AGENDA

Executive Committee Meeting

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

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California
Monday, June 1, 2020 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.

Guidance for Public Access to the Board of Directors Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/

Guidance for Public Access to the Board of Directors Meeting (Continued)

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to boardofdirectors@octa.net

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **30 minutes prior to the start time of the Board and Committee meeting dat**e.

Call to Order

Roll Call

Pledge of Allegiance
Chairman Jones

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 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.

2. Approval of Minutes

Approve the minutes of the Executive Committee meeting of May 4, 2020.

3. Amendment to Agreement for Service and Maintenance of Security Systems
Katrina L. Faulkner/Jennifer L. Bergener

Overview

In July 2017, the Orange County Transportation Authority entered into an agreement with Convergint Technologies LLC, to provide service and maintenance to the security systems, which includes the video management system, access control system, and duress alarm system, for a three-year term at the administration building and all operating bases. An amendment is required to increase the maximum cumulative payment obligation in order to accommodate additional project support.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-7-1676 between the Orange County Transportation Authority and Convergint Technologies LLC, in the amount of $65,000, for additional project support services. This will increase the maximum obligation of the agreement to a total contract value of $341,000.

4. Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee
Marissa Espino/Maggie McJilton

Overview

As part of the Measure M2 Environmental Cleanup Program, the Measure M2 Ordinance requires a 14-member Environmental Cleanup Allocation Committee to make recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for transportation-related water quality programs (The current three-year terms for all members will expire on June 30, 2020). Twelve of the existing committee members have expressed their desire to continue to serve, and replacements are recommended for two open seats.

Recommendations

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

B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Cleanup Program Environmental Cleanup Allocation Committee.

5. Measure M2 Quarterly Progress Report for the Period of January 2020 Through March 2020
Tamara Warren/Kia Mortazavi

Overview

Staff has prepared the Measure M2 quarterly progress report for the period of January 2020 through March 2020, for consideration by the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Regular Calendar

There are no Regular Calendar matters.

Discussion Items

6. Fiscal Year 2020-21 Budget Workshop Follow-up
Victor Velasquez/Andrew Oftelie

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board on May 11, 2020.

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, July 6, 2020**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

MINUTES

Executive Committee Meeting

Committee Members Present
Steve Jones, Chairman

Via teleconference:
Andrew Do, Vice Chairman
Laurie Davies
Michael Hennessey
Mark A. Murphy
Tim Shaw

Committee Members Absent
None

Staff Present
Darrell E. Johnson, Chief Executive Officer (CEO)
Jennifer L. Bergener, Deputy CEO
Laurena Weinert, Clerk of the Board
Martha Ochoa, Assistant Clerk of the Board
James Donich, General Counsel (teleconference)

Call to Order

The May 4, 2020 regular meeting of the Executive Committee (Committee) was called to order by Chairman Jones at 9:00 a.m.

Roll Call

The Clerk of the Board conducted an attendance Roll Call and announced there was quorum of the Committee.

Pledge of Allegiance

Chairman Jones 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 and 3)

2. Approval of Minutes

A motion was made by Director Davies, seconded by Vice Chairman Do, and following a roll call vote, declared passed 6-0, to approve the minutes of the Executive Committee meeting of April 6, 2020.

3. Adoption of the Orange County Transportation Authority's Public Transportation Agency Safety Plan

A motion was made by Director Davies, seconded by Vice Chairman Do, and following a roll call vote, declared passed 6-0, to adopt the Public Transportation Agency Safety Plan as required under 49 CFR Part 673.

Regular Calendar

4. Third Quarter Fiscal Year 2019-20 Capital Action Plan and Performance Metrics Report

Jim Beil, Executive Director of Capital Programs, highlighted the third quarter fiscal year 2019-20 Capital Action Plan milestones and project risks due to the novel coronavirus (COVID-19).

A discussion ensued regarding:

- Due to COVID-19, there are right-of-way (ROW) risks for the State Route 55 (SR-55) widening project that were highlighted, and there could be property owners that do not want to litigate.
- In approximately one to two months, the SR-55 project ROW risks and schedule impacts will be known.
- Staff is working with OCTA's General Counsel in regards to the SR-55 project ROW concerns.
- James Donich, OCTA's General Counsel, highlighted the shared-use agreement (SUA) status for the Placentia Metrolink Station. Additionally, he stated that the Southern California Regional Rail Authority is the SUA lead negotiator.
- The Placentia Metrolink Station and parking structure cannot move forward until the final SAU is approved, and the BNSF Railroad does not control the City of Placentia owned land.

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

5. Proposed Amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3

Kia Mortazavi, Executive Director of Planning, reported on the background and reasons for the proposed temporary amendment to the Measure M2 (M2) Ordinance No. 3, and James Donich, OCTA's General Counsel, highlighted the M2 Ordinance amendment process.

A discussion ensued regarding the following:

- Senate Bill 1 (SB 1) has a maintenance of effort (MOE) requirement for cities, which has not been modified.
- In some cases, the SB 1 MOE is higher than the M2 MOE and may vary for each city.
- By June 2020, the cities are required to certify the level of M2 MOE they can provide.
- Concerns that some cities decrease in revenues and not meeting the M2 MOE requirement. Additionally, the penalty for not meeting the MOE requirement is the city will be suspended from receiving M2 funds for the next fiscal year.
- Mr. Donich stated the following:
  - The proposed M2 amendment is within the confines of the M2 Ordinance.
  - Waiving the M2 MOE for a specific amount of time would be in violation of what was presented to the voters.
  - If the Board of Directors seek to waive the M2 MOE requirements, OCTA is required to go back to the electorate and have an election.
  - M2 revenues are not meant to supplant local funds for general fund dollars.
- The state construction index is used to adjust for inflation, and the last adjustment was in 2019. Staff highlighted the timelines and process for the next adjustment as defined in the M2 Ordinance.
- Historically, the cities exceed the M2 MOE requirements which cumulatively is just below $100 million.
- Darrell E. Johnson, CEO, highlighted the mechanics of the next adjustment, and the proposed amendment goes through fiscal year 2022.
- OCTA will know more information at the beginning of 2021 if additional relief is needed.

5. (Continued)

A motion was made by Vice Chairman Do, seconded by Director Hennessey, and following a roll call vote, declared passed 6-0, to:

A. Direct staff to initiate the process to amend the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 to address the anticipated near-term negative growth in general fund revenues as it relates to the maintenance of effort requirement.

B. Direct staff to set a date of June 22, 2020, for a public hearing and Board of Directors action to consider adoption of the amendment to the Orange County Local Transportation Authority Measure M2 Ordinance No. 3 as it relates to the maintenance of effort requirement.

C. Approve updates to the Fiscal Year 2020-21 Measure M2 Eligibility Guidelines, including revised maintenance of effort forms addressing the changes needed to implement the proposed amendment.

Discussion Items

6. Chief Executive Officer's Report

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

- OCTA's response efforts to the COVID-19 pandemic.
- Thanked the Committee Members for their leadership, support, and flexibility as OCTA does its part to continue serving the public in a manner that protects the public and OCTA's employees because of the pandemic.
- Today's M2 Ordinance discussion was important, and the Committee Members were thanked for their support.

7. Committee Members' Report

There were no Committee Members' reports.

8. Closed Session

There were no Closed Session items scheduled.

9. Adjournment

The Executive Committee meeting adjourned at 9:44 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Monday, June 1, 2020**, at the OCTA Headquarters, 550 South Main Street, Conference Room 07, Orange, California.

ATTEST

Laurena Weinert
Clerk of the Board

Steve Jones
Chairman

OCTA

June 1, 2020

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Service and Maintenance of Security Systems

Overview

In July 2017, the Orange County Transportation Authority entered into an agreement with Convergint Technologies LLC, to provide service and maintenance to the security systems, which include the video management system, access control system, and duress alarm system, for a three-year term at the administration building and all operating bases. An amendment is required to increase the maximum cumulative payment obligation in order to accommodate additional project support.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-7-1676 between the Orange County Transportation Authority and Convergint Technologies LLC, in the amount of $65,000, for additional project support services. This will increase the maximum obligation of the agreement to a total contract value of $341,000.

Discussion

A security service and maintenance contract is required to ensure the Orange County Transportation Authority's (OCTA) security systems perform as required and operability issues are resolved in a timely manner. This agreement is time and expense, and while some calls for service or maintenance can be anticipated and planned for, the majority of service calls are unexpected. OCTA entered into a contract for these services with Convergint Technologies, LLC in July 2017, and since that time, an increase in unforeseen security service calls has exhausted the current contract capacity. Examples of recent unplanned maintenance and repairs include repairing door lock solenoids, addressing pin/latch misalignments, and replacing card readers as it relates to access control equipment. Additionally, addressing power issues, replacing batteries

and supply boards, addressing server updates, and installing cameras related to the video management system were all unplanned service calls.

Procurement Approach

The procurement was originally handled in accordance with OCTA Board of Directors (Board)-approved procedures for professional and technical services. The original agreement was awarded by the Contracts Administration and Materials Management (CAMM) Department for a three-year term, in the amount of $240,000. CAMM has issued one amendment as described in Attachment A.

The term of the agreement is through August 31, 2020. Amending the agreement will increase the maximum cumulative payment obligation by $65,000, bringing the total contract value to $341,000.

Fiscal Impact

Funds are included in OCTA's Fiscal Year 2019-20 Budget, Security and Emergency Preparedness Department, accounts 1316-7611-A5310-0J0, 1316-7611-A5310-0J1, 1316-7611-A5310-0J2, 1316-7611-A5310-0J3, and 1316-7611-A5310-0RR, and is funded through local funds.

Summary

Staff is recommending the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-7-1676 with Convergint Technologies LLC, in the amount of $65,000, thereby increasing the total contract value to $341,000, for service and maintenance of security systems.

Attachment

A. Convergint Technologies LLC, Agreement No. C-7-1676 Fact Sheet

Prepared by:

Katrina L. Faulkner
Manager, Security and Emergency Preparedness
714-560-5719

Approved by:

Jennifer L. Bergener
Chief Operating Officer, Operations/
Deputy Chief Executive Officer
714-560-5462

Virginia Abadessa
Director, Contracts Administration and Materials Management
714-560-5623

ATTACHMENT A

Convergint Technologies LLC
Agreement No. C-7-1676 Fact Sheet

1. July 31, 2017, Agreement No. C-7-1676, $240,000, approved by the Contracts Administration and Materials Management (CAMM) Department.

   - Agreement to provide service and maintenance of security systems.

   - Term of the agreement is effective through August 31, 2020.

2. September 9, 2019, Amendment No. 1 to Agreement No. C-7-1676, $36,000, approved by CAMM.

   - Amendment to increase the maximum cumulative payment obligation for the purchase of ID badges.

3. June 8, 2020, Amendment No. 2 to Agreement No. C-7-1676, $65,000, pending Board of Directors approval.

   - Amendment to increase the maximum cumulative payment obligation.

Total committed to Convergint Technologies LLC, Agreement No. C-7-1676, in the amount of $341,000.

OCTA

June 1, 2020

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee

Overview

As part of the Measure M2 Environmental Cleanup Program, the Measure M2 Ordinance requires a 14-member Environmental Cleanup Allocation Committee to make recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for transportation-related water quality programs (The current three-year terms for all members will expire on June 30, 2020). Twelve of the existing committee members have expressed their desire to continue to serve, and replacements are recommended for two open seats.

Recommendations

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

B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Cleanup Program Environmental Cleanup Allocation Committee.

Background

The Environmental Cleanup Program (ECP), Project X, provides Measure M2 (M2) revenues to local jurisdictions to help improve overall water quality in Orange County from transportation-generated pollution. Funds are allocated on a countywide competitive basis and are intended to supplement, not supplant, existing transportation-generated water quality programs. These grants are awarded to priority projects improving water quality that have a nexus to transportation-related pollution, consistent with the Orange County Transportation Authority's (OCTA) M2 Ordinance No. 3.

The ECP was launched in fall 2007 with the creation of the Environmental Cleanup Allocation Committee (ECAC). The ECAC is responsible for developing the program and making funding recommendations for consideration and approval by the OCTA Board of Directors (Board). The M2 Ordinance defines the role and composition of the ECAC, a 14-member committee that includes one representative from the County of Orange, the California Department of Transportation, the development industry, the scientific/academic community, and a private or non-profit organization involved in environmental and water quality protection/enforcement matters (Attachment A). The ECAC also includes a city representative from each of the five supervisorial districts and two representatives from a water or wastewater public entity. In addition, a representative from the Santa Ana Regional Water Quality Control Board and the San Diego Regional Water Quality Control Board are designated to serve on the ECAC as non-voting members.

Discussion

The M2 Ordinance requires the Board to appoint ECAC members. Two current members have chosen not to seek reappointment for the ECAC and candidates have been recommended. Terms of service are three years, with no term limits.

Applications were reviewed by OCTA staff and the ECAC Chair, as has been the case for all past recruitments. Current ECAC Chair Garry Brown, President of Orange County Coastkeeper, has recommended two applicants for Board approval.

One of the vacant seats includes a representative from a water or wastewater public entity. Marilyn Thoms from the East Orange County Water District (EOCWD) has been recommended as the water or wastewater member (Attachment B). Ms. Thoms, EOCWD's Water Resource consultant, serves as the Project Manager for the proposed Foothill Runoff Environmentally Sustainable Habitat Stormwater Management Project and manages the preparation of the Local Hazard Mitigation Plan. Before consulting, Ms. Thoms was a Manager of the Watershed Management Division for the Orange County Environmental Resources Service Area.

For the second vacant seat, Danny H. Kim, Ph.D. has been recommended as the scientific/academic representative (Attachment C). Dr. Kim, Associate Professor, California State University, Fullerton Department of Public Health, teaches various courses in environmental health, which include water quality protection and cleanup.

A total of 12 existing ECAC members have expressed a desire to continue to serve on the committee for an additional three-year term. The recommended ECAC Roster is enclosed (Attachment D).

Summary

The three-year term for members of the M2 Environmental Cleanup Allocation Committee will end on June 30, 2020. There are no term limits. Twelve existing committee members have expressed interest in serving another term and are being recommended for reappointment, and replacements are recommended for two open seats.

Attachments

A. Orange County Local Transportation Authority Ordinance No. 3 July 24, 2006. Pages B-17 and B-18
B. Marilyn Thoms Recommendation Letter and Resume
C. Danny H. Kim, Ph.D. Curriculum Vitae
D. Recommended Environmental Cleanup Allocation Committee 2020 Roster

Prepared by:

Marissa Espino
Community Relations Specialist, Principal
714-560-5607

Approved by:

Maggie McJilton
Interim Executive Director, External Affairs
714-560-5824

ATTACHMENT A

Orange County Local Transportation Authority
Ordinance No. 3 July 24, 2006. Pages B-17 and B-18.

ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

ORDINANCE NO. 3

JULY 24, 2006

Orange County Local Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-6282

designing Community Based Transit/Circulators projects to provide effective and user-friendly transit connections to countywide bus transit and Metrolink services.

2. To be eligible to receive Net Revenues for Community Based Transit/Circulators projects, an Eligible Jurisdiction must execute a written agreement with the Authority regarding the respective roles and responsibilities pertaining to construction, ownership, operation and maintenance of the Community Based Transit/Circulators project.

3. Allocations of Net Revenues shall be determined pursuant to a countywide competitive procedure adopted by the Authority. This procedure shall include an evaluation process and methodology applied equally to all candidate Community Based Transit/Circulator projects. Eligible Jurisdictions shall be consulted by the Authority in the development of the evaluation process and methodology.

4. An Eligible Jurisdiction may contract with another entity to perform all or part of a Community Based Transit/Circulators project.

VII. <u>ALLOCATION OF NET REVENUES; ENVIRONMENTAL CLEANUP PROGRAMS/PROJECTS.</u>

A. An Eligible Jurisdiction may contract with any other public entity to perform all or any part of an Environmental Cleanup project.

B. Allocation Committee.

1. The Allocation Committee shall not include any elected public officer and shall include the following twelve (12) voting members:

(i) one (1) representative of the County of Orange;

(ii) five (5) representatives of cities, subject to the requirement for one (1) representative for the cities in each supervisorial district;

(iii) one (1) representative of the California Department of Transportation;

(iv) two (2) representatives of water or wastewater public entities;

(v) one (1) representative of the development industry;

(vi) one (1) representative of the scientific or academic community;

(vii) one (1) representative of private or non-profit organizations involved in environmental and water quality protection/enforcement matters;

In addition, one (1) representative of the Santa Ana Regional Water Quality Control Board and one (1) representative of the San Diego Regional Water Quality Control Board shall be non-voting members of the Allocation Committee.

2. The Allocation Committee shall recommend to the Authority for adoption by the Authority the following:

a. A competitive grant process for the allocation of Environmental Cleanup Revenues, including the highest priority to capital improvement projects included in a Watershed Management Area. The process shall give priority to cost-effective projects and programs that offer opportunities to leverage other funds for maximum benefit.

b. A process requiring that Environmental Cleanup Revenues allocated for projects and programs shall supplement and not supplant funding from other sources for transportation related water quality projects and programs.

c. Allocation of Environmental Cleanup Revenues for proposed projects and programs.

d. An annual reporting procedure and a method to assess the water quality benefits provided by completed projects and programs.

