			\$33,728							\$33,728
SR-74 widening, Calle Entradero-City/County line			\$42,694	\$5,513						\$37,181
SR-74 widening, City/County line to Antonio Parkway			\$40,905	\$10,000		\$5,285				\$25,620
State Highway Project Totals			\$3,080,523	\$373,795	\$34,762	\$345,845	\$65,369		\$1,535,293	\$725,459

State Funding Total	\$408,557
Federal Funding Total	\$411,214
Local Funding Total	\$2,260,752
Total Funding (000's)	\$3,080,523

State Highway Project Completed

Project Title		M Code		Total Funding		State Funds		Federal Funds		Local Funds		
						STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
I-5 HOV lane each direction s/o PCH to San Juan Creek Rd.		C		\$70,658			\$20,789	\$11,796			\$38,073	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa		C		\$90,441		\$43,735		\$31,741	\$1,600		\$13,365	
I-5 HOV, HOV lanes from s/o Av. Vista Hermosa to s/o PCH		C		\$71,100		\$46,779		\$13,472			\$10,849	
I-5/Route 74 Interchange Landscaping/Replacement Planting		D		\$1,440		\$688			\$752			
I-5/SR-74 Interchange Improvements		D		\$80,300		\$48,683	\$24,109			\$2,500		\$5,008
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - Landscaping		G		\$2,172							\$2,172	
SR- 57 N/B widening, SR-91 to Yorba Linda Boulevard- Landscaping		G		\$946							\$946	
SR-57 n/b widening, Yorba Linda to Lambert Road landscaping		G		\$1,193							\$1,193	
SR-91 WB connect existing auxiliary lanes, I-5 to SR-57		H		\$62,977			\$27,227				\$35,750	



Capital Funding Program Report

State Highway Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
SR-91 WB connecting existing auxiliary lanes, I-5 to SR-57- Landscaping	H	\$2,290						\$2,290	
SR-91 WB (SR-55 - Tustin Interchange) Improvements	I	\$43,753	\$15,753	\$14,000				\$14,000	
SR-91 eastbound widening, SR-241 to SR-71	J	\$57,773				\$45,911		\$6,942	\$4,920
SR-91 w/b Rte 91/55 - e/o Weir Replacement Planting	J	\$2,898	\$2,898						
SR-91 Widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$76,993	\$22,250	\$54,045				\$698	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	M1/G	\$35,827		\$24,127				\$11,700	
SR-57 N/B widening, SR-91 to Yorba Linda Boulevard	M1/G	\$51,354		\$39,475				\$11,879	
SR-57 N/B widening, Yorba Linda to Lambert Road	M1/G	\$52,871		\$41,250				\$11,621	
I-405/SR-22/I-605 HOV Connector - Landscaping		\$4,600			\$4,600				
I-5 at Jamboree off ramp and auxiliary lane		\$8,485	\$8,485						
I-5 S/B AT OSO PKWY EXIT LANE & INTRCHNGE IMPROV		\$22,872	\$22,773						\$99
SR-90 Imperial Hwy Enhancement & Mitigation Planting		\$1,669	\$1,669						
HOV Connectors from I-405 and I-605	M1	\$173,091		\$135,430	\$14,787		\$16,200		\$6,674
HOV Connectors from SR-22 to I-405	M1	\$115,878			\$64,375	\$49,625	\$1,878		
State Highway Project Totals		\$1,031,581	\$213,713	\$380,452	\$140,771	\$97,888	\$20,578	\$161,478	\$16,701
State Funding Total		\$594,165							
Federal Funding Total		\$238,659							
Local Funding Total		\$198,757							
Total Funding (000's)		\$1,031,581							

Project Update:

1. Includes commitment of \$3.7 million of \$46.8 million in State Highway Operations and Protection Program funds.

Project Notes:

2. Project funding updated. OCTA staff is in the process of identifying additional funding for the project

Please note the following projects were completed and closed-out and have been removed from the Capital Funding Program: I-5 San Clemente Avenida Vaquero Soundwall, I-5 Soundwall at El Camino Real, I-5 Camino Capistrano interchange improvements, SR-55 s/b aux lanes Dyer Road to MacArthur Boulevard (env), and I-5 at Gene Autry Way (west) - HOV drop ramps.



