ATTACHMENT A

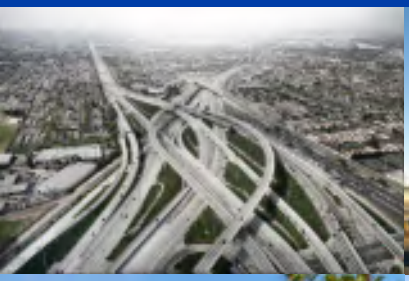
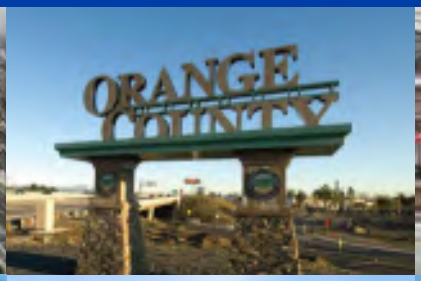
OCGO
Local Tax Dollars at Work

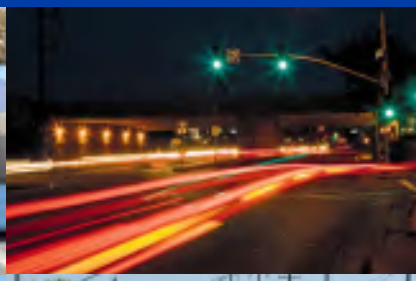
MEASURE M2 QUARTERLY PROGRESS REPORT

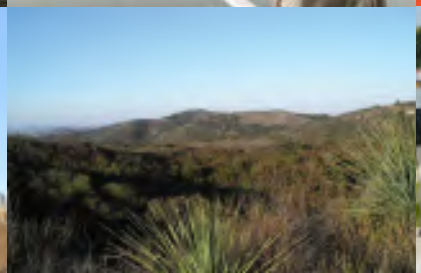
First Quarter of Fiscal Year 2021 – 22
July 1, 2021 through September 30, 2021

First Quarter Highlights:

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





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MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) 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 M2 Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from July 1, 2021, through September 30, 2021, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote OCTA's Measure M awareness 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, M2 progress reports are presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.

The cover photo shows a docent-led equestrian ride through one of OCTA's conservation properties (Preserves). Docent-led hikes and rides, temporarily halted during the coronavirus (COVID-19) pandemic, were reinitiated in September 2021. OCTA offers free hikes and rides that are intended to showcase the open-space lands acquired and preserved as part of the M2 Environmental Mitigation Program.

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MEASURE M2 PROGRESS REPORT

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COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
Annual Eligibility Review	AER
Board of Directors	Board
BNSF Railway Company	BNSF
California Department of Transportation	Caltrans
Capital Action Plan	CAP
Comprehensive Transportation Funding Program	CTFP
Conservation Properties	Preserves
Construction and Maintenance	C&M
Coronavirus	COVID-19
Cost Estimate Review	CER
Early Action Plan	EAP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
Full Funding Grant Agreement	FFGA
High Occupancy Vehicle	HOV
Interstate 5	I-5
Interstate 15	I-15
Interstate 405	I-405
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles County Metropolitan Transportation Authority	LA Metro
Measure M2 or Renewed Measure M	M2
Memorandum of Understanding	MOU
Metrolink Service Expansion Program	MSEP
Notice to Proceed	NTP
Next 10 Delivery Plan	Next 10 Plan
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan

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COMMON ABBREVIATIONS

Operation and Management	O&M
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Ordinance No. 3	M2 Ordinance
Pacific Coast Highway	PCH
Plans, Specifications, and Estimates	PS&E
Program Management Office	PMO
Project Report	PR
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP
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 Edison	SCE
State Route 22	SR-22
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 Route 133	SR-133
State Route 241	SR-241
State Transportation Improvement Program	STIP
Southern California Regional Rail Authority	Metrolink
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Transportation Investment Plan	Plan
United States Army Corps of Engineers	Corps