ATTACHMENT B

EAST ORANGE COUNTY WATER DISTRICT

185 N. McPherson Rd.
Orange, Ca 92869

P: 714-538-5815
F: 714-538-0334

eocwd.com

BOARD OF DIRECTORS

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Lisa Ohlund
General Manager

April 30, 2020

Ms. Marisa Espino
Community Relations Officer
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92868

Subject: Applicant for OCTA Water Quality Committee

Dear Ms. Espino:

Per your email of Tuesday, April 14, 2020 seeking applicants from water and/or wastewater agencies to fill a vacancy on the OCTA Water Quality Committee, East Orange County Water District (District) is submitting this letter, application and resume of Marilyn Thoms to serve as our Agency Representative.

East Orange County Water District provides wholesale water and retail water and sewer service to a population of between 5,500 and 85,000 (depending on the service) located in Central Orange County. Ms. Thoms' is the District's Water Resource Consultant, and should she be selected for this Committee would serve solely representing the District and no other interests.

Please feel free to contact me should you have any questions.

Sincerely,

Lisa Ohlund
General Manager

MARILYN T. THOMS
13341 Ethelbee Way, North Tustin, CA 92705
(714) 679-9999
Marilynthoms1@gmail.com

PROFESSIONAL SUMMARY

Talented, results-producing Project Manager with a proven record of accomplishment in planning, funding and constructing a variety of public work projects. Solid leadership skills with the ability to lead top-performing teams while completing projects on schedule and within budget.

PROFESSIONAL EXPERIENCE

Principal, Solutions Project Management, North Tustin, CA March 2018 – Present

Collaborate with engineering and construction teams to plan, develop, finance and implement infrastructure, water resource and environmental projects. Managed a septic to sewer conversion project for a sewer agency, prepared and were awarded grants for water agencies, and prepared preliminary documents for a stormwater capture and reuse project. Currently working on preparing a Local Hazard Mitigation Plan and compliance documents for the America's Water Infrastructure Act of 2018.

Public Works Division Manager, County of Orange, CA July 2003 – March 2018

As Manager of the Watershed Management Division for the Orange County Environmental Resources Service Area, was responsible for selection, training, supervision and leading a multi-disciplinary staff of 14 professional Engineers, Scientists and Administrative staff comprising the Environmental Engineering, Watershed Management, Mitigation and Administrative units.

The Environmental Engineering Unit was responsible for planning, design and construction oversight for water quality projects such as surface water quality treatment plants, stormwater capture and reuse projects, sustainable landscaping for County of Orange buildings, and channel trash capture systems.

The Watershed Management Unit was responsible for coastal and watershed Corps of Engineers projects including: planning, funding, coordination and construction oversight of the $50M Upper Newport Bay Ecosystem Restoration Project and feasibility studies for the San Juan Creek, Aliso Creek, Westminster Channel and Coyote Creek. Unit also served as the

Integrated Regional Watershed Management lead for California Proposition 50, 84 and 1, responsible for securing nearly $100M in grant funding.

The Compensatory Mitigation Program was responsible for managing the OC Public Works Capital Improvement Program assets to ensure permit compliance as well as anticipated future needs. The County is currently responsible for the performance and maintenance of over 50 sites throughout Orange County and works closely with all regulatory/permitting agencies on compliance and annual report submittals.

The Administrative Unit was responsible for managing the Environmental Resources Service Area annual budget as well as building maintenance and personnel matters.

Previous Experience for Architect, Engineering and Construction firms 1980 - 2003

- Project Management for land entitlement, grading, residential and commercial developments throughout Orange County
- Experienced working with Federal, State, local and Non-governmental organizations
- Business Development
- Strategic and Succession Planning
- Acquisition and Mergers
- Governmental Affairs
- Grant Identification and Preparation
- Proposal Development
- Stakeholder Outreach
- Project Permitting
- Training
- Mentorship

EDUCATION AND ACTIVITIES

Bachelor of Science, California Polytechnic State University, San Luis Obispo, California
Business Law (3o units), Western State College of Law, Fullerton, California
Certificate in Project Management, American Strategic Management Institute
State of California Adult Education and Training Teaching Certificate
Graduate, Orange County Leadership Academy
Orange County Emergency Operations Center Public Information Officer (retired)
Board Member, Orange County Historical Commission (appointed by OC 3rd District Supervisors Campbell, Spitzer and Wagner)
President, Orange County Academic Decathlon Foundation, OC Department of Education
Former Chair and Current Member, Assistance League of Tustin

Curriculum Vitae

Danny H. Kim, Ph.D.

Associate Professor, Department of Public Health
California State University, Fullerton
P.O. Box 6870
Fullerton, CA 92834-6870
(657) 278-5649 *voice*
(657) 278-5317 *fax*
dannykim@fullerton.edu

EDUCATION

***Post-Doctoral Fellow**, University of California, Los Angeles (UCLA), CA, Environmental Health Sciences, 2006*
***Ph.D.**, UCLA, CA, Environmental Health Sciences, 2005*
***B.S.**, University of California, Berkeley, CA, Chemistry, 1998*

ACADEMIC EXPERIENCE

Teaching Experience

Associate Professor, Public Health, CSUF, Fullerton, California (2014 – current)
Assistant Professor, Public Health, CSUF, Fullerton, California (2008 – 2014)
Visiting Research Assistant, UCLA (2009)
Part-time Instructor, Chemistry, Azusa Pacific University, Azusa, California (2007 – 2008)
Part-time Instructor, Chemistry, Cerritos College, Cerritos, California (2007 – 2008)
Part-time Instructor, Chemistry, Coastline Community College, Garden Grove, California (2007 – 2008)
Part-time Instructor, Environmental Health Sciences, UCLA, Los Angeles, California (2006y – 2007)

Courses Taught

California State University, Fullerton (CSUF). Department name changed from Health Science (HESC) to Public Health (PUBH) in 2019.
PUBH 115: Introduction to Environmental Health and Safety
PUBH 415: Environmental Health
PUBH 416: Global Issues in Environmental Health
PUBH 421: Infectious Disease Epidemiology
PUBH 462: Environmental Toxicology and Health
PUBH 515: Advanced Environmental Health
ENST 595T: Special Topics (Environmental Toxicology)
ENST 595T: Special Topics (Atmospheric Pollution)

University of California, Los Angeles (UCLA)
EHS 100: Environmental Health Sciences

Azusa Pacific University (APU), CA
CHEM 201: Introduction to Chemistry
CHEM 151: General Chemistry, Lab
CHEM 152: General Chemistry II, Lab

Cerritos College, CA
CHEM 110: Elementary Chemistry, Lab

Coastline Community College, CA
CHEM 180: General Chemistry A
CHEM 185L: General Chemistry B, Lab

Awards
2018: Faculty Advisor of Distinction, California State University, Fullerton (CSUF)
2015: Outstanding Teaching Award at the College of Health and Human Development, CSIF

Course Development at CSUF
2019: PUBH 467 – Food Safety
2018: PUBH 466 – Hazardous Materials, Regulations, and Emergency Response
2015: PUBH 115 – Introduction to Environmental Health and Safety
2010: PUBH 416 – Global Issues in Environmental Health
2010: PUBH 462 – Environmental Toxicology and Health
2010: PUBH 463 – Atmospheric Pollution and Health

SCHOLARLY ACTIVITY

Grants, Fellowships, Contracts, Research
2017-2018 – Faculty Enhancement and Instructional Development grant, CSUF, $4000
2012-2013 – Faculty Enhancement and Instructional Development grant, CSUF, $4000
2010-2011 – Jr./Sn. Faculty Research Grant, CSUF, $5000
2004-2005 – Dissertation Year Fellowship, UCLA, $17,500
2000-2004 – UC Toxic Substance Research and Teaching Program student fellowship, UCLA, $100,000

Journal Publications
*Meh, C., Gill, J., & **Kim, D. H. (2013).** A comparison of skin cancer knowledge, attitude, and protective behavior in African American students in east and west coasts. *Californian Journal of Health Promotion, 11 (3), 25-35.*
*Haines, M. S., & **Kim, D. H.** (2013). A study of the effects of physical activity on asthmatic symptoms and obesity risk in elementary school–aged children. *American Journal of Health Education, 44 (3), 156-161.*
Kim, D. H., Faull, K. F., & Eckhert, C. D. (2011). Utilization of negative ion ESI-MS and tandem mass spectrometry to detect and confirm the NADH-boric acid complex. *Journal of Chemical Education, 88 (1), 106-110.*
Barranco, W. T., **Kim, D. H**., Stella, S. L. jr., & Eckhert, C. D. (2009). Boric acid inhibits stored Ca(2+) release in DU-145 prostate cancer cells. *Cell Biology and Toxicology, 25(4), 309-320.*
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Books
Kim, D. H., & McMahan, S. (2012). DDT and Environmental Health. In R. H. Friis (Ed.) *The Praeger Handbook of Environmental Health* (Volume 2, Chapter 17, pp. 427-451). Santa Barbara, CA: Praeger
Eckhert, C. D., Barranco, W. T., & **Kim, D. H.** (2007). Boron and prostate cancer a model for understanding boron biology. In Xu, F. et al. (Eds.), *Advances in plant and animal boron nutrition : proceedings of the 3rd International Symposium on all Aspects of Plant and Animal Boron Nutrition* (pp. 297-297). New York, NY: Springer.

Conference Presentations
Kim, D. H., & *Hakimi, J. A. (2018). *The effect of simple house cleaning on management of indoor mold spores.* Anaheim, CA: National Environmental Health Association 2018 Conference (Oral presentation).

Kim, D. H., & *Choe, J. Y. (2017). *Sun protection behaviors of Southern California athletically active students*. Las Vegas, NV: International Organization of Social Sciences and Behavioral Research (IOSSBR)/

*Bui, P., & **Kim, D. H.** (2012). *Knowledge, Risk Perception, and Barriers Related To Tuberculosis Screening and Treatment among Foreign Born Vietnamese in Orange County.* San Francisco, CA: American Public Health Association's (APHA) 140th Annual Meeting and Exposition.

*Meh, C., Gill, J. & **Kim, D. H.** (2012). *Melanin: A Friend or Foe? A comparison of skin cancer knowledge, attitude, and protective behavior in African American students in East and West Coasts.* National Harbor, Maryland: 2012 Science of Eliminating Health Disparities Summit (NIH/NIMHD).

*Haines, M. S., & **Kim, D. H.** (2011). *Promoting physical activity for children with moderate persistent asthma can reduce asthmatic symtoms and obesity*. Los Angeles, CA: Southern California Public Health Association Winter 2011 Conference.

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*Hadorn, J., & **Kim, D. H.** (2010). *College Students Misconceptions Between Knowledge and the Appropriate Use of Antibiotic.* Orange, California: Southern California Public Health Association (SCPHA) 2010 Annual Conference.

*Li, J.-T., Fu, L.-M., & **Kim, D. H.** (2009). *Acupuncture for Children's Disorders: A Review of Randomized Control Trials.* Santa Barbara, California: Extravaganza 2009 - Discover and Experience the Benefits of Complementary and Alternative Health.

Kim, D. H., Faull, K. F., & Eckhert, C. D. (2004). *Association constants of cyclic ADP-ribose (cADPR) and nicotinic acid adenine dinucleotide phosphate (NAADP) with borate were determined by electrospray ionization mass spectrometry (ESI-MS).* Washington D.C: Experimental Biology Conference, FASEB J. 18, 351.4, Boron and Chromium Minisymposium, oral presentation by Danny Kim.

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Kim, D. H., Faull, K. F., & Eckhert, C. D. (2003). *Boron adduction to nucleotides is determined by charge and phosphorylation state*. San Diego, CA: Experimental Biology conference, FASEB, J. 17, 434.7, Boron and Chromium Minisymposium, oral presentation by Danny Kim.

Kim, D. H., Faull, K. F., & Eckhert, C. D. (2003). *Characterization of borate binding to nucleotides using electrospray ionization mass spectrometry (ESI-MS) and 11B NMR*. Santa Fe, NM: UC TSR&TP Toxic Mechanisms Workshop on Genomics/Proteomics/Metabolomics and Annual Meeting, oral presentation by Danny Kim.

Kim, D. H., Faull, K. F., & Eckhert, C. D. (2003). *Investigation of relative bindings of boron adduction to nicotinamide nucleotides using electrospray ionization mass spectrometry (ESI-MS) coupled with selective ion monitoring (SIM) and multiple reaction monitoring (MRM)*. Oakland, CA: TSR&TP 16th Annual Research Symposium, Abstract number 60.

Kim, D. H., Faull, K. F., & Eckhert, C. D. (2002). *Boron addition to NAD+/NADH as studied by mass spectrometry and 11B NMR*. Long Beach, CA: TSR&TP 15th Annual Research Symposium, Abstract number 100.

Kim, D. H., Marboise, B. N., Faull, K. F., & Eckhert, C. D. (2002). *Boron addition to NAD+/NADH as studied by mass spectrometry and 11B NMR*. Berkeley, CA: 11th International Symposium on Trace Elements in Man and Animals.

Kim, D. H., Eckhert, C. D., & Faull, K. F. (2001). *Investigation of boron addition to NAD+/NADH using mass spectrometry*. Lake Tahoe, CA: TSR&TP 14th Annual Research Symposium, Abstract number 85.

Kim, D. H., Faull, K. F., Marbois, B. N., & Eckhert, C. D. (2001). *Investigation of boron addition to nucleotides using electrospray ionization-mass spectrometry (ESI-MS)*. Santa Fe, NM: UC TSR&TP Toxic Mechanisms Workshop on Genomics/Proteomics/Metabolomics and Annual Meeting, oral presentation by Danny Kim.

Kim, D. H., Marbois, B. N., Faull, K. F., & Eckhert, C. D. (2001). *Detection of NAD+/NADH boration by mass spectrometry* Orlando, FL: Experimental Biology Conference, FASEB, 15(5), 745.3.

Kim, D. H., Marbois, B. N., Faull, K. F., & Eckhert, C. D. (2001). *Investigation of boron addition to nucleotides using electrospray ionization-mass spectrometry (ESI-MS)*. San Francisco, CA: 40th Annual Meeting of Society of Toxicology, Journal of the Society of Toxicology Supplement, 60(1), 1715.

SERVICE ACTIVITIES

Professional Service

Member

2017 – Present: National Environmental Health Association (NEHA); Member
2014 – Present: Society of Toxicology (SOT); Associate Member
2001 – Present: Delta Omega, Iota chapter-honorary society in public health; Member
2009 – 2014: American Chemical Society (ACS); Member
2011 – 2012: American Public Health Association (APHA); Member
2011 – 2011: International Organization of Social Sciences and Behavioral Research; Member
2009 – 2010: Southern California Public Health Association; Member

Publication Reviewer/Editor

2009 – Present: The Californian Journal of Health Promotion (Section editor)
2017 – 2019: The Journal of Public Health Issues and Practices (Editorial board member).
2009 – 2011: California Journal of Environmental Health (Reviewer)

Professional Committees/Boards

2009 – Present: Advisory Board Member of Health Promotion Research Institute (HPRI), CSUF
2010 – Present: Faculty Member of Center for Cancer Disparities Research, CSUF
2008 – 2009: University Representative to California Conference of Directors of Environmental Health (CCDEH), Region IV

Other Professional Activities

2015 – Present: Faculty Advisor of American Society Safety Professionals (ASSP) student section
2018: Keynote speaker/presenter at California Environmental Health Association (CEHA), Citrus Chapter
2014: Presenter at UEE international Presentation – for Hubei Public Health Program, CSUF
2011: Presenter at UEE International Presentation – for Jingzhou Municipal Health Department, CSUF
2010 – 2011: Organizer of H1N1 vaccine clinic, CSUF
2009: Media interview – "Swine Flu – What is the Danger?" by Valerie Orleans for INSIDE, CSUF

University Service

University Committees

2012 – Present: Member of the University Alcohol & Drugs Committee

2008 – Present: Council Member of Environmental Studies Program

2019 – Present: Member of the University General Education Committee

2016: Member of the University IT Committee

2016: Search committee member for the University librarian

2013 – 2014: Search committee member for the University librarian

2012 – 2013: **Chair** of the University Library Committee

2011 – 2012: Member of the University Library Committee

2011 – 2012: Advisory Board Member for the University Extended Education - Healthcare Information Technology

2009 – 2010: Member of the University General Education Committee
2009: Member of the ad hoc University Pandemic H1N1 Group Committee

College Committees

2012 – 2015: Member of the HHD College Information Technology Committee
2011: Intramural Awards Reviewer for HHD
2008 – 2011: Member of the HHD College Information Technology Committee

Department Committees

2008 – Present: **Track/Concentration Coordinator** of the Environmental and Occupational Health and Safety (EOHS) in the Department of Health Science/Public Health
2016 – Present: Member of the Undergraduate Committee
2011 – 2019: Member of the MPH Program Committee
2017: **Chair** of the Faculty Search Committee (Requisition ID: 9712BR)
2011 – 2017: Member of the MPH Comprehensive Exam Committee
2016: **Chair** of Department Personnel Committee
2016: **Chair** of the Faculty Search Committee (Requisition ID: 8860BR)
2014 – 2015, 2017: Member of the Department Personnel Committee
2013 to 2015: **Chair** of the MPH Admission Committee
2012 to 2014: Member of the Space and Equipment Committee
2012: Member of the Full-Time Lecturer Search Committee
2011 – 2013: Member of the MPH Colloquia/Workshop Committee
2011 – 2013: Member of the MPH Admissions Committee
2011 – 2012: Member of the MPH Awards and Scholarship Committee
2011: Member of the Undergraduate Assessment Committee
2010: **Chair** of the Faculty Search Committee (Requisition ID: 23603G-11-017)
2009: Member of the Faculty Search Committee

Community Service

Community Presentations

2014: "Facts & Myths about OC's Drinking Water," Orange County Nutrition & Physical Activity Collaborative (NuPAC), May 15th, 2014
2010: "Rethink your Drink," Orange County Nutrition & Physical Activity Collaborative (NuPAC), December 3rd, 2010.