Capital Funding Program Report

Board of Directors (Board) Approved - January 14, 2019

Rail Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center Parking Expansion Project	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Orange Transportation Center Parking Structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue Grade Separation Project	M1/R	\$62,050		\$28,192	\$10,536		\$3,116	\$5,352	\$14,854
OC Streetcar (Proposed New Starts)	M1/S	\$407,756	\$25,518		\$54,465	\$162,213		\$165,560	
OC Streetcar Preliminary Studies and Environmental	M1/S	\$7,014				\$341	\$4,977	\$554	\$1,142
Anaheim Canyon Station Improvements	R	\$27,906			\$25,413			\$2,000	\$493
Control Point at 4th Street	R	\$2,985				\$2,985			
Future Video Surveillance Systems	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding	R	\$34,060	\$3,000	\$6,734	\$22,756	\$1,015			\$555
Metrolink Preventive Maintenance Capitalized Operation	R	\$56,874				\$56,874			
Metrolink Rehabilitation/Renovation - fiscal years 2011-12 to 2022-23	R	\$160,962				\$160,962			
Metrolink Station and Track Improvements, and Rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
San Juan Creek Bridge Replacement ¹	R	\$36,119		\$160		\$34,784		\$1,175	
Slope Stabilization Laguna Niguel-Lake Forest	R	\$2,334				\$2,000		\$334	
State College Grade Separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket Vending Machines	R	\$6,857							\$6,857
Video Surveillance Systems at Commuter Rail Stations	R	\$4,493		\$140		\$3,594			\$759
M2 Project S Transit Extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
Rail Project Totals		\$1,033,457	\$56,030	\$126,851	\$117,293	\$435,750	\$19,661	\$217,412	\$60,460
State Funding Total		\$182,881							
Federal Funding Total		\$553,043							
Local Funding Total		\$297,533							
Total Funding (000's)		\$1,033,457							

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion (ADA Ramps)	M1/R	\$5,177			\$2,800	\$732	\$1,645		
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$80,618		\$18,250			\$7,600	\$30,710	\$24,058
Metrolink Rolling Stock	M1/R	\$158,009		\$36,300	\$42,230	\$35,390	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957		\$51,399			\$68,558		
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$9,924				\$1,516	\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) Construction	M1/T	\$184,164	\$29,219		\$33,250	\$40,754	\$43,900	\$35,291	\$1,750
Fullerton Transportation Station Expansion Planning, Environmental PSR	M1/T	\$0			\$0		\$0		
Santa Ana Grade Separation Planning and Environmental PSR	M1/T	\$1,333			\$1,180		\$153		



Capital Funding Program Report

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Santa Ana Transportation Station Planning and Environmental PSR	M1/T	\$1,003			\$888		\$115		
17th Street Grade Separation Environmental	R	\$2,476						\$2,476	
Control Point Stadium Crossover	R	\$6,490		\$3,245		\$3,245			
LOSSAN Corridor Grade Separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699						\$2,699	
Metrolink Grade Crossing Safety Improvements ROW	R	\$3,025						\$3,025	
North Beach Crossings Safety Enhancements	R	\$348		\$166				\$182	
Rail Crossing Signal Lights and Pedestrian Gates	R	\$252		\$252					
Rail Station Platform Safety Improvements (Fullerton, Irvine, and Tustin)	R	\$553		\$553					
Safety Repairs for San Clemente Pier Station	R	\$122		\$122					
San Clemente Beach Trail Crossings Safety Enhancements	R	\$4,999		\$2,170				\$2,251	\$578
Transit Rail Security (Monitors, Fencing, Video Surveillance)	R	\$163		\$163					
Go Local	S	\$7,730					\$7,730		
ARTIC Environmental, ROW, Program Management Support, Site Plan	M1	\$41,369					\$8,869		\$32,500
Fiber Optics Installation (Metrolink)	M1	\$23,183		\$10,479		\$10,903	\$1,801		
Laguna Niguel-Mission Viejo Station Parking Expansion (South Lot)	M1	\$4,135		\$695			\$3,440		
Tustin Rail Station Parking Expansion	M1	\$15,390	\$1,100	\$7,181			\$7,109		
Rail Project Totals		\$673,119	\$30,319	\$130,975	\$80,348	\$92,540	\$201,009	\$77,920	\$60,008
State Funding Total		\$161,294							
Federal Funding Total		\$172,888							
Local Funding Total		\$338,937							
Total Funding (000's)		\$673,119							

Project Notes:

1. OCTA staff is in the process of identifying additional funding for the project.



Capital Funding Program Report

Board of Directors (Board) Approved - January 14, 2019

Bus Transit Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Go Local - Step 1	S	\$5,730					\$5,730		
Mobile Ticketing Equipment	S	\$4,036	\$2,482						\$1,554
Project V Community Circulators ¹	V	\$43,659						\$43,659	
Project W Safe Transit Stops (City) ¹	W	\$1,206						\$1,206	
Project W Safe Transit Stops (OCTA)	W	\$370						\$370	
10 Zero Emission Hydrogen Fuel Cell Buses		\$12,914	\$5,607						\$7,307
ACCESS and fixed-route radio systems upgrade		\$22,465		\$16,239		\$4,775			\$1,451
Associated Transportation Improvements		\$556				\$556			
Bus replacement - articulated alternative fuel buses (60')		\$31,105			\$22,250	\$8,855			
Bus replacement (40' and ACCESS)		\$149,009			\$29,198	\$68,139			\$51,672
Capital cost of contracting (ACCESS and contracted fixed-route contracts)		\$305,784				\$142,164			\$163,620
Engine rebuild		\$16,294				\$14,824			\$1,470
Five Hydrogen Fuel Cell Bravo! Buses		\$5,412	\$4,330		\$1,082				
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657				\$3,657			
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962				\$13,962			
FTA Section 5317 New Freedom		\$6,388				\$6,388			
Goldenwest Transportation Center parking structure		\$4,000			\$3,400				\$600
Goldenwest Transportation Center surface lot		\$2,000		\$1,200					\$800
Heating Ventilation Unit Replacements		\$448	\$67			\$381			
I-Shuttle Replacement Buses		\$6,600	\$5,673						\$927
Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program		\$2,319	\$176						\$2,143
Non-fixed-route paratransit operations assistance		\$240,952				\$48,486			\$192,466
OCTA Transit Security & Operations Center		\$7,772		\$7,772					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$147,691				\$147,691			
Purchase (201) 40-foot Alternative Fuel Replacement Buses (OCTA)		\$229,384			\$134,670	\$47,696			\$47,018
Purchase Replacement Paratransit Vans		\$58,058				\$44,292			\$13,766
Rideshare/vanpool		\$6,732			\$6,732				
Six Bravo! 529 Buses		\$3,595	\$3,046		\$549				
Transit Security Program		\$3,997		\$3,997					
Vanpool Program - capital lease		\$12,838			\$12,838				
VSS Upgrades at OCTA Facilities – Santa Ana, Garden Grove, Anaheim, & Irvine Bases and Administration		\$1,588		\$628		\$960			
Bus Transit Project Totals		\$1,350,521	\$21,381	\$29,836	\$210,719	\$552,826	\$5,730	\$45,235	\$484,794
State Funding Total		\$51,217							
Federal Funding Total		\$763,545							
Local Funding Total		\$535,759							
Total Funding (000's)		\$1,350,521							

Project Update:

1. Updated per latest call.



Capital Funding Program Report

Board of Directors (Board) Approved - December 10, 2018

Local Road Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
State-Local Partnership Program (SLPP) Formula Grant Call	M1/Q	\$54,445		\$24,945			\$1,280	\$27,249	\$971
Measure M2 Project O Regional Capacity Program Call for Projects ¹	O	\$274,838		\$22,979				\$251,859	
Raymond Avenue Grade Separation	O	\$125,599		\$91,533				\$26,350	\$7,716
SR-57 Truck Climbing Lane Phase I- Lambert Road Interchange Improvement	O	\$121,500	\$74,705			\$7,719		\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program Call ¹	P	\$87,807	\$6,845					\$80,962	
M2 Project Q Fair Share Program (FY 16-17 through FY 21-22) ¹	Q	\$361,621						\$361,621	
Measure M2 Project X Environmental Clean Up ¹	X	\$50,413						\$50,413	
Active Transportation Program - Regional Call		\$45,711	\$92		\$311	\$39,928			\$5,380
Active Transportation Projects		\$17,784	\$15,650						\$2,134
ARRA Transportation Enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$50,888			\$19,930				\$30,958
Atlanta Avenue Widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program		\$33,975			\$28,323				\$5,652
Bristol Street Widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 Rehab Projects		\$32,369				\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
SCAG Sustainability Planning Grants		\$720				\$671			\$49
Traffic Signal Improvements		\$15,000	\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo Widening	M1	\$6,419			\$3,740				\$2,679
Local Road Project Totals		\$1,391,004	\$109,292	\$139,457	\$54,582	\$100,364	\$35,780	\$817,708	\$133,821
State Funding Total		\$248,749							
Federal Funding Total		\$154,946							
Local Funding Total		\$987,309							
Total Funding (000's)		\$1,391,004							

Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Grand Avenue Widening, 1st Street to 4th Street	O	\$12,537			\$6,708				\$5,829
Kraemer Boulevard Grade Separation	O	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue Grade Separation	O	\$107,998		\$27,520	\$35,411	\$9,709		\$24,783	\$10,575
Orangethorpe Avenue Grade Separation	O	\$104,404		\$30,324	\$38,240	\$18,600		\$14,543	\$2,697
Placentia Grade Separation along SS of Orangethorpe	O	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
State College Grade Separation	O	\$97,712		\$34,785	\$27,376	\$13,290		\$11,243	\$11,018
Tustin Ave/Rose Drive Grade Separation	O	\$95,743		\$22,962	\$53,376			\$17,642	\$1,763
M2 Fair Share State-Local Partnership Grant Program	Q	\$7,032		\$3,516				\$3,516	