ATTACHMENT D

Recommended
Environmental Cleanup Allocation Committee
2020 Roster

Chairman Garry Brown
Executive Director & Chief Executive Officer
Orange County Coastkeeper

Marc Brown
Environmental Scientist
Regional Planning Programs Section 401 Coordinator
Santa Ana Regional Water Quality Control Board

Dan Kim*
Associate Professor
California State University, Fullerton
Department of Public Health

Jill Ingram
City Manager
City of Seal Beach

Keith Linker
Principal Civil Engineer, Dept. of Public Works
City of Anaheim

Hector B. Salas
Associate Environmental Planner,
NPDES/ Storm Water Unit
Caltrans

Grant Sharp
Manager of the Environmental Monitoring Division of OC Public Works
County of Orange

Mark Tettemer
Recycled Water Development Manager
Irvine Ranch Water District

Jeff Thompson
Vice President Development Engineering
Rancho Mission Viejo, LLC

Marilyn Thoms*
Water Resource Consultant
East Orange County Water District

Alex Waite
Senior Management Analyst, Public Works and Engineering
City of Tustin

Helen Yu
Water Resources Control Engineer
Storm Water Management Unit,
California Regional Water Quality Control Board, San Diego Region

Dennis Wilberg
City Manager
City of Mission Viejo

Marwan N. Youssef
Public Works Director/City Engineer
City of Westminster

*Recommended New Members

June 1, 2020

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of January 2020 Through March 2020

Overview

Staff has prepared the Measure M2 quarterly progress report for the period of January 2020 through March 2020, for consideration by the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

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

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan but adhering to numerous specific requirements and high standards of quality called for in the measure, as identified in the ordinance. Ordinance No. 3 requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the OCTA Board of Directors (Board). On September 25, 2017, the Board approved externally rebranding M2 to OC Go to promote OCTA's Measure M awareness and public perception, as well as to avoid confusion with the similarly named

Los Angeles County Metropolitan Transportation Authority's "Measure M." M2 progress is summarized in these quarterly progress reports, which are posted online for public review.

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of January 1, 2020 through March 31, 2020 (Attachment A). The quarterly report is designed to be easy to navigate and public friendly. The report includes budget and schedule information provided from the Capital Action Plan, Local Fair Share and Senior Mobility Program payments made to cities during the quarter, as well as total distributions from M2 inception through March 2020.

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

Future Outlook

At the Board's direction, OCTA contracts with two local economists to monitor and analyze key early warning indicators affecting the construction market. The information is incorporated in a cost pressure index model to identify potential cost risk factors on M2 project delivery. The results of the analysis were presented to the Board on October 28, 2019, and identified that OCTA will potentially experience a moderate cost environment of two to six percent inflation during 2020 through 2022. To reduce the potential risk of cost pressures, information from this analysis was incorporated into the M2 cashflow for the 2019 updated Next 10 Delivery Plan.

During the quarter, the consultant team completed an update of the cost pressure index model. The report was finalized prior to the novel coronavirus (COVID-19) being declared a pandemic by the World Health Organization on March 11, 2020. The update indicates reduced cost pressures from a range of two to six percent inflation to one to two percent inflation in 2021 and 2022.

There is a great deal of uncertainty regarding the extent of COVID-19 impacts on the construction market. Staff will continue to monitor impacts closely and update the Board as appropriate. A discussion of COVID-19 impacts to M2 can be found on page 7.

Ordinance Safeguards

The PMO annually reviews and updates an M2 ordinance Compliance Matrix, which is created to ensure that OCTA tracks compliance with all requirements in Ordinance No. 3. During the quarter, the annual review for January 1, 2019 to December 31, 2019, was completed by the PMO in coordination with the responsible OCTA points of contact. The matrix was shared with the Taxpayers Oversight Committee (TOC) Audit Subcommittee and with the full TOC on May 12, 2020 as an information item.

Ordinance No. 3 includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in delivery of M2 as promised to the voters. The fourth of these performance assessments, covering the period of July 1, 2015 through June 30, 2019, was completed and presented to the Board on March 11, 2019. The final report on the status of action items from the eight recommendations for enhancements identified in the performance assessment was provided to the Regional Planning and Highways (RPH) Committee on January 6, 2020, and to the Board on January 13, 2020. There are no outstanding action items.

Progress Update

The following provides an overview of M2 accomplishments to date by mode, as well as highlights of activities that occurred during the third quarter of fiscal year (FY) 2019-2020.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. Currently, while in year nine of the 30-year program, 12 project segments are complete, three are in construction, and another three are readying for construction. The remaining 12 project segments are in various stages of project development, with eight (included in the 2019 updated Next 10 Delivery Plan) of those slated to go into construction and be complete or near complete by 2026.

Key freeway project activities taking place this quarter, along with updates are highlighted below.

- Interstate 5 (I-5), between Interstate 405 (I-405) and State Route 55 (SR-55) - The final environmental document was approved on January 7, 2020, and the final project report was approved on February 28, 2020.

This project has been split into two segments for delivery purposes and is being advanced through construction as approved in the updated 2019 Next 10 Delivery Plan. The request for proposals (RFP) for design of Segment 1 (I-405 to Yale Avenue) is anticipated to be released in late 2020 and the RFP for Segment 2 (Yale Avenue to SR-55) is anticipated to be released in mid-2020. (Project B)

- I-5/El Toro Road Interchange Project update was provided to the RPH Committee on March 2, 2020, and to the Board on March 9, 2020. OCTA is working with the cities of Laguna Hills, Laguna Woods, and Lake Forest, as well as the California Department of Transportation (Caltrans) to procure a consultant to facilitate a review of scoping of the project alternatives. (Project D)

- SR-55 between I-5 and State Route 91 (SR-91) - The environmental phase was completed on March 30, 2020. Based on funding availability, the design of this project is anticipated to begin in early 2022. (Project F)

- SR-91 project segment between Acacia Street and La Palma Avenue - RFP for design was approved for release by the Board on March 9, 2020. This is the westernmost of three segments of the SR-91 between State Route 57 and SR-55. It is anticipated that all three segments will be in the design phase by the end of 2020. (Project I)

- I-405 between State Route 73 (SR-73) and Interstate 605 (I-605) - Construction on the project is proceeding and a full project update was provided to the RPH Committee on January 6, 2020, and to the Board on January 13, 2020. (Project K)

Streets and Roads

Since 2011, approximately $814 million[1] has been allocated to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs. Additionally, M2 provided $144 million, a portion of the $664 million total project cost, to grade separate seven street and rail crossings, leveraging the majority of the funds ($520 million) from local, state, and federal sources.

[1] Excludes suspended funds. On May 13, 2019, the Board determined the City of Santa Ana and City of Stanton ineligible to receive all net M2 revenues. An item was brought to the Board on April 13, 2020, sharing audit results finding the cities in compliance, and the Board determined the cities eligible to receive net M2 revenues again.

- Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP) 2020 call for projects (call) resulted in eight applications received for the 2020 RCP and seven applications for the 2020 RTSSP. During the quarter, staff reviewed the applications for eligibility, consistency, and adherence to guidelines and overall program objectives. Programming recommendations for 14 projects totaling $35.5 million were presented to the RPH Committee on May 4, 2020, and to the Board on May 11, 2020. (Project O and Project P).

Transit

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

Since 2011, M2 has provided competitive multi-year funding commitments for bus and station van extension services connecting to Metrolink ($483,133 to date), local community-based transit circulators and planning studies ($32.6 million to date), bus stop improvements ($1.9 million to date), and funding to support specific programs to meet the needs of seniors and persons with disabilities ($77.6 million[2] to date). Key transit project activities taking place this quarter are highlighted below.

- OC Streetcar quarterly update was provided to the Transit Committee on March 12, 2020, and to the Board on March 23, 2020. The update included information on status of construction activities and vehicle delivery. (Project S)

- Community-Based Transit Circulator Program fourth call and updated program guidelines were approved by the Board on October 14, 2019, providing $9 million in competitive funding. A total of 18 applications were received by the December 12, 2019 deadline. During the quarter, OCTA staff scored the applications consistent with revised program guidelines. Programming recommendations for six capital and operating reserves and three planning studies, totaling $9.2 million, were presented to the Transit Committee on April 9, 2020, and to the Board on April 13, 2020. (Project V)

[2]Excludes suspended funds. On May 13, 2019, the Board determined the cities of Santa Ana and Stanton ineligible to receive all net M2 revenues. An item was brought to the Board on April 13, 2020, sharing audit results finding the cities in compliance, and the Board determined the cities eligible to receive net M2 revenues again.

Environmental Programs

The M2 Program includes two innovative programs, the Environmental Cleanup Program (ECP) with specific activity, and the Environmental Mitigation Program (EMP) with funding from the M2 Freeway Program. The ECP improves water quality by addressing transportation related pollutants, while the EMP offsets biological impacts of freeway projects.

Since 2011, the ECP has allocated approximately $49.9 million to local jurisdictions through a competitive process, which funded 170 projects for trash removal devices (Tier 1), and 19 projects for large scale water quality best management practices projects (Tier 2). It is estimated that nearly eight million gallons of trash are captured annually, which is the equivalent of filling 50 Olympic-size swimming pools since inception of the program.

Additionally, the Board previously authorized $55 million for the EMP to acquire conservation lands, fund habitat restoration projects, and to develop the Conservation Plan. OCTA has acquired more than 1,300 acres and funded 12 restoration projects across Orange County to fulfill the necessary freeway program mitigation needs. The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an established endowment. It is estimated that it will take approximately 12 years to fully fund the endowment with annual deposits, or until the fund totals $46.2 million. As of March 31, 2020, the balance of the endowment was $11,137,651.

- ECP's tenth Tier 1 call was authorized by the Board on March 9, 2020, for approximately $2.8 million. Applications were originally due on May 7, 2020; however, due to COVID-19 impacts and requests from local jurisdictions for additional time, the deadline was pushed to June 25, 2020.

M2 Eligibility - City of Santa Ana and City of Stanton

On April 13, 2020, the cities of Santa Ana and Stanton were found by the Board to be eligible again to receive M2 net revenues. All suspended payments have been disbursed. This concluded the action taken on May 13, 2019, when the Board found the cities ineligible (first time in the history of Measure M1 and M2) and suspended M2 funding allocations and disbursements until confirmation by audit of compliance and subsequent Board action. OCTA expedited the review efforts and on March 23, 2020, OCTA staff presented FY 2018-19 audit results for the cities of Santa Ana and Stanton, which verified that both cities met their

FY 2018-19 maintenance of effort (MOE) requirement including the additional MOE expenditures to make up for the shortfall identified in the FY 2017-18 audit.

Challenges

COVID-19 Pandemic

On February 27, 2020, OCTA activated its Emergency Operations Center and implemented its Emergency Operations Plan in response to potential impacts from COVID-19. On March 19, 2020, the Governor issued a stay-at-home order to protect the health and well-being of all Californians and slow the spread of COVID-19. Public transportation and infrastructure projects were designated by the state and federal governments as essential. OCTA has continued operations while following best practices and health guidance from local, state, and federal officials to help ensure the health of the public and OCTA employees. The PMO is proactively monitoring COVID-19 impacts to M2 to ensure projects and programs continue to be delivered as promised to voters. Pandemic implications on the individual M2 program areas and revenues are discussed further below.

Freeways

Traffic volume reduction on freeways due to the stay-at-home order have allowed for increased productivity of construction work on essential projects. Construction crews are working under direction from OCTA and Caltrans to take advantage of more daytime lane closures and extended nighttime work windows. On the I-405 project between SR-73 and I-605, it is estimated that these extended closures have provided more than 5,000 additional work hours for contractor productivity. Staff is collecting information from other construction projects as available.

To date, no substantial COVID-19 risks in construction material supply chain and subcontractor labor availability have surfaced. However, some material and product suppliers and subcontractors have submitted advance notice of potential material and supply delays.

Risks are beginning to surface as schedule-critical right-of-way (ROW) acquisition processes and utility relocation are impacted by COVID-19. ROW acquisition offers to owners, associated discussions, negotiations, and meetings are being impacted by business closures and availability of owners and attorneys. There are also additional COVID-19-related ROW impacts due to court closures, filing and service delays, potential temporary easement timeline expirations, land and business valuation challenges, and appraisal and site

inspection issues. Utility relocations have also been affected as utility companies are unable to schedule energy shut off during this pandemic.

Streets and Roads

Due to COVID-19, OCTA staff reopened and extended the timeline for the routine semi-annual review period in late March. This allowed local jurisdictions an additional opportunity to review and assess their local projects and funds to submit requests for project adjustments and timely use of funds extensions due to COVID-19. Eligible timely use of funds requests, including other eligible requests related to COVID-19 will be presented at the August Board meeting.

Transit

Travel patterns have also affected Metrolink operations with ridership down by 90 percent as of April 2020, when compared to April 2019. Metrolink implemented a 30 percent service reduction on March 26, 2020, and continues to provide vital transportation services for essential trips. Metrolink is working with partner agencies to develop a recovery plan framework and ridership recovery scenarios.

The stay-at-home order has allowed for increased productivity for the Laguna Niguel to San Juan Capistrano Passing Siding Project and OC Streetcar Project. The reduced rail service and cancelled weekend services has allowed the contractor to work on reconstruction of the private railroad crossing site near Saddleback Church. The OC Streetcar Project has also taken advantage of lower traffic volumes to use daytime street closures for storm drain and water line installation while many downtown businesses are closed.

M2 also provides funding to local jurisdictions to identify and develop transportation programs to best meet the needs of seniors in their communities through the Senior Mobility Program. Due to COVID-19, services provided have been altered or suspended. In addition, OCTA staff was notified that one transit service provider serving multiple cities will cease operations in Orange County effective May 31, 2020. An item was presented to the Board on May 22, 2020, to allow for service continuity in the short-term.

The Community-Based Transit Circulator Program has also been affected by COVID-19. Services provided have been suspended as stay-at-home orders are in place.

As mentioned in the streets and roads section, the timely use of funds requirement to expend M2 funds may also affect M2 transit programs that are delayed or temporarily suspended. Staff will monitor the situation and report to the Board as appropriate.

M2 Eligibility - MOE

To proactively address impacts that COVID-19 will have on local jurisdiction general fund revenue sources, an amendment to Ordinance No. 3 was initiated on May 11, 2020. To receive M2 net revenues, local jurisdictions need to maintain eligibility. A component of eligibility is an MOE requirement, which is the amount the local jurisdictions spend in general fund revenues for streets and roads purposes. The intent is to ensure that M2 revenues do not supplant funding for streets and roads that a local jurisdiction was previously spending. The amendment will temporarily adjust the MOE requirement for local jurisdictions for FY 2019-20 and FY 2020-21. A public hearing at which the Board will consider adopting the amendment to Ordinance No. 3 has been set for June 22, 2020.

Sales Tax Revenue Forecast

Through the first eight months of FY 2019-20, revenues were growing by approximately two percent. Due to the impact of COVID-19, it is estimated that sales tax collections will decrease by 33 percent from mid-March through the end of the fourth quarter of FY 2019-20. Total FY 2019-20 M2 sales tax collection is estimated at $303 million or a decrease of 8.8 percent from FY 2018-19. Prior to COVID-19, M2 sales tax revenue for FY 2020-21 was projected at $354 million based on MuniServices' forecasts. MuniServices recently updated their FY 2020-21 forecast to $283 million based on lower than projected FY 2019-20 revenue coupled with a projected 6.6 percent decline in the upcoming year. OCTA's FY 2020-21 budget assumption matches MuniServices estimate of $283 million.

The full magnitude of COVID-19 impacts to the economy is unknown at this time. The California Department of Tax and Fee Administration normally disburses sales tax two months in arrears, with trued up numbers in the following quarter. A factor that adds more uncertainty is that the State of California has provided relief to businesses to allow a 90-day delay of sales tax remittance to some and a one-year delay to small business. Due to this, OCTA will not have a complete understanding of the true impacts of COVID-19 on sales tax revenues for several months.

OCTA is closely monitoring trends and forecasts to ensure M2 remains deliverable as promised to voters. The M2 cashflow included an allowance for economic uncertainties based on OCTA's conservative approach to financial planning. As a result, all M2 projects that are currently underway are anticipated to continue as planned in the FY 2020-21 budget. OCTA staff has initiated a strategic review and assessment of timing of projects and programs for future years. Staff will continue to monitor COVID-19 impacts to M2 and provide updates to the Board as appropriate.

M2 program delivery is monitored closely, and progress, as well as challenges, are presented to the Board through these quarterly staff reports. The Board also is provided with individual project staff reports and overall reports on the status of the capital programs by the Capital Programs Division.

Summary

As required by Ordinance No. 3, a quarterly report covering activities from January 2020 through March 2020, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website. Hard copies are available by mail upon request.

Attachment

A. Measure M2 Progress Report, Third Quarter Fiscal Year 2019-20, January 1, 2020 through March 31, 2020

Prepared by:

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

Approved by:

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

ATTACHMENT A

OCGO
Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

Third Quarter of Fiscal Year 2019 – 20
January 1, 2020 through March 31, 2020

Third Quarter Highlights:

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

OCGO
Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

SUMMARY

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

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from January 1, 2020, through March 31, 2020, is provided to update progress in implementing the Measure M2 Transportation Investment Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 to OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

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

The cover photo shows the completed construction of a stormwater collection basin at a popular Santa Ana park, funded through the Measure M Environmental Clean Up Program (Project X). A Tenth Project X Tier 1 call for projects was released in March 2020 to help improve overall water quality in Orange County from transportation-generated pollution.

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MEASURE M2 PROGRESS REPORT

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COMMON ABBREVIATIONS

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

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COMMON ABBREVIATIONS

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

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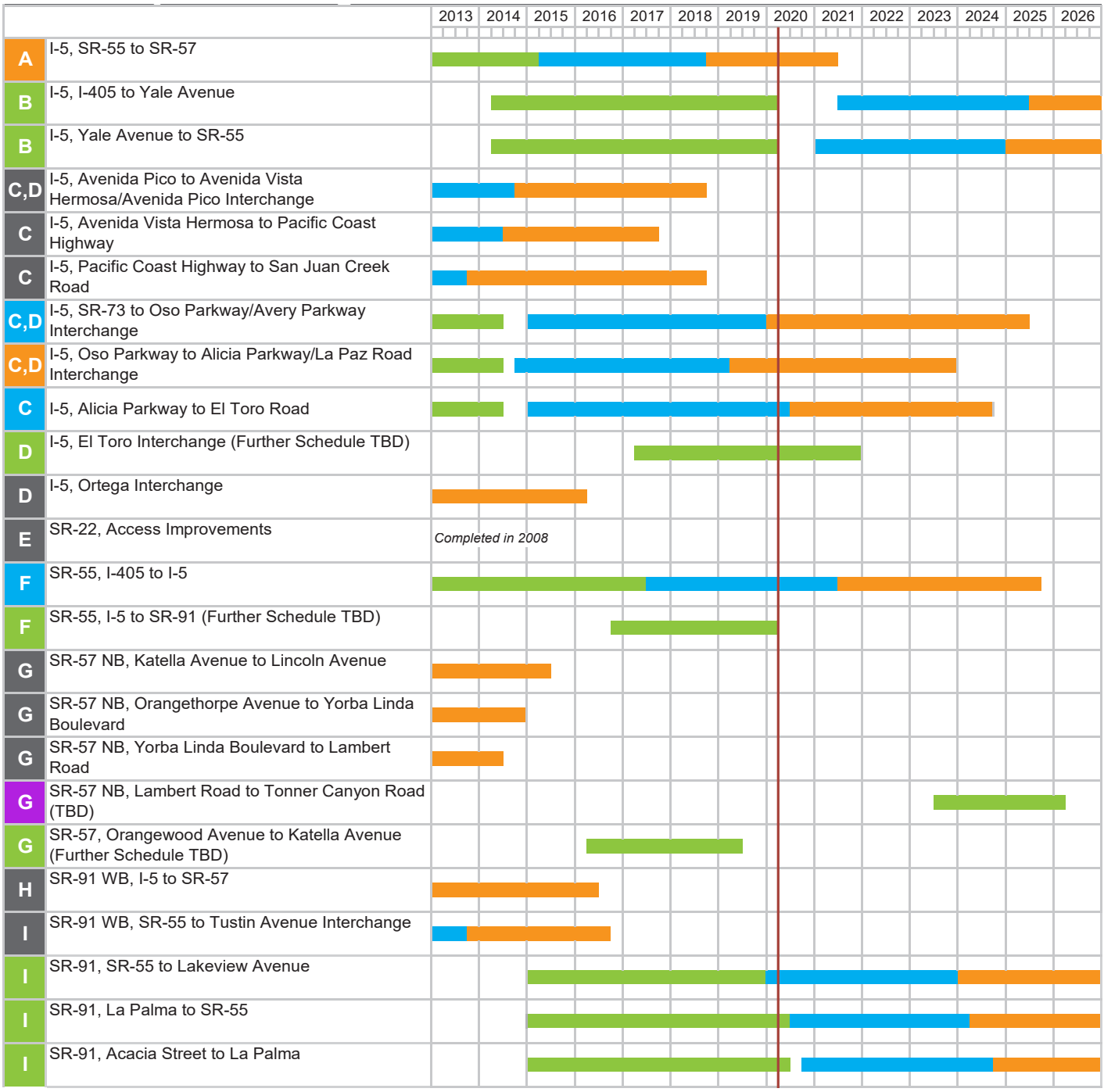
MEASURE M2 PROJECT SCHEDULES

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



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

[1] Projects managed by local agencies

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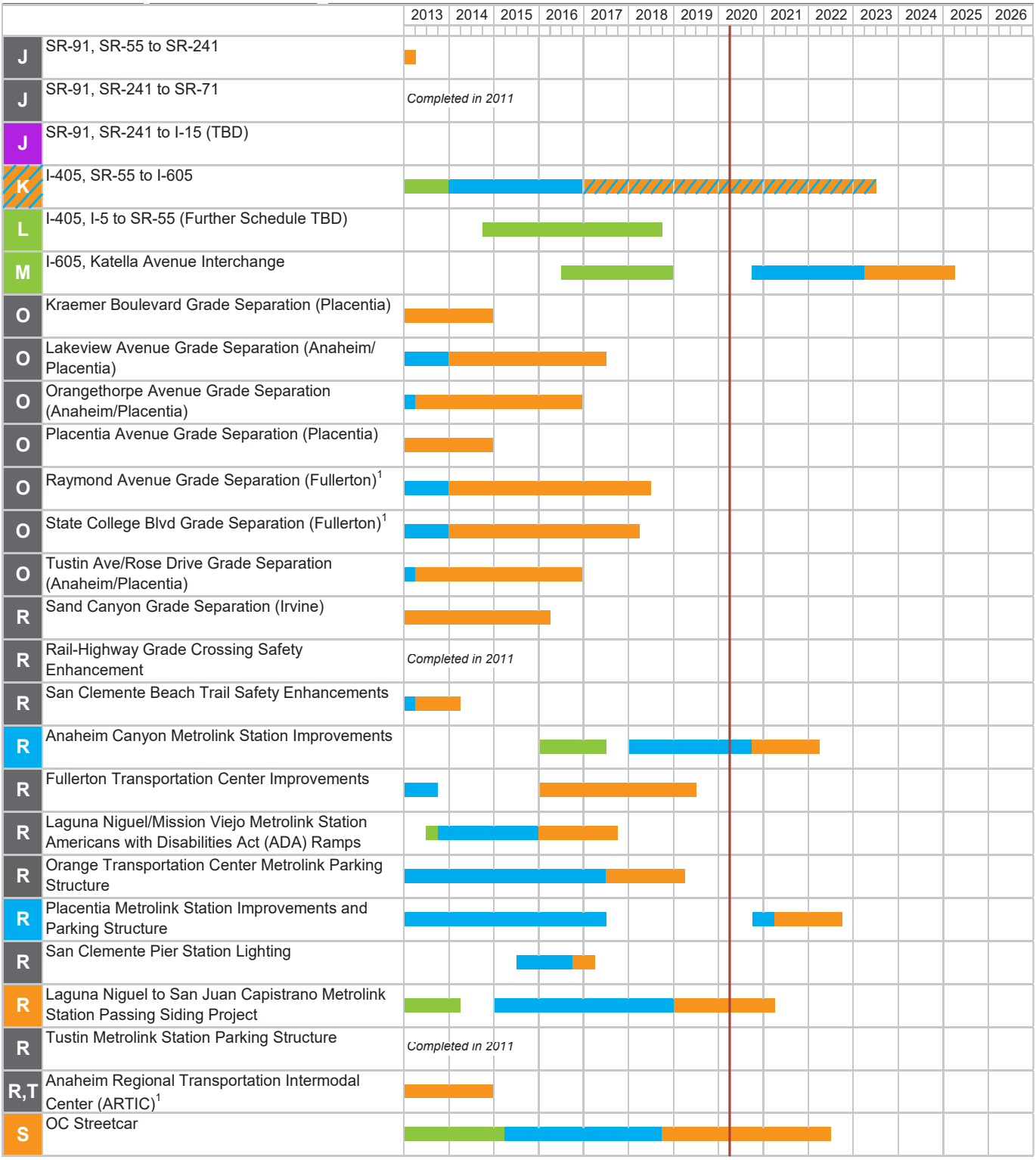
MEASURE M2 PROJECT SCHEDULES



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

[1] Projects managed by local agencies

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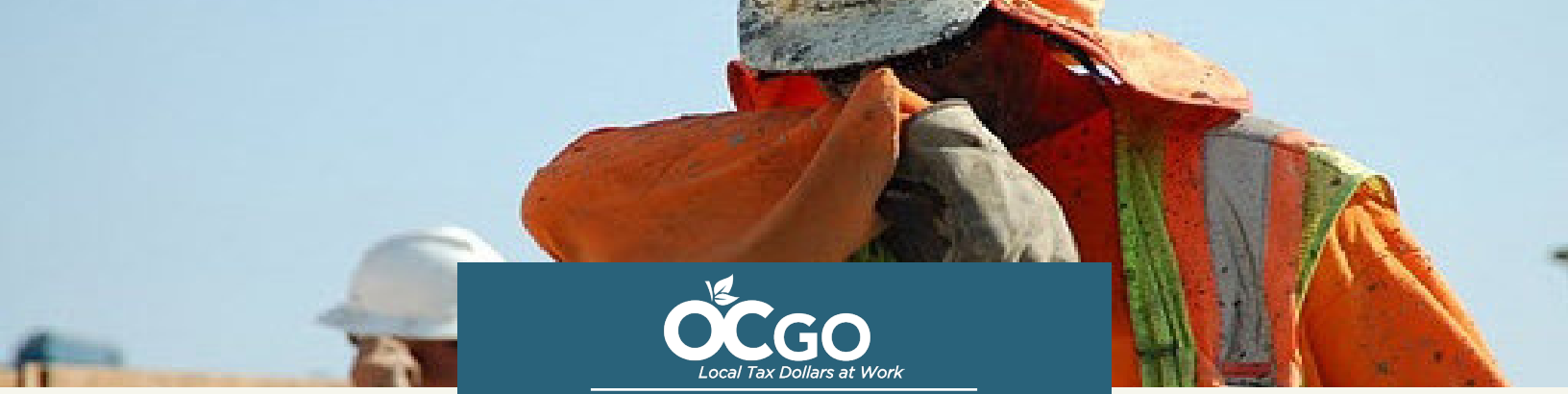
MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE

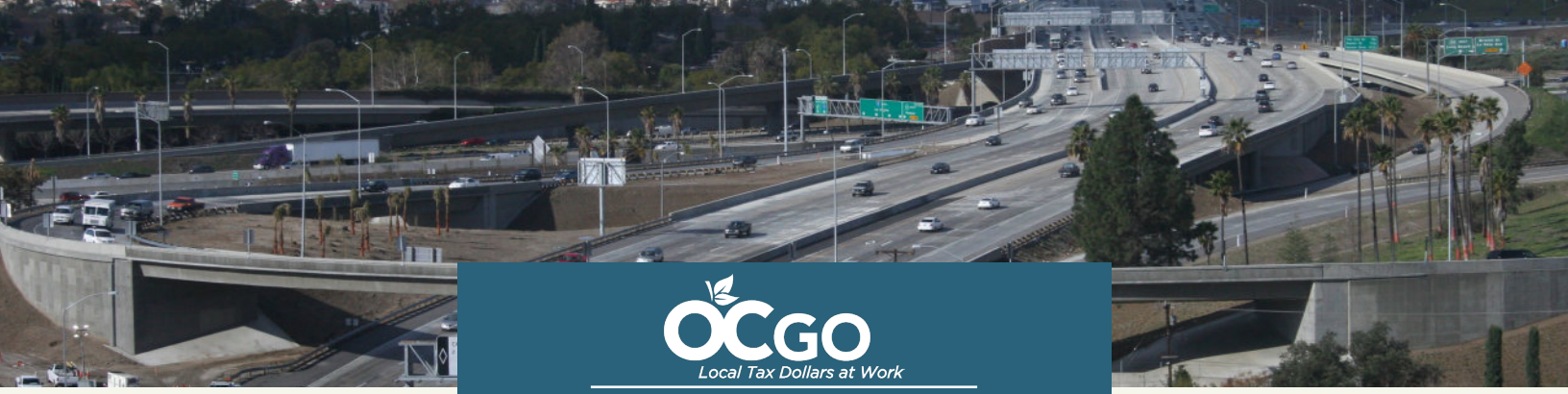
This section discusses the risks and challenges related to Measure M2 and the Updated Next 10 Delivery Plan (Next 10) that the Measure M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

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

On Track One to Watch



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



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MEASURE M2 PROGRESS REPORT

Next 10 Delivery Plan

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

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

Next 10 Plan Deliverables

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

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

The M2 freeway program is currently made up of 30 projects or project segments (projects). While the total number of projects increased from 27 to 30, the project delivery commitment remains the same. At the point of Next 10 adoption, nine of the 30 total projects were completed for a total cost of $463 million. Deliverable 1, includes 12 of the 30 projects to be delivered (or underway) within the Next 10 timeframe including SR-91 between SR-57 to SR-55 (Project I) funded with 91 Express Lanes excess revenue. Together, the projects designated for completion or near completion) by 2026 currently make up a $3.1 billion delivery promise. The $3.5 billion deliverable commitment includes prior completed projects. To date, three projects on Interstate 5 (I-5) between Avenida Pico and San Juan Creek Road, opened to traffic, adding six miles of carpool lanes. The remaining nine segments are in design or construction. For more details, see pages iii-iv (Project Schedules) and the project updates contained in the following pages.

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

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

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

Since the adoption of the Next 10 Plan in November 2016, OCTA has awarded approximately $91 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P). Additionally, $198 million[1] in Local Fair Share (Project Q) funds have been distributed to local agencies. This brings the total allocation to date to $289 million.

On August 12, 2019, the Board approved the release of the 2020 Call for Projects with a target of approximately $32 million for Project O and $8 million for Project P funding. Final programming recommendations will be presented to the Board in May 2020. Additionally, all seven bridges included in the OC Bridges program are complete. For more details, see the project updates on page 18.

[1]Only includes disbursed funds. On May 13, 2019, the Board determined that the City of Santa Ana and the City of Stanton ineligible to receive net M2 revenues. Disbursement of net M2 funds have been suspended until the cities achieve compliance and the Board reconsiders the matter. Update - An item will be brought to the Board on April 13, 2020 sharing audit results finding the cities in compliance and is expected to find the cities eligible to receive net M2 revenues.

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

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

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies six projects to be completed by 2026: 1) Laguna Niguel/Mission Viejo Metrolink Station ADA ramps (completed September 2017), 2) Orange Metrolink Station Parking Structure (completed February 2019), 3) Placentia Metrolink Station (is ready to begin construction, however, it is contingent on a BNSF Construction and Maintenance Agreement being in place), 4) Anaheim Canyon Metrolink Station Improvement Project (construction to begin in November 2020 with completion anticipated in late 2021), 5) Fullerton Transportation Center elevators (completed May 2019), and 6) San Clemente Pier Metrolink/ Amtrak Station Lighting Project (completed March 2017). For more details, see the project updates on page 23.