Capital Funding Program Report

Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Antonio Parkway Widening		\$32,553			\$15,499				\$17,054
Firestone Boulevard Widening at Artesia Boulevard		\$2,468			\$2,059				\$409
I-5 at La Paz Interchange Improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), County Wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
Local Road Project Totals		\$607,195	\$7,500	\$166,166	\$203,513	\$41,599	\$5,992	\$121,696	\$60,729
State Funding Total		\$173,666							
Federal Funding Total		\$245,112							
Local Funding Total		\$188,417							
Total Funding (000's)		\$607,195							

Project Update:

1. Updated per latest call.

Acronyms

ADA - Americans with Disabilities Act
 ARRA - American Recovery and Reinvestment Act
 ATN - Anaheim Transportation Network
 Aux - Auxilliary
 Call - Call for Projects
 CMAQ - Congestion Mitigation Air Quality Improvement Program
 Env - Environmental
 E/O - East of
 FTA - Federal Transportation Authority
 FY - Fiscal Year
 HOT - High-Occupancy Toll
 HOV - High-Occupancy Vehicle
 I-405 - Interstate 405
 I-5 - Interstate 5
 I-605 - Interstate 605
 LA - Los Angeles
 LOSSAN - Los Angeles - San Diego - San Luis Obispo
 M1 - Measure M1
 M2 - Measure M2
 NB - Northbound
 OC - Orange County

OCTA - Orange County Transportation Authority
 PCH - Pacific Coast Highway
 PSR - Project Study Report
 ROW - Right-of-Way
 RSTP - Regional Surface Transportation Program
 S/O - South of
 SB - Southbound
 SCAG - Southern California Association of Governments
 SR-133 - State Route 133
 SR-22 - State Route 22
 SR-241 - State Route 241
 SR-55 - State Route 55
 SR-57 - State Route 57
 SR-71 - State Route 71
 SR-73 - State Route 73
 SR-74 - State Route 74
 SR-90 - State Route 90
 SR-91 - State Route 91
 STIP - State Transportation Improvement Program
 VSS - Video Surveillance System
 WB - Westbound



February 4, 2019

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Capital Programs Division - Second Quarter Fiscal Year 2018-19
Capital Action Plan Performance Metrics

Overview

The Orange County Transportation Authority's Strategic Plan key strategies and objectives to achieve the goals for Mobility and Stewardship include delivery of all Capital Action Plan projects on time and within budget. The Capital Action Plan is used to create a performance metric to assess capital project delivery progress on highway, grade separation, rail, and facility projects. This report provides an update on the Capital Action Plan delivery and performance metrics.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) Capital Programs Division is responsible for project development and delivery of highway, grade separation, rail, and facility projects from the beginning of the environmental approval phase through construction completion. Project delivery commitments reflect defined project scope, costs, and schedules. Project delivery commitments shown in the Capital Action Plan (CAP) are key strategies and objectives to achieve the Strategic Plan goals for Mobility and Stewardship.

This report is a quarterly update on the CAP performance metrics, which are a snapshot of the planned CAP project delivery milestones in the budget fiscal year (FY).

Discussion

The Capital Programs Division objective is to deliver projects on schedule and within the approved project budget. Key project cost and schedule commitments

are captured in the CAP, which is regularly updated with new projects and project status (Attachment A). The CAP is categorized into four key project groupings; freeway projects, grade separation projects, rail and station projects, and facility projects. Schedule milestones are used as performance indicators of progress in project delivery. The CAP performance metrics provides a FY snapshot of the milestones targeted for delivery in the budget FY, and provides transparency and performance measurement of capital project delivery.

The CAP project costs represent the total cost of the project across all phases of project delivery, including support costs, and right-of-way (ROW) and construction capital costs. Baseline costs, if established, are shown in comparison to either the actual or forecast cost. Baseline costs may be shown as to-be-determined (TBD) if project scoping studies and estimates have not been developed or approved, and may be updated as project delivery progresses and milestones are achieved. Projects identified in the Orange County local transportation sales tax Measure M2 (M2) are identified with the corresponding M2 project letter. The CAP status update is also included in the M2 Quarterly Report.

The CAP summarizes the very complex capital project critical path delivery schedules into eight key milestones.

Begin Environmental	The date work on the environmental clearance, project report, or preliminary engineering phase begins.
Complete Environmental	The date environmental clearance and project approval is achieved.
Begin Design	The date final design work begins, or the date when a design-build contract begins.
Complete Design	The date final design work is 100 percent complete and approved.
Construction Ready	The date contract bid documents are ready for advertisement, including certification of ROW, all agreements executed, and contract constraints cleared.
Advertise for Construction	The date a construction contract is advertised for bids.
Award Contract	The date the construction contract is awarded.

Construction Complete

The date all construction work is completed, and the project is open to public use.

These delivery milestones reflect progression across the project delivery phases shown below.