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

OC Streetcar

Activities continue to move forward, including coordination with third parties on utility relocation, finalizing the scope of services for the operations and maintenance request for proposals released on November 12, 2018, and continued coordination with the Federal Transit Administration (FTA). The streetcar vehicle manufacturing contract has been executed and the notice to proceed has been issued. The streetcar construction contract has been executed and Notice to Proceed was issued on March 4, 2019, and construction activities are underway. With strong FTA support for the project, a FFGA was executed in November 2018. Construction is anticipated to be complete in early 2022. See page 27 for more information.

Bristol Street Transit Corridor Study

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

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

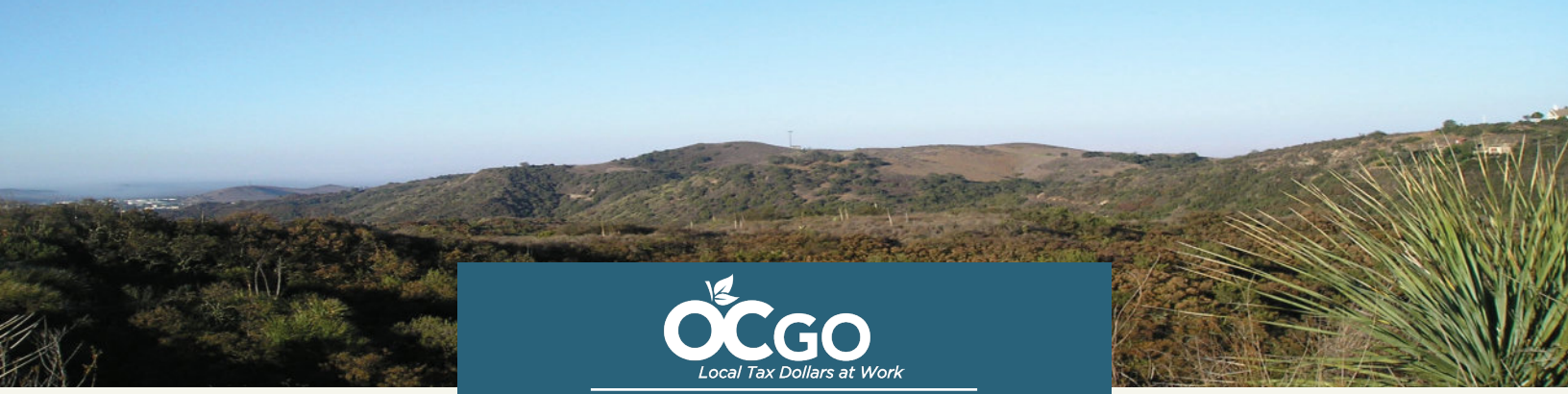
Approximately $39 million[2] has been provided for the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program since the Next 10 Plan adoption. See page 29 for more information.

[2]Only includes disbursed funds. On May 13, 2019, the Board determined that the City of Santa Ana and the City of Stanton ineligible to receive net M2 revenues. Disbursement of net M2 revenues have been suspended until the cities achieve compliance and the Board reconsiders the matter. Update - An item will be brought to the Board on April 13, 2020 sharing audit results finding the cities in compliance and is expected to find the cities eligible to receive net M2 revenues.

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

The Board has authorized four calls for projects in total since Measure M2 inception, with two occurring since the adoption of the Next 10 Plan in November 2016. During the Next 10 period, the Board has awarded six projects for a total of $6.04 million and has authorized a fourth Project V call for projects for FY 2019-20 for up to $9 million. Programming recommendations for this call for projects are anticipated in April 2020.

Staff continues to work with local jurisdictions through letters of interest requests, workshops, CTFP Guidelines revisions, and calls for projects, to fine tune this program and facilitate successful project implementation. For additional details and information on current project program performance and service see page 30.



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

Through two calls for projects, the Board has approved Project W funds to support 79 city-initiated improvements to busy bus stops on the OCTA transit system. Since Next 10 Plan adoption, the Board has made $3 million available of which $872,300 was allocated to eligible local agencies. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger related amenities. For additional details see page 31.

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

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

To ensure ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves. Approximately $2.9 million will be deposited annually. To date, OCTA has made four endowment deposits. Quarterly investment reports are provided to the Board, with the most recent one in November 2019. As of March 31, 2020, the endowment balance is $11,137,651. A reassessment of the M2 revenue stream as well as the current Conservation Plan endowment balance will need to be completed due to the COVID-19 pandemic. For more details, see the project updates on page 33.

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

Since adoption of the Next 10 Plan in November 2016, OCTA has issued four calls for Tier 1 ECP projects. With three calls complete, the Board has awarded approximately $7.6 million funding 39 projects. The fourth call for projects is currently open and programming recommendations to the Board are anticipated in Fall 2020.

Due to the recent COVID-19 pandemic, staff will be analyzing M2 revenue projections to determine if there is sufficient revenue to continue with annual Tier 1 calls for projects of $2.8 million moving forward. Staff will also be determining the timing of a future Tier 2 call for projects. It was anticipated, prior to the most recent events, that a Tier 2 call could take place in fiscal year 2021 or 2022. For more details, see the project updates on page 32.

FREEWAYS

INTERSTATE 5 (I-5) PROJECTS

PROJECT A

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

Status: Construction Underway – 60% complete

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

Summary: This project will increase high occupancy vehicle (HOV) capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 for approximately 3 miles in Santa Ana. Construction began on February 20, 2019. During the quarter, activities included electrical, signage, drainage and construction of roadway base under the median space vacated by the HOV ramp bridge at Main Street. The project is expected to be completed in early 2021. OCTA has been working with Caltrans to extend lane closure hours and work windows where possible due to significantly less traffic on freeways and streets from the stay-at-home order as a result of the COVID-19 pandemic.

PROJECT B

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

Status: Environmental Phase Complete

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

Summary: This project studied the addition of one general purpose lane in each direction of the I-5 corridor and improved interchanges in the area between just north of I-405 to SR-55 in the cities of Tustin and Irvine. Additional features include the addition of auxiliary lanes in some areas and re-establishment in other areas within the project limits. The Draft Environmental Document (DED) was circulated in May 2018 and two open house format public hearings were held in late May 2018. To limit community and business impacts, design variations were recommended to address tight ROW constraints in the project area. Due to a lack of agreement over design variations recommended, the completion of the environmental document was delayed 15 months. Following discussions and further study, agreement was reached, and the Project Development Team recommended a preferred alternative in mid-March 2019. The Final Environmental Document was approved on January 7, 2020. The Design Standard Decision Document (formerly Fact Sheet) was approved on February 19, 2020, addressing the agreed upon design variations and the Final Project Report was approved on February 28, 2020. This project was approved by the Board in the updated 2019 Next 10 Delivery Plan to advance through construction.The Segment 1 limit is from I-405 to Yale Avenue and the Segment 2 limit is from Yale Avenue to SR-55. Design efforts are anticipated to begin in early 2021.

FREEWAYS

PROJECT C AND PART OF PROJECT D

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

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

FREEWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments in early 2018, as described below. With a cost estimate for this project of $557.11 million, the project was above the $500 million threshold for a "Major Project" designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop, and a CER was conducted by the FHWA, Caltrans, and OCTA in February 2018 and resulted in an estimated project cost of $612.6 million. The OCTA cost estimate for the three segments is currently $595.6 million.

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

Status: Design Complete. Construction contract awarded.

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

Summary: This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The improvements include the addition of a 2.2-mile general-purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). Due to extended ROW coordination, this project is marked "red" in the CAP, with delay of 12 months beyond the original schedule. During the quarter, the consultant continued working on ROW acquisition and coordination with utility agencies. The project was awarded on December 19, 2019, and the first working day was March 10, 2020. Staff continues coordination with Caltrans on ROW and utility relocations.

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

Status: Construction Underway – 10% Complete

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

Summary: This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the cities of Mission Viejo, Laguna Hills, and Lake Forest. The proposed improvements include the addition of a 2.6-mile general-purpose lane in each direction and reconstruction of the La Paz Road Interchange (Part of Project D). The construction contract was awarded on April 4, 2019 with the first working day for construction beginning on May 29, 2019. Activities this quarter include beginning construction of three retaining walls, grading of slopes on north bound I-5, and pile driving for the north bound off ramp bridge. Staff continues coordination of the service contract with SCRRA/Metrolink, and with Caltrans on ROW and utility relocations. OCTA has been working with Caltrans to extend lane closure hours and work windows where possible due to significantly less traffic on freeways and streets from the stay-at-home order as a result of the COVID-19 pandemic.

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

Status: Design Complete. Construction bid package preparation underway

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

Summary: This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the Cities of Lake Forest, Laguna Hills and Laguna Woods. The proposed improvements include the extension of the second HOV lane between El Toro Road and Alicia Parkway in both northbound and southbound directions. This quarter,

the project was listed for ROW certification and is expected to achieve Ready-to-List status on April 2, 2020. Consultant selection to provide construction management support services was completed this quarter with staff recommendation scheduled for Board approval on April 13, 2020. Due to extended ROW coordination with Caltrans and delayed design start date, this project is marked “red” in the CAP, with a delay of over 15 months beyond the original schedule. The Board has approved $49.9 million in federal funding and OCTA has received $9.4 million in state funding.

PROJECT D

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

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

Status: **PROJECT COMPLETE**

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

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

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

Status: Environmental Phase In Review

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

Summary: Caltrans is the lead in the environmental phase of this project which included the study of four build alternatives that consider modifications to the existing interchange, ranging from an I-5 southbound direct connector to El Toro Road to modifications in how existing on and off ramp intersections operate. The project area includes the cities of Laguna Hills, Laguna Woods and Lake Forest who are direct stakeholders of the project improvements. The study began in April 2017 and the Draft Initial Study/Environmental Assessment (IS/ EA) was completed in March 2019. The public comment review period was from April 2, 2019, through May 20, 2019, and a public hearing was held on April 18, 2019, in the City of Lake Forest. The three stakeholder cities are not in consensus on a preferred alternative and costs identified for the remaining alternatives are significantly higher than the assumed cost in the Next 10 Plan which creates additional challenges. The environmental phase was anticipated to be completed in late 2019, however without the cities’ consensus, OCTA will not support finalization of the document. OCTA has requested Caltrans put completion of the environmental document on hold. Major activities this quarter included a fourth meeting with the three stakeholder cities to request that the cities work together to determine if they can jointly support an alternative. At this meeting it was agreed that further analysis of the alternatives would be conducted to help facilitate reaching agreement on a preferred alternative. Also, Caltrans completed preparing responses to comments received during the Public Review period.

FREEWAYS

STATE ROUTE 22 (SR-22) PROJECTS

PROJECT E

Segment: **SR-22 Access Improvements**

Status: **PROJECT COMPLETE**

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

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

STATE ROUTE 55 (SR-55) PROJECTS

PROJECT F

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

Status: Design Phase Underway - 95% Complete

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

Summary: This project will widen SR-55 between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. The improvements will include a 4-mile general purpose lane and a second HOV lane in both directions between the I-405 and I-5. Auxiliary lanes will be added and extended in some segments, within the project limits. Through a cooperative agreement, Caltrans and OCTA’s consultant initiated the design together and on July 19, 2019 the 95 percent design was completed. The 100 percent design will be submitted in April 2020. Caltrans originally agreed to be responsible for developing and gaining approval of the required Supplemental Fact Sheet addressing necessary design variations on the project; however, OCTA was notified that Caltrans will not complete the work. On December 9, 2019, OCTA Board approved an amendment to the Caltrans cooperative agreement and amendment to the OCTA consultant contract to transfer the Supplemental Fact Sheet task to OCTA. The Supplemental Fact Sheet will be submitted next quarter to Caltrans for review and approval. The project is anticipated to be ROW Certified and ready to list (RTL) by December 2020. The Board has approved $103 million in federal funds and OCTA has received $80 million in state funds through the 2018 STIP. Caltrans has originally committed $46.8 million in SHOPP funds but that amount was reduced to $45 million and OCTA will seek to capture another $75 million in future SB1 funding to fully fund the carpool elements of the project.

FREEWAYS

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

Status: Environmental Phase Complete

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

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

STATE ROUTE 57 (SR-57) PROJECTS

PROJECT G

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

FREEWAYS

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

Status: **PROJECT COMPLETE**

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

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

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

Status: Environmental Phase Schedule TBD

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

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

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

Status: Environmental Phase Complete

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

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

FREEWAYS

STATE ROUTE 91 (SR-91) PROJECTS

PROJECT H

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

Status: **PROJECT COMPLETE**

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

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

PROJECT I

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

Status: **PROJECT COMPLETE**

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

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim in the approximately 2-mile area. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The bypass lane was open to traffic on May 14, 2016, and construction was completed on July 15, 2016.

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

Status: Environmental Phase Underway - 96% Complete

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

Summary: This project will improve traffic flow and operations along SR-91 in the cities of Anaheim, Fullerton, Orange and Placentia in the approximately 6-mile study area. 91 Express Lanes excess revenue is designated to pay for the mainline freeway improvements included in M2, as approved by the Board. The study is looking at the addition of one general purpose lane eastbound between SR-57 and SR-55, and one general purpose lane westbound from the NB SR-57 connector to State College Boulevard. Additional features of this project include improvements to various interchanges, added auxiliary lanes in some segments and re-established lane in others within the project limits. Due to Caltrans requiring extra work to study interchange improvements outside of the completed PSR and the M2 promised project, the project is marked “red” in the CAP signifying a delay of 20 months from its original schedule. The finalization of the Environmental Document was delayed due to a requirement by Caltrans that required OCTA to provide a site investigation in the landscape area of the former landfill operating as a metals recycling facility in order to consider approval of necessary design exceptions. The site investigation was completed in January 2020 with the Phase II Investigation Report and the Design Standard Decision Document (formerly Fact Sheet) under Caltrans review. The final ED is anticipated to be complete in June 2020. This project will be split into three segments for the design phase. The design for segment 1 (SR-55 to Lakeview Avenue) was initiated on March 30, 2020, contract negotations for design of segment 2 (Acacia Street to La Palma) are underway and proposals for segment 3 (Acacia Street to La Palma) are due next quarter with design anticipated to begin in late 2020.

FREEWAYS

PROJECT J

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

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

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

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

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

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

INTERSTATE 405 (I-405) PROJECTS

PROJECT K

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

Status: Design-Build Underway

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

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

During the quarter, work continued on ROW acquisition, utility coordination and public outreach. OCTA is in possession of 99 percent of the property necessary for construction with the remaining one percent on schedule. Other work included review of design-builder submittals along with design and construction submittals. OCTA's toll lanes system integrator, Kapsch, is under contract and working with OCTA and the design-builder. Significant roadway construction activities including installation of drainage systems, retaining walls, and paving are underway. Additionally, over 42 walls are under construction or completed. Significant bridge construction continued on Fairview Road, Magnolia Street, Goldenwest Street, Bolsa Chica Road and Westminster Boulevard bridges. These are two-stage bridges, which means traffic is maintained on the remaining portion of the existing bridge while the first half of the new bridge is constructed. Construction continued at the McFadden Avenue, Talbert Avenue and Bushard Street bridges, which are one-stage bridges that are closed to traffic during construction. Construction also continued at the Beach Boulevard, Bolsa railroad crossing, old Navy railroad crossing, Santa Ana River and Harbor Boulevard bridges which consists of widening the existing freeway bridges over those facilities. OCTA also continued targeted public outreach through neighborhood meetings in anticipation of construction activities. Construction is scheduled to be completed in 2023. OCTA and Caltrans to extend lane closure hours / work windows where possible due to significantly less traffic in the construction area as a result of the Governor's stay-at-home order. These longer work windows provide the contractor (at their discretion), the opportunity to potentially complete some activites sooner than originally anticipated.

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

FREEWAYS

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

Status: Environmental Phase Complete

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

PROJECT L

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

INTERSTATE 605 (I-605) PROJECTS

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

Status: Environmental Phase Complete

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

PROJECT M

Summary: This project will improve freeway access and the arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project will include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The final ED was approved in October 2018 and the final PR was approved in November 2018. This project was approved by the Board in the updated 2019 Next 10 Delivery Plan to advance through construction. Approval of the Request for Proposals for design services is scheduled for the April 13, 2020 Board Meeting, with design efforts anticipated to begin in late 2020.

FREEWAY SERVICE PATROL

Status: Service Ongoing

Contact: Cliff Thorne • (714) 560-5975

PROJECT N

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled on Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 13,403[4] services. Since June 2012, FSP has provided a total of 534,152[4] services on the Orange County freeway system.

[4]*Service calculations are based on all services provided as FSP is funded by M2 and external sources.*

STREETS AND ROADS

REGIONAL CAPACITY PROGRAM

PROJECT O

Status: 2020 Call for Projects in Progress

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, 147 projects totaling more than $296[5] million, including $24 million in external funding, have been awarded through nine calls for projects by the Board. On August 12, 2019, the Board approved the release of the 2020 Call for Projects. The application deadline for the tenth call closed on October 24, 2019. Eight applications were received and are currently under review. Award recommendations are anticipated to go to the Board in May 2020.

[5]To date, 15 of the 183 phases awarded by OCTA totaling approximately $21.2 million have been cancelled by the awarded local jurisdictions.

OC Bridges Railroad Program

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

Segment: **Kraemer Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

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

STREETS AND ROADS

Segment: **Lakeview Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

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

Segment: **Orangethorpe Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

Segment: **Placentia Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

STREETS AND ROADS

Segment: **Raymond Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

Segment: **State College Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: The project located at State College Boulevard railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton managed the construction and OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. State College Boulevard was opened to through traffic on November 1, 2017. Construction acceptance and maintenance responsibilities from the City of Fullerton was obtained on March 7, 2018, and the one-year warranty began. Close-out activities and warranty work will be ongoing through mid-2019. Funding reimbursement and closeout were initiated and are ongoing.

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

Status: **PROJECT COMPLETE**

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

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

STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

PROJECT P

Status: 2020 Call for Projects in Progress

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

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

To date, OCTA and local agencies have synchronized more than 2,800 intersections over more than 739 miles of streets (83 completed projects). Through a competitive process, there have been nine rounds of M2 funding which awarded a total of 95 projects a total of more than $95 million. Overall, the program has funded 111 projects[6] totaling more than $106 million, including $13.6 million in leveraged external funding.

On August 12, 2019, the Board approved the release of the 2020 Call for Projects. The application deadline for the tenth call closed on October 24, 2019 with eight applications received and currently under review. Award recommendations are anticipated to go to the Board in May 2020.

[6]To date, three projects totaling approximately $1.6 million have been cancelled by the awarded local jurisdictions.

LOCAL FAIR SHARE

PROJECT Q

Status: Ongoing

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

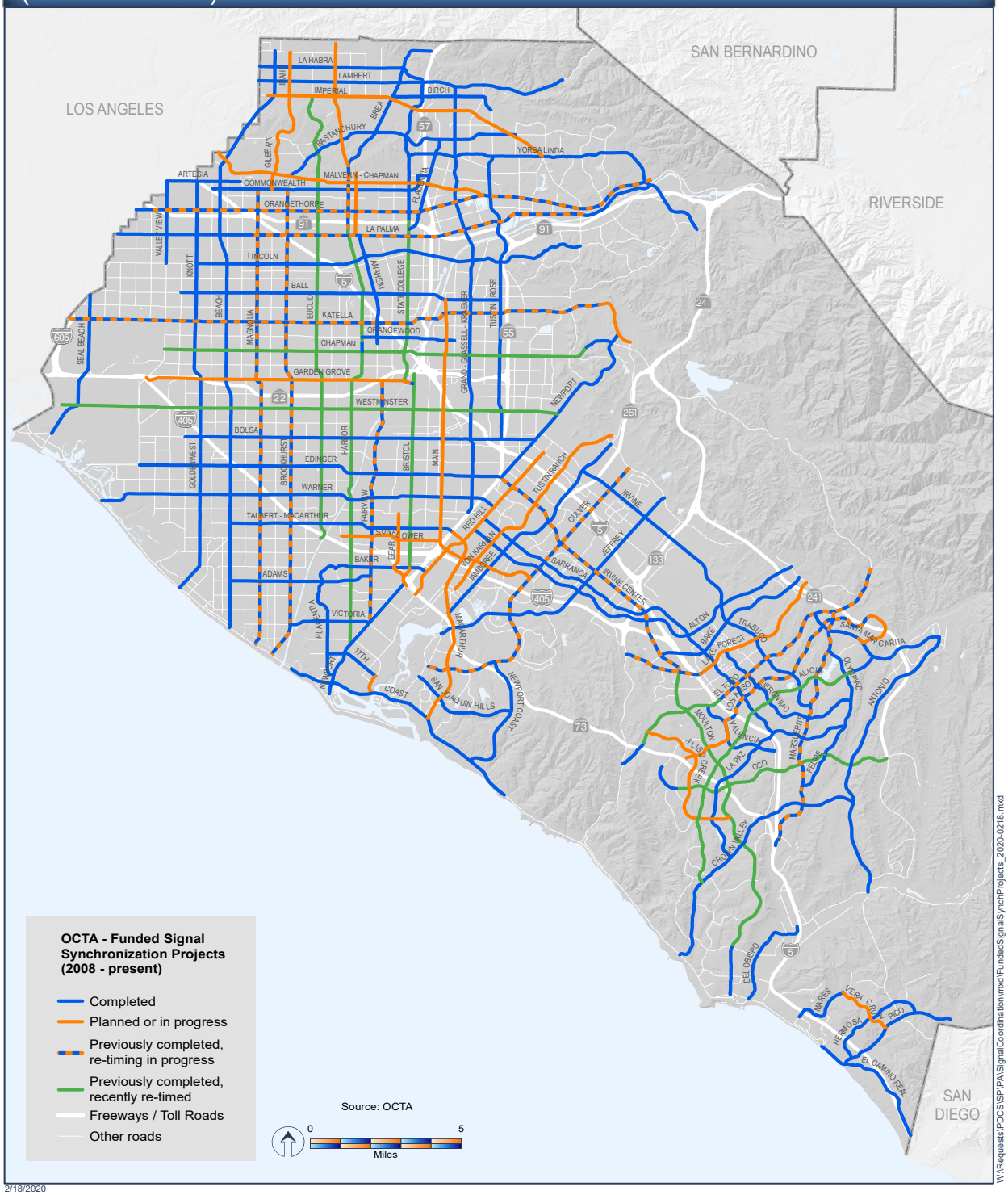
Summary: In order to help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local agencies are reviewed to determine eligibility to receive M2 funds. All local agencies except the City of Santa Ana and City of Stanton have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. Approximately $434 million[7] in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See pages 49-50 for funding allocation by local agency.

[7]Only includes disbursed funds. On May 13, 2019, the Board determined that the City of Santa Ana and the City of Stanton were ineligible to receive net M2 revenues. Disbursement of net M2 revenues have been suspended until the cities achieve compliance and the Board reconsiders the matter. Update - An item will be brought to the Board on April 13, 2020 sharing audit results finding the cities in compliance and is expected to find the cities eligible to receive net M2 revenues.

STREETS AND ROADS

OCTA-Funded Signal Synchronization Projects (2008 - Present)



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OCGO
Local Tax Dollars at Work

TRANSIT

HIGH FREQUENCY METROLINK SERVICE

PROJECT R

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

Project: **Metrolink Grade Crossing Improvements**

Status: **PROJECT COMPLETE**

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

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

Project: **Metrolink Service Expansion Program**

Status: Service Ongoing

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

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours.

In October 2019, several intra-county trains were extended to Los Angeles to increase ridership through a redeployment of the trains without significantly impacting operating costs. The changes consisted of:

- Orange County (OC) Line: Three weekday intra-county round trips operating between Fullerton and Laguna Niguel/Mission Viejo were replaced with two round trips between Laguna Niguel/Mission Viejo and Los Angeles. Average daily passenger boardings on the intra-county trains extended to Los Angeles increased by 413 percent from implementation to February 2020.
- 91/Perris Valley (91/PV) Line: Three round trips within Riverside County between Perris–South and Riverside–Downtown were replaced with one roundtrip between Perris–South and Los Angeles Union Station, via Fullerton. The new round trip has averaged 339 daily boardings as of February 2020.

TRANSIT

Metrolink reported a significant decrease in ridership as a result of the stay-at-home order due to the COVID-19 pandemic. As of Friday, March 20, Metrolink rail ridership was down over 80 percent compared to the same day the previous year, with 7,139 riders using the system compared to 37,004 on March 20, 2019. Effective Thursday, March 26, Metrolink temporarily reduced service by 30 percent in response to the COVID-19 pandemic, while still providing vital transportation services for essential workers. Plans to implement the addition of two round trips in April 2020 have been postponed until full service is reinstated.

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

Rail Corridor and Station Improvements

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

Segment: **Anaheim Canyon Metrolink Station Improvements**

Status: Design Underway – 99% Complete

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

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

TRANSIT

Segment: **Fullerton Transportation Center Improvements**

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

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

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

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

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

revised the project's scope and budget, and with the changes the City of Placentia will contribute towards the cost. The station will include platforms, parking, a new bus stop, and passenger amenities. OCTA is the lead agency for design and construction of the project. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. BNSF will be the lead on the rail construction. Design plans for the station are complete and will be ready to advertise for bidding once a Construction and Maintenance (C&M) agreement with BNSF is in place. Due to the dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.

Segment: **San Clemente Pier Station Lighting**

Status: **PROJECT COMPLETE**

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

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

Additional rail corridor improvements include: completed Control Point project at Fourth Street in the City of Santa Ana, which provides rail operational efficiencies; completed Positive Train Control implementation, which improves rail safety by monitoring and controlling train movement; continued with design and ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek (design is 95 percent complete, environmental clearance is complete and ROW acquisition is in progress); continued with construction of the Railroad ROW Slope Stabilization project, which includes eight locations within the OCTA-owned LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability (construction began in June 2018 and is 75 percent complete); and continued implementation of video surveillance systems.

Segment: **Sand Canyon Grade Separation**

Status: **PROJECT COMPLETE**

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

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

TRANSIT

Segment: **Tustin Metrolink Station Parking Structure**

Status: **PROJECT COMPLETE**

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

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

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

Status: Construction Underway – 50% Complete

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

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

Construction continued with the track, crossovers, retaining walls and extension of a culvert. Installation of control points and associated signals were completed last quarter; programming and testing of signals and communications systems continued. This project is anticipated to be completed by early 2021. The project is marked “red” in the CAP, signifying a delay of 25 months due to design coordination with utilities and water quality control permitting concerns with the City of San Juan Capistrano. As a result of the stay-at-home order due to the COVID-19 pandemic, additional work windows will be utilized next quarter for the reconstruction of the Saddleback Church railroad crossing while on-site weekend services are canceled.

TRANSIT EXTENSIONS TO METROLINK

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

PROJECT S

Project: **OC Streetcar**

Status: Full Funding Grant Agreement (FFGA) Executed November 30, 2018, Construction and Utility Relocation Work Ongoing, Vehicle Production Underway, Operation and Maintenance Best and Final Offers are under review

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

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

TRANSIT

Construction work continues with sewer and water line relocations and storm drain installations in several locations, installation of the service and inspection pit at the Maintenance and Storage Facility and grading and drainage system installation on the PE Right-of-Way. Falsework is up for the bridge over Westminster Avenue, with formwork and rebar installation on-going. Construction of the retaining walls at the new Santa Ana River Streetcar Bridge and Westminster Bridge is underway.

During the quarter, the Board approved work to address additional removal and disposal of contaminated materials in the Pacific Electric Right of Way and other project areas. To support the local community, the Board also approved entering into agreements with two business associations that directly support Santa Ana's Business Improvement District during construction of the OC Streetcar.

The production of the Siemens S700 vehicles is underway with the eight vehicles in various stages of early production. The First article inspection of a painted car shell was conducted in February 2020. In January, the California Public Utilities Commission approved a variance request for the use of rearview cameras in lieu of rearview mirrors. OCTA elected to utilize a camera and monitor system instead of rearview mirrors on the vehicles in order to allow operators a clearer view of the rear and both sides of the vehicle for the full length of the vehicle.

On March 3, 2020, OCTA and FTA conducted its quarterly meeting to discuss project status and report on the Project schedule and cost estimate. Also on March 3, 2020, OCTA and FTA staff conducted a project Risk Workshop to review in detail potential risks to the project schedule and costs. Results from the workshop are anticipated next quarter.

Work continues to progress on other key OC Streetcar activities, including reviewing the Operations and Maintenance Best and Final offers in preparation for Board approval of contract award, coordination with third parties on utility relocation, public outreach and continued coordination with the FTA. The latest quarterly meeting between OCTA and FTA to discuss project status and report on the Project schedule and cost estimate took place on March 3, 2020.

As a result of the stay-at-home order due to the COVID-19 pandemic, there have been extended street closures and work windows made available to the contractor for construction while many downtown businesses.

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

Status: Service Ongoing for Anaheim Canyon Metrolink Bus Connection

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

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

anticipated to continue providing service between the station and the Anaheim Resort area through 2020 when the grant expires. In anticipation of the grant expiration, the city applied for Project V funding to continue this service. The Board will make a final determination on this application in April 2020.

METROLINK GATEWAYS

PROJECT T

Status: **PROJECT COMPLETE**

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

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

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately $77.6 million[9] in Project U funding has been provided under M2.

PROJECT U

Project: **Senior Mobility Program**

Status: Ongoing

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

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

Since inception, approximately $22.7 million[8] and 2,411,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. Several local jurisdictions have modified or suspended service during the stay-at-home order as a result of the COVID-19 pandemic. This quarter, approximately $1,128,000 was paid out to the 31 participating cities.

[8]Only Includes disbursed funds. On May 13, 2019, the Board determined that the City of Santa Ana and the City of Stanton were ineligible to receive net M2 revenues. Disbursement of net M2 revenues have been suspended until the cities acheive compliance and the Board reconsiders the matter. Update - An item will be brought to the Board on April 13, 2020 sharing audit results finding the cities in compliance and is expected to find the cities eligible to receive net M2 revenues.

TRANSIT

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

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to supplement existing county-wide senior non-emergency medical transportation services. Since inception, more than $24.6 million and 940,720 SNEMT boardings have been provided. This quarter, approximately $1,191,967 in SNEMT funding was paid[9] to the County of Orange.

Project: **Fare Stabilization Program**

Status: Ongoing

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

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

Approximately $1,752,000[9] in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 3,000,000 program-related boardings recorded on fixed route and ACCESS services, approximately $831,000 was utilized. Since inception of the program, more than $31 million and 119 million program-related boardings have been provided.

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

COMMUNITY BASED TRANSIT/CIRCULATORS

PROJECT V

Status: Service Updates; Fourth Call for Projects Underway

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

Summary: This program provides funding for local jurisdictions to develop local bus transit services such as community-based circulators and shuttles that complement regional bus and rail services and meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has provided three rounds of funding (June 2013, June 2016, and June 2018) which have awarded 29 projects and 7 planning studies totaling approximately $43 million. Out of the transit circulator projects: 20 are currently active; eight have been cancelled (primarily due to low ridership); and one has been completed.

In March 2019, OCTA requested letters of interest for a future round of Project V funding. Ten responses from eligible local agencies were received and staff reported these findings to the Board in August 2019. At that meeting, the Board directed staff to develop and evaluate potential revisions for the Project V Comprehensive Transportation

Funding Programs Guidelines. The revisions and the request to authorize a fourth Project V call for approximately $9 million was authorized by the Board on October 14, 2019. Funding recommendations for the fourth Project V call are anticipated in April 2020.

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

Local jurisdictions have temporarily suspended local transit services beginning mid-March due to the stay-at-home order as a result of the COVID-19 pandemic.

SAFE TRANSIT STOPS

PROJECT W

Status: City-Initiated Improvements Underway or Complete

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

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

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

In October 2018, the Board authorized a second Project W allocation process; providing up to $3 million (in total) to eligible agencies to support bus stop amenity improvements. Eligible agencies were able to receive between $20,000 to $35,000 (per identified bus stop based on ridership). On June 13, 2019, funding recommendations were approved by the Board providing just under $1 million to support improvements at 36 locations within the seven[10] eligible agencies and OCTA.

[10] The City of Santa Ana (City) submitted 36 Project W funding request applications. However, on May 13, 2019, the Board determined that the City of Santa Ana was ineligible to receive net M2 revenues and therefore these applications were not funded. Update - An item will be brought to the Board on April 13, 2020 sharing audit results finding the City in compliance and is expected to find the City eligible to receive net M2 revenues.