Project schedules reflect approved milestone dates in comparison to forecast or actual milestone dates. Milestone dates may be shown as TBD if project scoping or approval documents have not been finalized and approved, or if the delivery schedule has not been negotiated with the agency or consultant implementing the specific phase of a project. Planned milestone dates can be revised to reflect new dates from approved baseline schedule changes. On a monthly basis, actual dates are updated when milestones are achieved, and forecast dates are updated to reflect project delivery status.

CAP milestones achieved in the second quarter FY 2018-19 include:

Freeway Projects

- The complete environmental milestone for the Interstate 605 Katella Avenue interchange improvements was achieved. This project will be temporarily shelved because funding for the subsequent design and ROW phases is currently planned beyond 2026, as reflected in the 2018 Next 10 Delivery Plan (Next 10 Plan) adopted by the OCTA Board of Directors (Board) on September 10, 2018.
- The advertise construction milestone was achieved for the Interstate 5 (I-5) widening from Oso Parkway to Alicia Parkway on November 5, 2018. This is the middle of three segments of I-5 widening between State Route 73 and El Toro Road, and the first to move into the construction phase. The California Department of Transportation (Caltrans) opened construction bids on January 16, 2019. Caltrans received three construction bids with the apparent low bid of \$129,773,276 submitted by Flatiron West, Inc., of Chino, California, which is 11.68 percent above the \$116,203,251 engineer's estimate of bid items. The bid is currently being assessed for responsiveness.

- The award contract milestone for construction of the second high-occupancy vehicle lane on I-5 between State Route 55 and State Route 57 was achieved. As reported previously to the OCTA Board, the project had to be re-advertised for construction bids due to lack of responsiveness. Construction activities should begin in February 2019.

The following CAP milestone missed the planned delivery through the second quarter of FY 2018-19:

The Fullerton Transportation Center Elevator Upgrade project is being constructed by the City of Fullerton and continues to fall behind schedule. The elevator subcontractor began final installation work in late December 2018. The City of Fullerton's contractor has submitted a schedule update reflecting completion in late February 2019.

Recap of Second Quarter FY 2018-19 Performance Metrics

The performance metrics snapshot provided at the beginning of FY 2018-19 reflects 25 planned major project delivery milestones to be accomplished, 12 of which were planned to be accomplished through the second quarter of the FY. The CAP and performance metrics have been updated to reflect both milestones achieved and missed through the second quarter of the FY (Attachment B). Eleven of the 12 (91.7 percent) planned milestones were achieved through the second quarter of the FY.

Although not tracked as a project delivery milestone, the OC Streetcar Full Funding Grant Agreement securing the Capital Improvement Grants Program New Starts funding from the Federal Transit Administration was approved on November 30, 2018. A limited notice to proceed was issued to Walsh Construction Company (Walsh) on November 19, 2018, which began a period for required contract submittals from Walsh for approval by OCTA. The full notice to proceed with construction is anticipated to be issued to Walsh in early February 2019. Staff plans on bringing quarterly OC Streetcar updates to the OCTA Board as construction progresses.

FY 2018-19 Cost and Performance Metric Risk Look Ahead

There is continued risk of increased costs due to construction labor and material market trends. In September 2018, the OCTA Board adopted the updated Next 10 Plan which considered updated project cost estimates and updated revenue forecasts. The I-5 widening from Oso Parkway to Alicia Parkway is the first large design-bid-build contract bid since market trends have impacted construction costs. Unit costs contained in the bids provide current local market

data on construction costs which will be used by staff to assess cost estimates of freeway projects in the final design phase approaching construction.

The Placentia Metrolink Station continues to be delayed due to the need for an agreement between BNSF Railway (BNSF) and Metrolink for the use of BNSF-owned and operated track and indemnification terms. Final approval of the new station by BNSF, City of Placentia acquisition of ROW from BNSF, and finalization of the BNSF construction and maintenance agreement for the project remain to be completed. The project schedule is continually being re-assessed, and the planned advertisement for construction will carry over into FY 2019-20.

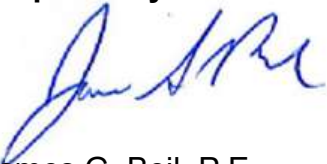
Summary

Significant capital project delivery progress has been achieved and is reflected in the CAP. The planned FY 2018-19 performance metrics created from forecast project schedules will be used as a general project delivery performance indicator. Staff will continue to manage project costs and schedules across all project phases to meet project delivery commitments and report quarterly.

Attachments

- A. Capital Action Plan, Status Through December 2018
- B. Capital Programs Division, Fiscal Year 2018-19 Performance Metrics Through December 2018

Prepared by:


















James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

Capital Action Plan

Status Through December 2018















Updated: January 21, 2019

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
Freeway Projects:									
 I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Jun-11	Oct-13	Feb-14	Oct-14	Dec-14	Aug-18
Project C	\$83.0	Jun-09	Oct-11	Jun-11	Oct-13	May-14	Sep-14	Dec-14	Aug-18
 I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Jun-11	Feb-13	Jun-13	Oct-13	Dec-13	Mar-17
Project C	\$73.9	Jun-09	Oct-11	Jun-11	May-13	Aug-13	Feb-14	Jun-14	Jul-17
 I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Dec-11	Jun-11	Jan-13	May-13	Aug-13	Oct-13	Sep-16
Project C Cost/Schedule Risk	\$75.5	Jun-09	Oct-11	Jun-11	Jan-13	Apr-13	Aug-13	Dec-13	Jul-18
 I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Jan-09	Nov-11	Mar-12	Jun-12	Aug-12	Sep-15
Project D	\$75.2	Sep-05	Jun-09	Jan-09	Dec-11	Apr-12	Jun-12	Aug-12	Jan-16
 I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Jan-14	Oct-14	Feb-15	Aug-15	Sep-15	Sep-16
 I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Mar-15	Jan-18	May-18	Aug-18	Dec-18	Jan-24
Project C & D Cost/Schedule Risk	\$188.1	Oct-11	May-14	Mar-15	Aug-18	Apr-19	Sep-19	Dec-19	Jan-25
 I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Nov-14	Jun-17	Dec-17	Feb-18	Jun-18	Feb-23
Project C & D Cost/Schedule Risk	\$203.1	Oct-11	May-14	Nov-14	Dec-17	Jun-18	Nov-18	Feb-19	Nov-23
 I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Mar-15	Jun-18	Dec-18	Jan-19	May-19	Jun-23
Project C Cost/Schedule Risk	\$164.2	Oct-11	May-14	Mar-15	Apr-19	Nov-19	Mar-20	Jun-20	Jul-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	TBD	TBD	TBD	TBD	TBD	TBD
Project C	\$12.4	N/A	N/A	Jan-22	Sep-23	Jan-24	Mar-24	Jun-24	Dec-25
 I-5, I-5/El Toro Road Interchange	TBD	Apr-17	Nov-19	TBD	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Apr-17	Nov-19	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, I-405 to SR-55	TBD	May-14	Aug-18	TBD	TBD	TBD	TBD	TBD	TBD
Project B	TBD	May-14	Aug-19	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-13	Jun-15	Mar-17	Jul-17	Sep-17	Dec-17	Apr-21
Project A	\$41.6	Jun-11	Apr-15	Jun-15	Jun-17	Dec-17	Mar-18	Nov-18	Apr-21
 SR-55, I-405 to I-5	\$410.9	Feb-11	Nov-13	Sep-17	Apr-20	Dec-20	Apr-21	Jul-21	Aug-25
Project F Cost/Schedule Risk	\$410.9	May-11	Aug-17	Sep-17	Apr-20	Dec-20	Apr-21	Jul-21	Aug-25
 SR-55, I-5 to SR-91	TBD	Dec-16	Jan-20	TBD	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Dec-16	Jan-20	TBD	TBD	TBD	TBD	TBD	TBD
 SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	TBD	Apr-16	Dec-18	TBD	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Apr-16	Feb-19	TBD	TBD	TBD	TBD	TBD	TBD
 SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-09	Jul-08	Nov-10	Mar-11	May-11	Aug-11	Sep-14
Project G	\$38.0	Apr-08	Nov-09	Aug-08	Dec-10	Apr-11	Jul-11	Oct-11	Apr-15

Capital Action Plan

Status Through December 2018

Updated: January 21, 2019

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	May-09	Jul-10	Jun-17	Jul-17	Sep-17	Jun-18
 SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	May-14
Project G	\$52.3	Aug-05	Dec-07	Feb-08	Jul-09	Dec-09	May-10	Oct-10	Nov-14
 SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	Sep-14
Project G	\$54.1	Aug-05	Dec-07	Feb-08	Jul-09	Mar-10	May-10	Oct-10	May-14
 SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Oct-14	Aug-17	Dec-17	Jan-18	Feb-18	Apr-19
 SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-20	Jan-23	TBD	TBD	TBD	TBD	TBD	TBD
 SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Oct-09	Feb-12	Jul-12	Aug-12	Nov-12	Apr-16
Project H	\$59.2	Jul-07	Jun-10	Mar-10	Apr-12	Aug-12	Oct-12	Jan-13	Jun-16
 SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	N/A	Nov-14	Aug-16	Dec-16	Feb-17	Mar-17	Nov-17
 SR-91, SR-57 to SR-55	TBD	Jan-15	Oct-18	TBD	TBD	TBD	TBD	TBD	TBD
Project I	TBD	Jan-15	Aug-19	TBD	TBD	TBD	TBD	TBD	TBD
 SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Jul-11	Mar-13	Jul-13	Aug-13	Oct-13	Jul-16
Project I	\$42.6	Jul-08	May-11	Jun-11	Feb-13	Apr-13	Jun-13	Oct-13	Jul-16
 SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jun-09	Jan-11	Apr-11	Jun-11	Sep-11	Dec-12
Project J	\$79.7	Jul-07	Apr-09	Apr-09	Aug-10	Dec-10	Feb-11	May-11	Mar-13
 SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	May-12	Feb-13	Apr-13	Jul-13	Oct-13	Feb-15
 SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Jul-07	Dec-08	Mar-09	May-09	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Dec-07	Jul-07	Dec-08	May-09	Jun-09	Aug-09	Jan-11
91 Express Lanes to SR-241 Toll Connector	TBD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	TBD	Nov-13	TBD	Dec-16	TBD	TBD	TBD	TBD	TBD
 I-405, I-5 to SR-55	TBD	Dec-14	Jul-18	TBD	TBD	TBD	TBD	TBD	TBD
Project L	TBD	Dec-14	Aug-18	TBD	TBD	TBD	TBD	TBD	TBD
 I-405, SR-55 to I-605 (Design-Build)	\$1,900.0	Mar-09	Mar-13	Mar-14	Nov-15	Feb-16	Mar-16	Nov-16	May-23
Project K	\$1,900.0	Mar-09	May-15	Mar-14	Nov-15	Feb-16	Mar-16	Nov-16	May-23
I-405/SR-22 HOV Connector	\$195.9	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Aug-10	Aug-14
	\$120.6	N/A	N/A	Sep-07	Jun-09	Sep-09	Feb-10	Jun-10	Mar-15