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: **Environmental Cleanup Program**

Status: Ongoing

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

PROJECT X

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

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

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

ENVIRONMENTAL

FREEWAY MITIGATION

Project: **Environmental Mitigation Program**

Status: Biological Permits Issued and Conservation Plan in Place

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

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

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

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

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

Resource management plans (RMPs) for the Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

ENVIRONMENTAL

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

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

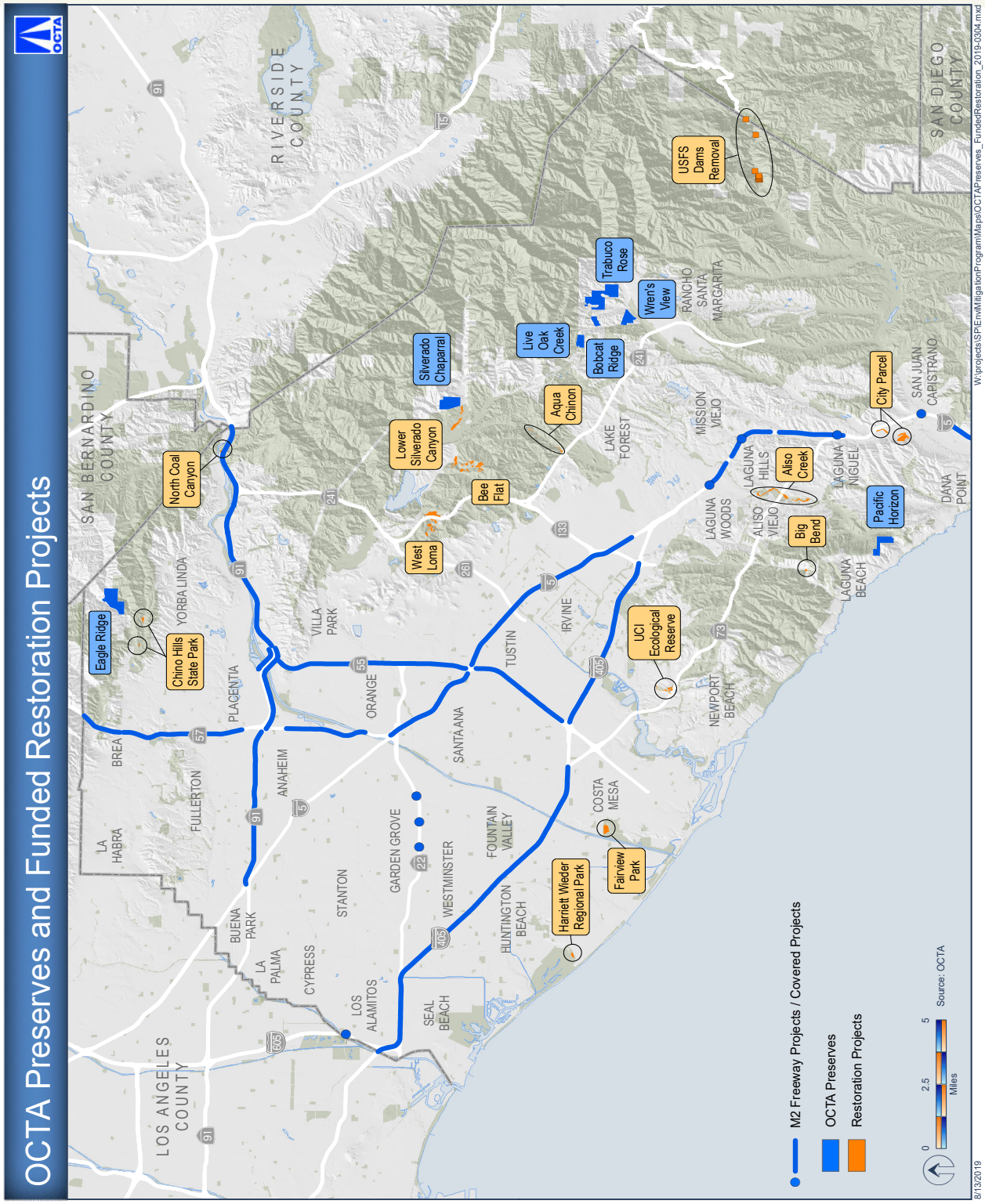
To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project K (I-405 Improvement Project from SR-73 to I-605), Project C (I-5 from SR-73 to El Toro Road), and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

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

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

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

ENVIRONMENTAL



PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

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

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

Market Conditions Forecast and Risk Analysis

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

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

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

During the quarter, the consultant team completed the spring update of the forecasting model. The report was finalized prior to the COVID-19 pandemic and showed a cooling of the prior increasing-cost environment. It is anticipated that current events may cause this to further change during the Next 10 delivery years. Staff will continue to monitor the sitation as more information becomes available.

Next 10 Delivery Plan

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

Annually, OCTA reviews the M2 program assumptions and updates the cash flows and Next 10 assumptions as needed based on changes to the revenue forecast and project cost and schedule updates. The 2019 Next 10 Plan incorporating the updated forecast of $13.4 billion was presented to the Board at the November 11, 2019

meeting. The 2019 Next 10 Plan identified five projects to be advanced through construction: I-605/ Katella Interchange (Project M), SR- 57 Northbound from Orangewood Avenue to Katella Avenue (Project G), I-5 between I-405 and Yale Avenue 37 (Project B), I-5 between Yale Avenue and SR-55 (Project B) and SR-55 between I-5 and SR-91 (Project F). The result of the Next 10 Plan review demonstrated a delivery plan that remains solvent. Recent events related to the COVID-19 pandemic will be evaluated during the annual Fall review of the delivery plan to determine any updates required.

M2 Performance Assessment

The M2 ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in delivery of M2 as promised to the voters. Three prior performance assessments have been completed covering fiscal years FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, and FY 2012-13 through FY 2014-15. A fourth assessment covering the period between July 1, 2015 and June 30, 2018 along with findings and recommendations for enhancements was presented to the Board on March 11, 2019. The report commended OCTA's management of the M2 program with eight recommendations for enhancements. Key areas the recommendations focused on were to continue to increase awareness of M2, enhance quantitative tracking data in all programs, formally memorialize the link between capital project selection and implementation, and to enhance transparency with the public. Staff implemented all eight recommendations for enhancements and provided a final report to the Board on January 13, 2020. There are no outstanding action items.

M2 Ordinance Tracking Matrix

The M2 Ordinance and Transportation Investment Plan (Ordinance No. 3) includes numerous requirements that staff must follow in order to keep the promise to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA is in compliance with all requirements detailed in Ordinance No. 3. The tracking matrix update for 2019 was finalized and will be shared with the Taxpayer Oversight Committee (TOC) next quarter. This document is for PMO tracking purposes but is also helpful to TOC members during their annual compliance finding.

PMO M2 Tracking Tools

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

<u>Local Jurisdiction Fact Sheets</u>

Fact Sheets have been created for the County of Orange and each of Orange County's 34 cities. The Fact Sheets provide data on transportation and transit projects (funded through Measure M, state, and federal grants) in a format which emphasizes key points concisely on a single printed page. The City Fact Sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency

with funding (M2 and other) and transportation improvements. During the quarter, the City Fact Sheets through December 2019 were completed. The update incorporated the 2019 Tier 1 ECP projects, the September 2019 semi-annual review of CTFP projects and programming updates.

M2 Financial Picture

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

Engineer's Estimate versus Bids Tracking

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

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

The next M2 projects anticipated to go out to bid in 2020 are Project C (I-5 between Alicia Parkway and El Toro Road) and Project R (Anaheim Canyon Metrolink Station Improvements). Staff will track and update the spreadsheet as appropriate.

M2 Administrative Safeguards

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

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

revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately $5.2 million from OCUTT. Over the last few years, OCTA has experienced under-runs in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent December 2019 Taxpayer Oversight Committee Report, the outstanding principal balance was $0 and the remaining interest owed to OCUTT was $881 thousand.

Staff meets quarterly to review all labor costs to ensure proper cost allocation under M2. Staff reviews labor reports for each quarter to ensure costs attributed to the one percent cap are accurately reported and there were no misplaced project related costs, as well as to ensure project costs were applied to the correct projects.

Taxpayer Oversight Committee

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

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

PROGRAM MANAGEMENT

The TOC will meet next on June 9, 2020. The next meeting was orginally scheduled for April 14, 2020, but was cancelled to ensure compliance with the stay-at-home order due to the COVID-19 pandemic. As permitted by health agencies and Taxpayer Oversight Committee schedule, a tentative special meeting has been proposed for May 12, 2020. Taxpayer Oversight Committee vacancies are being advertised for recruitment in the 2nd and 3rd Supervisorial Districts. The Grand Jurors Association of Orange County will select finalists after an extensive recruitment effort takes place in early spring.

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

M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

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

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

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

Current Forecast

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

OCTA's assumed growth rate for FY 2019 budget was 3.7 percent or gross annual sales tax of $332 million. FY 2019 gross actuals were closely in alignment with the budget closing the year at approximately $332 million. For FY 2020, the assumed budget growth rate is 2.5 percent.

However, this forecast does not include the impact of the COVID-19 pandemic that began in March 2020 and it is anticipated that this rate will be revised. OCTA staff is working closely with MuniServices, Inc. and the three universities to monitor and determine the impact on OCTA's sales tax collections and long-term forecast.

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Local Tax Dollars at Work

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2020 (Unaudited)

Schedule 1

($ in thousands)	Quarter Ended Mar 31, 2020	Year to Date Mar 31, 2020 *(A)*	Period from Inception to Mar 31, 2020 *(B)*
Revenues:			
Sales taxes	$ 90,232	$ 254,570	$ 2,668,299
Other agencies' share of Measure M2 costs:			
Project related	11,642	63,889	731,674
Non-project related	-	-	454
Interest:			
Operating:			
Project related	(363)	(65)	1,163
Non-project related	6,612	16,280	68,636
Bond proceeds	5,009	10,161	71,648
Debt service	76	241	1,054
Commercial paper	-	-	393
Right-of-way leases	135	204	1,145
Proceeds on sale of assets held for resale	-	-	12,201
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	24	41	311
Non-project related	-	-	100
Total revenues	113,367	345,321	3,559,149
Expenditures:			
Supplies and services:			
Sales tax administration fees	956	2,913	29,205
Professional services:			
Project related	8,129	17,984	399,786
Non-project related	959	2,457	29,242
Administration costs:			
Project related	2,519	7,563	80,832
Non-project related:			
Salaries and Benefits	743	2,029	27,136
Other	1,326	3,979	45,994
Other:			
Project related	29	111	5,138
Non-project related	7	244	5,159
Payments to local agencies:			
Project related	27,228	60,564	1,006,421
Capital outlay:			
Project related	64,026	148,176	1,174,159
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	8,530	8,530	59,030
Interest on long-term debt and commercial paper	18,085	35,609	214,223
Total expenditures	132,537	290,159	3,076,356
Excess (deficiency) of revenues over (under) expenditures	(19,170)	55,162	482,793
Other financing sources (uses):			
Transfers out:			
Project related	(7,600)	(29,782)	(234,461)
Transfers in:			
Project related	121	14,581	173,051
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	(7,479)	(15,201)	698,153
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	$ (26,649)	$ 39,961	$ 1,180,946

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2020 (Unaudited)

Schedule 2

($ in thousands)	Quarter Ended Mar 31, 2020 (actual)	Year to Date Mar 31, 2020 (actual)	Period from Inception through Mar 31, 2020 (actual)	Period from April 1, 2020 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 90,232	$ 254,570	$ 2,668,299	$ 8,238,232	$ 10,906,531
Operating interest	6,612	16,280	68,636	123,573	192,209
Subtotal	96,844	270,850	2,736,935	8,361,805	11,098,740
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	96,844	270,850	2,737,489	8,361,805	11,099,294
Administrative expenditures:					
Sales tax administration fees	956	2,913	29,205	91,116	120,321
Professional services	959	2,457	25,467	78,093	103,560
Administration costs:					
Salaries and Benefits	743	2,029	27,136	85,128	112,264
Other	1,326	3,979	45,994	143,286	189,280
Other	7	225	2,139	6,430	8,569
Capital outlay	-	-	31	-	31
Environmental cleanup	751	1,774	43,639	164,738	208,377
Total expenditures	4,742	13,377	173,611	568,791	742,402
Net revenues	$ 92,102	$ 257,473	$ 2,563,878	$ 7,793,014	$ 10,356,892
		(C.2)	*(D.2)*	*(E.2)*	*(F.2)*
Bond revenues:					
Proceeds from issuance of bonds	$ -	$ -	$ 804,625	$ 597,900	$ 1,402,525
Interest revenue from bond proceeds	5,009	10,161	71,648	82,242	153,890
Interest revenue from debt service funds	76	241	1,054	4,633	5,687
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	5,085	10,402	877,720	684,775	1,562,495
Financing expenditures and uses:					
Professional services	-	-	3,775	2,093	5,868
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	8,530	8,530	59,030	1,228,823	1,287,853
Bond debt and other interest expense	18,085	35,609	214,223	699,918	914,141
Other	-	19	3,020	-	3,020
Total financing expenditures and uses	26,615	44,158	325,110	1,930,834	2,255,944
Net bond revenues (debt service)	$ (21,530)	$ (33,756)	$ 552,610	$ (1,246,059)	$ (693,449)

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2020(Unaudited)
Schedule 3

Project	Description	Net Revenues through Mar 31, 2020	Total Net Revenues
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Freeways (43% of Net Revenues)		
A	I-5 Santa Ana Freeway Interchange Improvements	$ 101,056	$ 408,218
B	I-5 Santa Ana/SR-55 to El Toro	64,547	260,738
C	I-5 San Diego/South of El Toro	134,812	544,580
D	I-5 Santa Ana/San Diego Interchange Upgrades	55,474	224,086
E	SR-22 Garden Grove Freeway Access Improvements	25,801	104,226
F	SR-55 Costa Mesa Freeway Improvements	78,694	317,889
G	SR-57 Orange Freeway Improvements	55,624	224,694
H	SR-91 Improvements from I-5 to SR-57	30,102	121,597
I	SR-91 Improvements from SR-57 to SR-55	89,552	361,752
J	SR-91 Improvements from SR-55 to County Line	75,727	305,903
K	I-405 Improvements between I-605 to SR-55	230,665	931,780
L	I-405 Improvements between SR-55 to I-5	68,739	277,675
M	I-605 Freeway Access Improvements	4,300	17,371
N	All Freeway Service Patrol	32,252	130,282
	Freeway Mitigation	55,123	222,673
	Subtotal Projects	1,102,468	4,453,464
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	$ 1,102,468	$ 4,453,464
	%		
	Street and Roads Projects (32% of Net Revenues)		
O	Regional Capacity Program	$ 256,391	$ 1,035,702
P	Regional Traffic Signal Synchronization Program	102,552	414,262
Q	Local Fair Share Program	461,498	1,864,241
	Subtotal Projects	820,441	3,314,205
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	$ 820,441	$ 3,314,205
	%		

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2020 (Unaudited)

Schedule 3

Expenditures through Mar 31, 2020	Reimbursements through Mar 31, 2020	Net M2 Cost
(J)	*(K)*	*(L)*
$ 9,042	$ 7,105	$ 1,937
10,389	7,952	2,437
177,758	47,760	129,998
2,304	527	1,777
5	-	5
33,354	19,684	13,670
51,352	12,306	39,046
34,880	824	34,056
23,502	22,202	1,300
6,936	5,527	1,409
606,452	114,281	492,171
9,207	6,954	2,253
2,133	16	2,117
5,917	-	5,917
54,565	2,870	51,695
1,027,796	248,008	779,788
54,147	-	54,147
$ 1,081,943	$ 248,008	$ 833,935
		40.0%
$ 757,049	$ 505,252	$ 251,797
66,020	5,054	60,966
444,513	77	444,436
1,267,582	510,383	757,199
60,141	-	60,141
$ 1,327,723	$ 510,383	$ 817,340
		39.2%

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Local Tax Dollars at Work

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2020 (Unaudited)
Schedule 3

Project Description	Net Revenues through Mar 31, 2020	Total Net Revenues
($ in thousands)		
Transit Projects (25% of Net Revenues)		
High Frequency Metrolink Service	$ 243,120	$ 1,032,946
Transit Extensions to Metrolink	226,331	914,274
Metrolink Gateways	31,460	52,936
Expand Mobility Choices for Seniors and Persons with Disabilities	83,136	359,127
Community Based Transit/Circulators	51,264	207,083
Safe Transit Stops	5,658	22,857
Subtotal Projects	640,969	2,589,223
Net (Bond Revenue)/Debt Service	-	-
Total Transit Projects	$ 640,969	$ 2,589,223
%		
Environmental Cleanup (2% of Revenues)		
Clean Up Highway and Street Runoff that Pollutes Beaches	$ 54,739	$ 221,975
Net (Bond Revenue)/Debt Service	-	-
Total Environmental Cleanup	$ 54,739	$ 221,975
%		
Taxpayer Safeguards and Audits		
Collect Sales Taxes (1.5% of Sales Taxes)	$ 40,024	$ 163,598
%		
Oversight and Annual Audits (1% of Revenues)	$ 27,369	$ 110,987
%		

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2020 (Unaudited)
Schedule 3

Expenditures through Mar 31, 2020	Reimbursements through Mar 31, 2020	Net M2 Cost
$ 290,898	$ 98,743	$ 192,155
80,740	2,133	78,607
98,220	60,956	37,264
79,863	88	79,775
10,930	987	9,943
1,129	26	1,103
561,780	162,933	398,847
33,635	-	33,635
$ 595,415	$ 162,933	$ 432,482
		20.8%
$ 43,639	$ 292	$ 43,347
-	-	-
$ 43,639	$ 292	$ 43,347
		1.6%
$ 29,205	$ -	$ 29,205
		1.1%
$ 27,136	$ -	$ 27,136
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3rd Quarter FY 2019-20	FUNDS TO DATE
ALISO VIEJO	$270,256	$5,534,175
ANAHEIM	$1,170,808	$45,701,328
BREA	$382,638	$7,957,338
BUENA PARK	$578,674	$12,414,318
COSTA MESA	$995,721	$20,253,565
CYPRESS	$343,432	$7,333,430
DANA POINT	$229,656	$4,619,386
FOUNTAIN VALLEY	$411,503	$8,626,736
FULLERTON	$865,971	$18,072,714
GARDEN GROVE	$988,214	$20,667,250
HUNTINGTON BEACH	$1,315,970	$27,024,281
IRVINE	$1,915,850	$37,592,027
LAGUNA BEACH	$169,777	$3,546,931
LAGUNA HILLS	$226,010	$4,736,311
LAGUNA NIGUEL	$440,074	$9,257,004
LAGUNA WOODS	$83,388	$1,770,437
LA HABRA	$352,230	$7,316,123
LAKE FOREST	$543,055	$11,006,360

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3rd Quarter FY 2019-20	FUNDS TO DATE
LA PALMA	$100,279	$2,286,972
LOS ALAMITOS	$87,050	$1,804,303
MISSION VIEJO	$618,296	$12,996,838
NEWPORT BEACH	$740,378	$15,289,672
ORANGE	$1,102,913	$22,902,807
PLACENTIA	$195,436	$6,368,339
RANCHO SANTA MARGARITA	$280,539	$5,886,861
SAN CLEMENTE	$382,123	$7,815,363
SAN JUAN CAPISTRANO	$255,892	$5,268,631
SANTA ANA	$0*	$33,406,560
SEAL BEACH	$159,543	$3,480,548
STANTON	$0*	$3,605,030
TUSTIN	$606,086	$12,429,936
VILLA PARK	$34,556	$725,309
WESTMINSTER	$563,701	$11,893,179
YORBA LINDA	$405,249	$8,352,462
COUNTY UNINCORPORATED	$1,303,014	$26,213,928
TOTAL M2 FUNDS	**$18,118,284**	**$434,156,452**

*On May 13, 2019, the Board determined that the City of Santa Ana and the City of Stanton ineligible to receive M2 revenues. Disbursement of M2 funds have been suspended until the cities achieve compliance and the Board reconsiders the matter on April 13, 2020. Below are the M2 Funds withheld from the ineligible cities.

ENTITY	3rd Quarter FY 2019-20	SUSPENDED FUNDS TO DATE
SANTA ANA	$1,854,662	$5,259,670
STANTON	$196,018	$556,383
TOTAL M2 FUNDS	**$2,050,680**	**$5,816,053**

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

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

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Begin Environmental	Begin Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	$38.1	Jul-11	Jun-15	Dec-17	Apr-21
Project A	$41.5	**Jun-11**	**Jun-15**	**Nov-18**	Apr-21
I-5, I-405 to Yale Avenue (Segment 1)	$230.5	May-14	TBD	TBD	TBD
Project B	$230.5	**May-14**	Sep-21	Jul-25	Jan-29
I-5, Yale Avenue to SR-55 (Segment 2)	$200.4	May-14	TBD	TBD	TBD
Project B	$200.4	**May-14**	Mar-21	Jan-25	Aug-28
I-5, Pico to Vista Hermosa	$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	$83.5	**Jun-09**	**Jun-11**	**Dec-14**	**Aug-18**
I-5, Vista Hermosa to Pacific Coast Highway	$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	$75.3	**Jun-09**	**Jun-11**	**Jun-14**	**Jul-17**
I-5, Pacific Coast Highway to San Juan Creek Road	$70.7	Jun-09	Jun-11	Oct-13	Sep-16
Project C	$74.3	**Jun-09**	**Jun-11**	**Dec-13**	**Jul-18**
I-5, I-5/Ortega Interchange	$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	$79.8	**Sep-05**	**Jan-09**	**Aug-12**	**Jan-16**
I-5, SR-73 to Oso Parkway	$151.9	Sep-11	Mar-15	Dec-18	Apr-25
Project C & D	$196.1	**Oct-11**	**Mar-15**	**Dec-19**	Apr-25
I-5, Oso Parkway to Alicia Parkway	$196.2	Sep-11	Nov-14	Jun-18	Nov-23
Project C & D	$203.1	**Oct-11**	**Nov-14**	**Mar-19**	Nov-23
I-5, Alicia Parkway to El Toro Road	$133.6	Sep-11	Mar-15	May-19	Jun-23
Project C	$184.1	**Oct-11**	**Mar-15**	Aug-20	Sep-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	$12.4	N/A	Jul-22	Nov-24	Jun-26

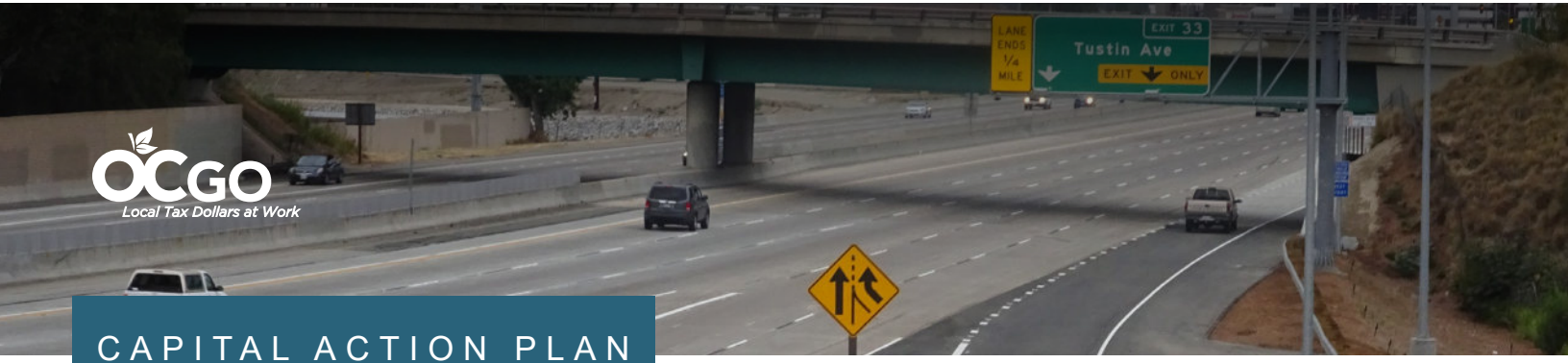
*Status through March 2020. For detailed project information, please refer to the individual project section within this report.

CAPITAL ACTION PLAN

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

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Begin Environmental	Begin Design	Award Contract	Complete Construction
I-5, I-5/El Toro Road Interchange	TBD	Apr-17	TBD	TBD	TBD
Project D Cost/Schedule Risk	TBD	**Apr-17**	TBD	TBD	TBD
SR-55, I-405 to I-5	$410.9	Feb-11	Sep-17	Jul-21	Aug-25
Project F Cost/Schedule Risk	$410.9	**May-11**	**Sep-17**	Jul-21	Aug-25
SR-55, I-5 to SR-91	TBD	Dec-16	TBD	TBD	TBD
Project F	TBD	**Dec-16**	TBD	TBD	TBD
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	TBD	Apr-16	TBD	TBD	TBD
Project G	TBD	**Apr-16**	TBD	TBD	TBD
SR-57 (NB), Katella Avenue to Lincoln Avenue	$78.7	Apr-08	Jul-08	Aug-11	Sep-14
Project G	$38.0	**Apr-08**	**Aug-08**	**Oct-11**	**Apr-15**
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	**May-09**	**Sep-17**	**Jun-18**
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	$80.2	Aug-05	Feb-08	Oct-10	May-14
Project G	$52.3	**Aug-05**	**Feb-08**	**Oct-10**	**Nov-14**
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	$79.3	Aug-05	Feb-08	Oct-10	Sep-14
Project G	$54.1	**Aug-05**	**Feb-08**	**Oct-10**	**May-14**
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	**Oct-14**	**Feb-18**	**Apr-19**
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-23	TBD	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	$59.2	**Jul-07**	**Mar-10**	**Jan-13**	**Jun-16**

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



OCGO
Local Tax Dollars at Work

CAPITAL ACTION PLAN

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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Begin Environmental	Begin Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	**Nov-14**	**Mar-17**	**Nov-17**
SR-91, SR-55 to Lakeview Avenue (Segment 1)	TBD	Jan-15	Mar-20	TBD	TBD
Project I	$102.5	**Jan-15**	**Mar-20**	Feb-24	Sep-27
SR-91, La Palma Avenue to SR-55 (Segment 2)	TBD	Jan-15	TBD	TBD	TBD
Project I	$223.1	**Jan-15**	Jul-20	Apr-24	Dec-27
SR-91, Acacia Street to La Palma Ave (Segment 3)	TBD	Jan-15	TBD	TBD	TBD
Project I	$109.7	**Jan-15**	Nov-20	Sep-24	May-28
SR-91 (WB), Tustin Interchange to SR-55	$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	$42.5	**Jul-08**	**Jun-11**	**Oct-13**	**Jul-16**
SR-91, SR-55 to SR-241	$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	$79.7	**Jul-07**	**Apr-09**	**May-11**	**Mar-13**
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	**May-12**	**Oct-13**	**Feb-15**
SR-91 Eastbound, SR-241 to SR-71	$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	$57.8	**Mar-05**	**Jul-07**	**Aug-09**	**Jan-11**
I-405, SR-55 to I-605 (Design-Build)	$1,900.0	Mar-09	Mar-14	Nov-16	May-23
Project K	$1,900.0	**Mar-09**	**Mar-14**	**Nov-16**	May-23
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	**Dec-14**	TBD	TBD	TBD
I-605, I-605/Katella Interchange	$29.0	Aug-16	TBD	TBD	TBD
Project M	$29.0	**Aug-16**	Nov-20	May-23	Feb-25

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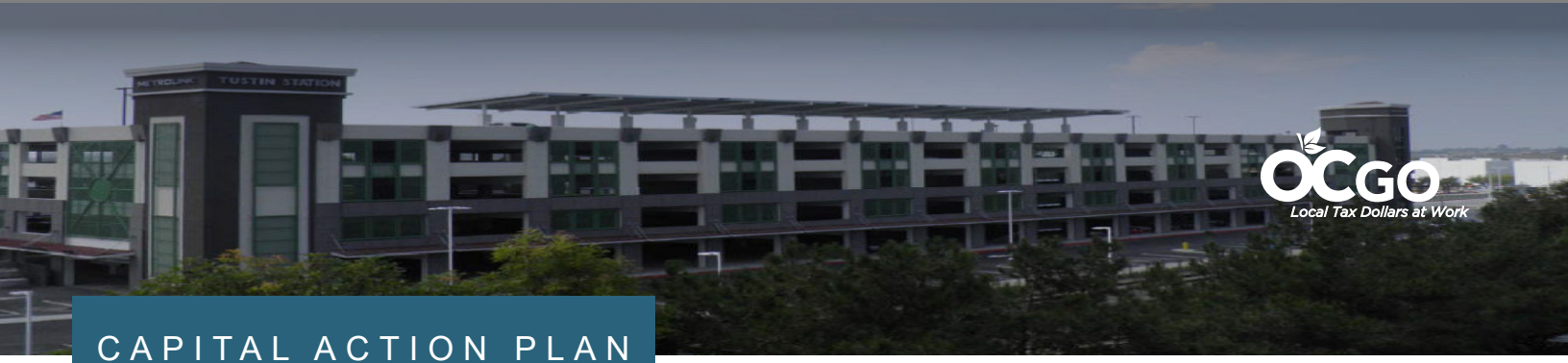

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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Begin Environmental	Begin Design	Award Contract	Complete Construction
Grade Separation Projects:					
Raymond Avenue Railroad Grade Separation	$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O	$125.6	**Feb-09**	**Mar-10**	**Feb-14**	**May-18**
State College Boulevard Railroad Grade Separation (Fullerton)	$73.6	Dec-08	Jul-06	May-13	May-18
Project O	$100.3	**Dec-08**	**Jul-06**	**Feb-14**	**Mar-18**
Placentia Avenue Railroad Grade Separation	$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	$64.5	**Jan-01**	**Jan-09**	**Jul-11**	**Dec-14**
Kraemer Boulevard Railroad Grade Separation	$70.4	Jan-01	Jan-09	Aug-11	Oct-14
Project O	$63.8	**Jan-01**	**Feb-09**	**Sep-11**	**Dec-14**
Orangethorpe Avenue Railroad Grade Separation	$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	$105.9	**Jan-01**	**Feb-09**	**Jan-13**	**Oct-16**
Tustin Avenue/Rose Drive Railroad Grade Separation	$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	$96.6	**Jan-01**	**Feb-09**	**Feb-13**	**Oct-16**
Lakeview Avenue Railroad Grade Separation	$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	$110.7	**Jan-01**	**Feb-09**	**Nov-13**	**Jun-17**
Rail and Station Projects:					
Sand Canyon Avenue Railroad Grade Separation	$55.6	N/A	Jan-04	Feb-11	May-14
Project R	$61.9	N/A	**Jan-04**	**Feb-11**	**Jan-16**
Rail-Highway Grade Crossing Safety Enhancement	$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	$90.4	**Jan-08**	**Jan-08**	**Aug-09**	**Dec-11**

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

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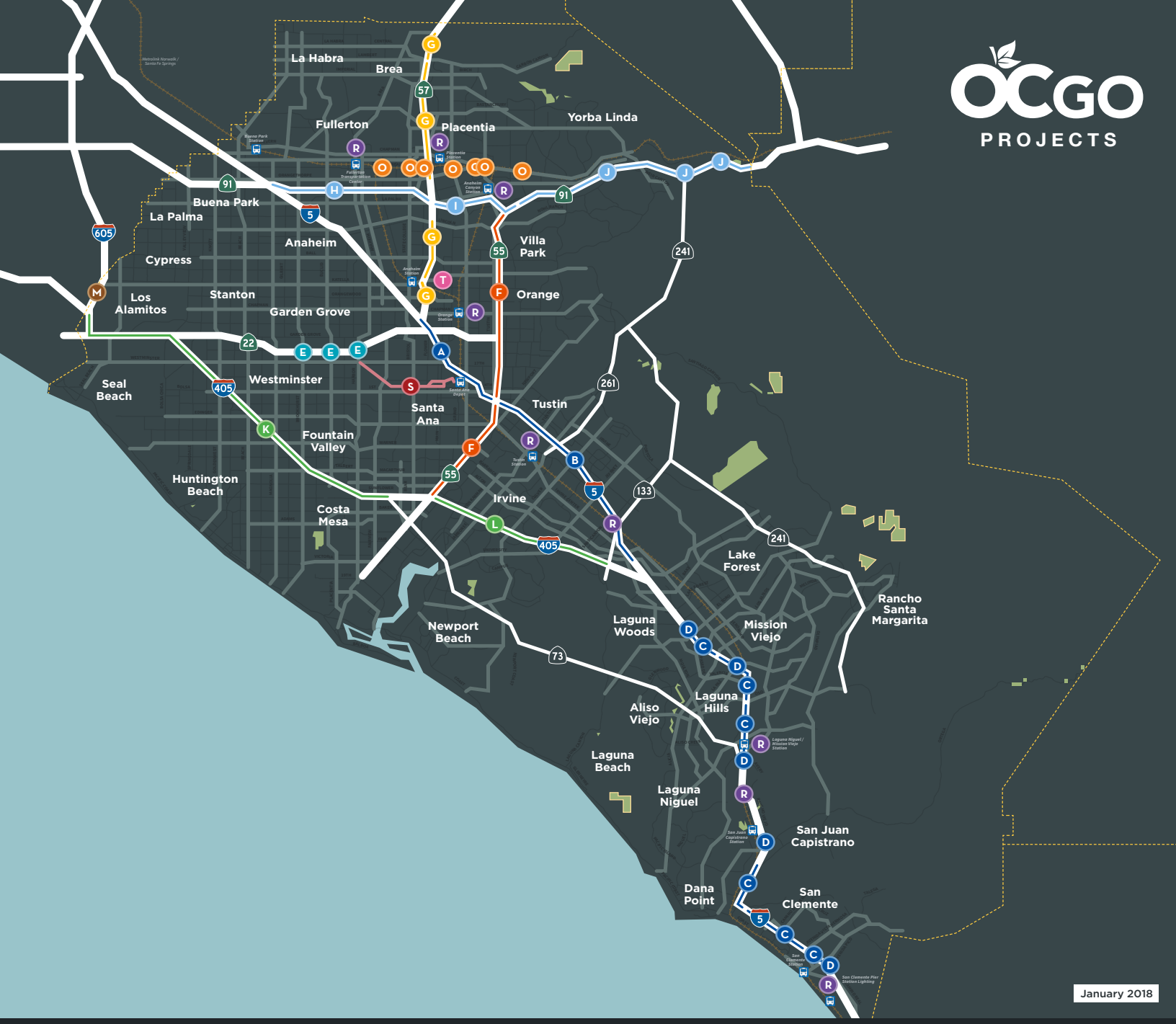

FREEWAY IMPROVEMENT PROGRAM

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

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

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

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

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS

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

TRANSIT PROJECTS

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

OC GO PROJECTS NOT SHOWN

Project N: Freeway Service Patrol

Project O: Streets & Roads - Regional Capacity Program

Project Q: Local Fair Share Program

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

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

Project V: Community Based Transit/Circulators

Project W: Safe Transit Stops

Project X: Environmental Cleanup Program