Capital Action Plan

Status Through December 2018

Updated: January 21, 2019

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
I-405/I-605 HOV Connector	\$260.4	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Oct-10	Jan-15
	\$172.6	N/A	N/A	Sep-07	Sep-09	Feb-10	May-10	Oct-10	Mar-15
I-405/SR-22/I-605 HOV Connector (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	Jun-08	May-09	Feb-16	May-16	Jul-16	Feb-18
I-605, I-605/Katella Avenue Interchange	TBD	Aug-16	Nov-18	TBD	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Aug-16	Oct-18	TBD	TBD	TBD	TBD	TBD	TBD
Grade Separation Projects:									
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	May-14
Project R	\$61.9	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	Jan-16
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Mar-10	Aug-12	Nov-12	Feb-13	May-13	Aug-18
Project O	\$125.1	Feb-09	Nov-09	Mar-10	Dec-12	Jul-13	Oct-13	Feb-14	May-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Jul-06	Aug-12	Nov-12	Feb-13	May-13	May-18
Project O	\$100.3	Dec-08	Apr-11	Jul-06	Feb-13	May-13	Sep-13	Feb-14	Jan-18
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	May-01	Jan-09	Mar-10	May-10	Mar-11	Jun-11	Nov-14
Project O	\$64.5	Jan-01	May-01	Jan-09	Jun-10	Jan-11	Mar-11	Jul-11	Dec-14
Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Sep-09	Jan-09	Jul-10	Jul-10	Apr-11	Aug-11	Oct-14
Project O	\$63.8	Jan-01	Sep-09	Feb-09	Jul-10	Jan-11	Jun-11	Sep-11	Dec-14
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Sep-09	Feb-09	Dec-11	Dec-11	Feb-12	May-12	Sep-16
Project O	\$108.6	Jan-01	Sep-09	Feb-09	Oct-11	Apr-12	Sep-12	Jan-13	Oct-16
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Sep-09	Feb-09	Dec-11	Mar-12	May-12	Aug-12	May-16
Project O	\$98.3	Jan-01	Sep-09	Feb-09	Jul-11	Jun-12	Oct-12	Feb-13	Oct-16
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Sep-09	Feb-09	Oct-11	Oct-12	Feb-13	May-13	Mar-17
Project O	\$110.6	Jan-01	Sep-09	Feb-09	Jan-13	Apr-13	Sep-13	Nov-13	Jun-17
17th Street Railroad Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Oct-14	Nov-17	TBD	TBD	TBD	TBD	TBD	TBD
Rail and Station Projects:									
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Feb-12	Apr-12	Apr-12	Jul-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Jul-11	Feb-12	Jun-12	Jun-12	Oct-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	Mar-15	May-16	May-16	Aug-16	Dec-16	Jan-19
Cost/Schedule Risk	\$34.1	Aug-11	Mar-14	Mar-15	Aug-18	Aug-18	Aug-18	Jan-19	Feb-21

Capital Action Plan

Status Through December 2018

Updated: January 21, 2019

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
OC Streetcar	\$424.4	Aug-09	Mar-12	Feb-16	Sep-17	Oct-17	Dec-17	Aug-18	Aug-21
Project S Cost/Schedule Risk	\$424.4	Aug-09	Mar-15	Feb-16	Nov-17	Dec-17	Dec-17	Sep-18	Nov-21
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	May-07	Oct-08	Jan-11	TBD	TBD	TBD	TBD
Project R Cost/Schedule Risk	\$34.8	Jan-03	May-07	Oct-08	Feb-11	Jul-19	Jul-19	Oct-19	Jun-21
Anaheim Canyon Station	\$27.9	Jan-16	Dec-16	Mar-19	May-19	May-19	Jul-19	Nov-19	Mar-21
	\$27.9	Jan-16	Jun-17	Mar-18	Jun-19	Jun-19	Aug-19	Nov-19	Mar-21
Orange Station Parking Expansion	\$33.2	Dec-09	Dec-12	Nov-10	Apr-13	Jul-16	Jul-16	Nov-16	Feb-19
	\$32.3	Dec-09	May-16	Nov-10	Apr-16	Jul-16	Jul-16	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Jan-12	Dec-13	Dec-13	Jun-14	Sep-14	Mar-17
Cost/Schedule Risk	\$4.6	N/A	N/A	Jan-12	Dec-13	Dec-13	Aug-14	Apr-15	Feb-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Jul-13	Aug-14	Aug-14	Sep-14	Jan-15	Apr-17
	\$5.2	Jul-13	Feb-14	Jul-13	Jul-15	Jul-15	Jul-15	Oct-15	Sep-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Jun-09	Feb-12	Feb-12	May-12	Jul-12	Nov-14
Project R & T	\$232.2	Apr-09	Feb-12	Jun-09	May-12	May-12	May-12	Sep-12	Dec-14

Note: Costs associated with landscape projects are included in respective freeway projects.

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins, or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, including certification of right-of-way, all agreements executed, contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-73 - San Joaquin Freeway (State Route 73)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

SR-22 - Garden Grove Freeway (State Route 22)

I-405 - San Diego Freeway (Interstate 405)

SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)

I-605 - San Gabriel River Freeway (Interstate 605)

SR-71 - Corona Expressway (State Route 71)

ADA - Americans with Disabilities Act

Capital Programs Division

Fiscal Year 2018-19 Performance Metrics Through December 2018

Begin Environmental

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
No "Begin Environmental" milestones scheduled for FY 2018-19									
Total Forecast/Actual	0	0	0	0	0	0	0	0	0

Complete Environmental

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-405, I-5 to SR-55	X	✓							
I-605/Katella Interchange			X	✓					
SR-57 (Northbound), Orangewood Avenue to Katella Avenue					X				
I-5, I-405 to SR-55							X		
Total Forecast/Actual	1	1	1	1	1	0	1	0	4

Begin Design

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
No "Begin Design" milestones scheduled for FY 2018-19									
Total Forecast/Actual	0	0	0	0	0	0	0	0	0

Complete Design

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
San Juan Capistrano Passing Siding	X	✓							
I-5, SR-73 to Oso Parkway	X	✓							
I-5, Alicia Parkway to El Toro Road							X		
Anaheim Canyon Metrolink Station							X		
Total Forecast/Actual	2	2	0	0	0	0	2	0	4

Construction Ready

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
San Juan Capistrano Passing Siding	X	✓							
Placentia Metrolink Station and Parking Structure					X				
Anaheim Canyon Metrolink Station							X		
I-5, SR-73 to Oso Parkway							X		
Total Forecast/Actual	1	1	0	0	1	0	2	0	4

Advertise Construction

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
San Juan Capistrano Passing Siding	X	✓							
I-5, Oso Parkway to Alicia Parkway			X	✓					
Placentia Metrolink Station and Parking Structure					X				
Total Forecast/Actual	1	1	1	1	1	0	0	0	3

Capital Programs Division

Fiscal Year 2018-19 Performance Metrics Through December 2018

Award Contract

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
OC Streetcar	X	✓							
I-5, SR-55 to SR-57			X	✓					
I-5, Oso Parkway to Alicia Parkway					X				
San Juan Capistrano Passing Siding					X				
Placentia Metrolink Station and Parking Structure							X		
Total Forecast/Actual	1	1	1	1	2	0	1	0	5

Complete Construction

Project Description	FY 19 Qtr 1		FY 19 Qtr 2		FY 19 Qtr 3		FY 19 Qtr 4		FY 19 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-5, Pico to Vista Hermosa	X	✓							
I-5, Pacific Coast Highway to San Juan Creek Road	X	✓							
Fullerton Transportation Center Elevator Upgrades			X						
Orange Metrolink Station Parking Structure					X				
SR-57 (Northbound), Orangethorpe Avenue to Lambert Road Landscape							X		
Total Forecast/Actual	2	2	1	0	1	0	1	0	5

Totals	8	8	4	3	6	0	7	0	25
--------	---	---	---	---	---	---	---	---	----

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, right-of-way certified, all agreements executed, and contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-73 - San Joaquin Freeway (State Route 73)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

I-605 - San Gabriel River Freeway (Interstate 605)

I-405 - San Diego Freeway (Interstate 405)

X = milestone forecast in quarter

✓ = milestone accomplished in quarter