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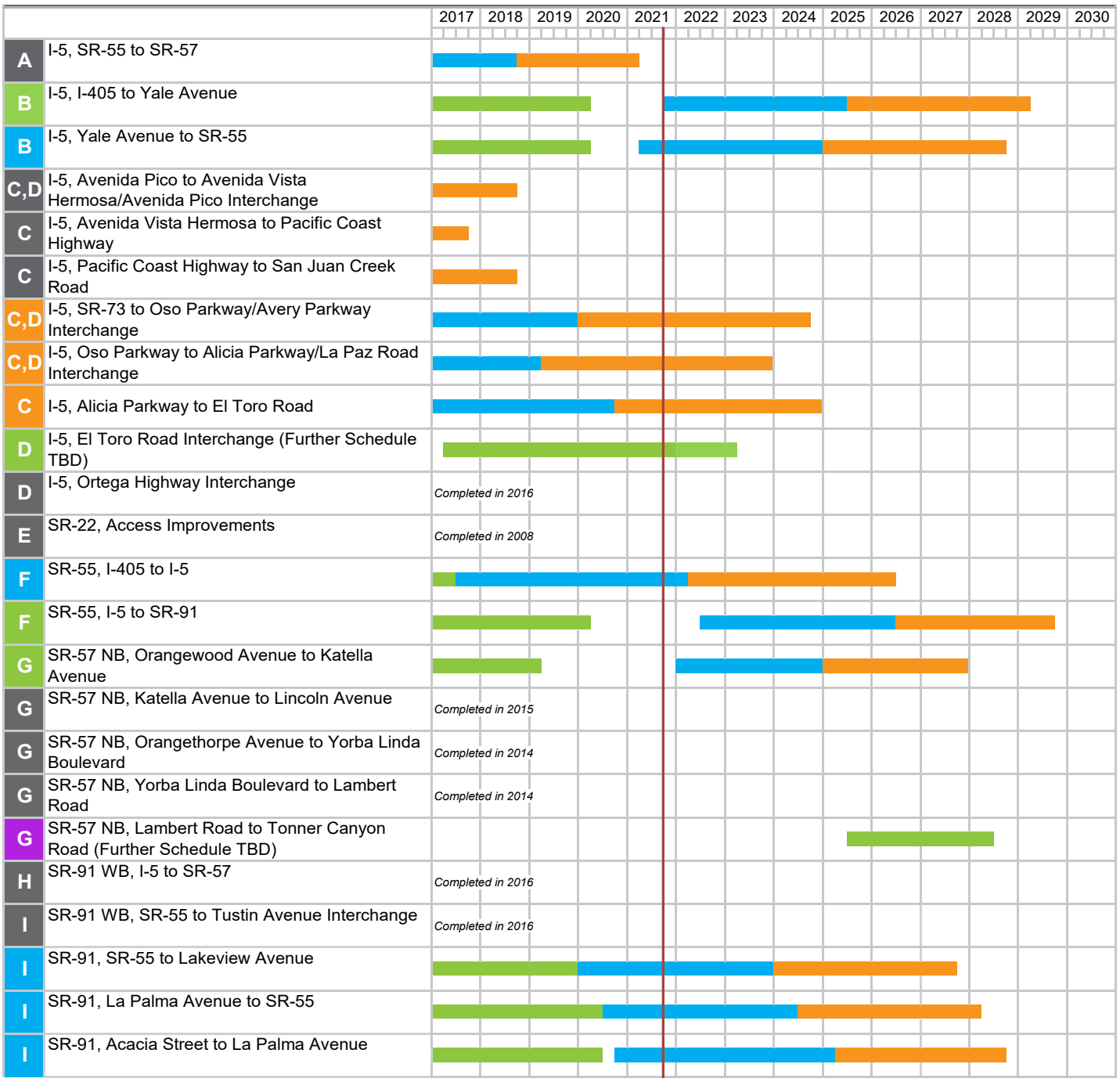
MEASURE M2 PROJECT SCHEDULES

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

For full project schedules, see http://octa.net/About-OC-Go/Projects-and-Programs/#/schedule

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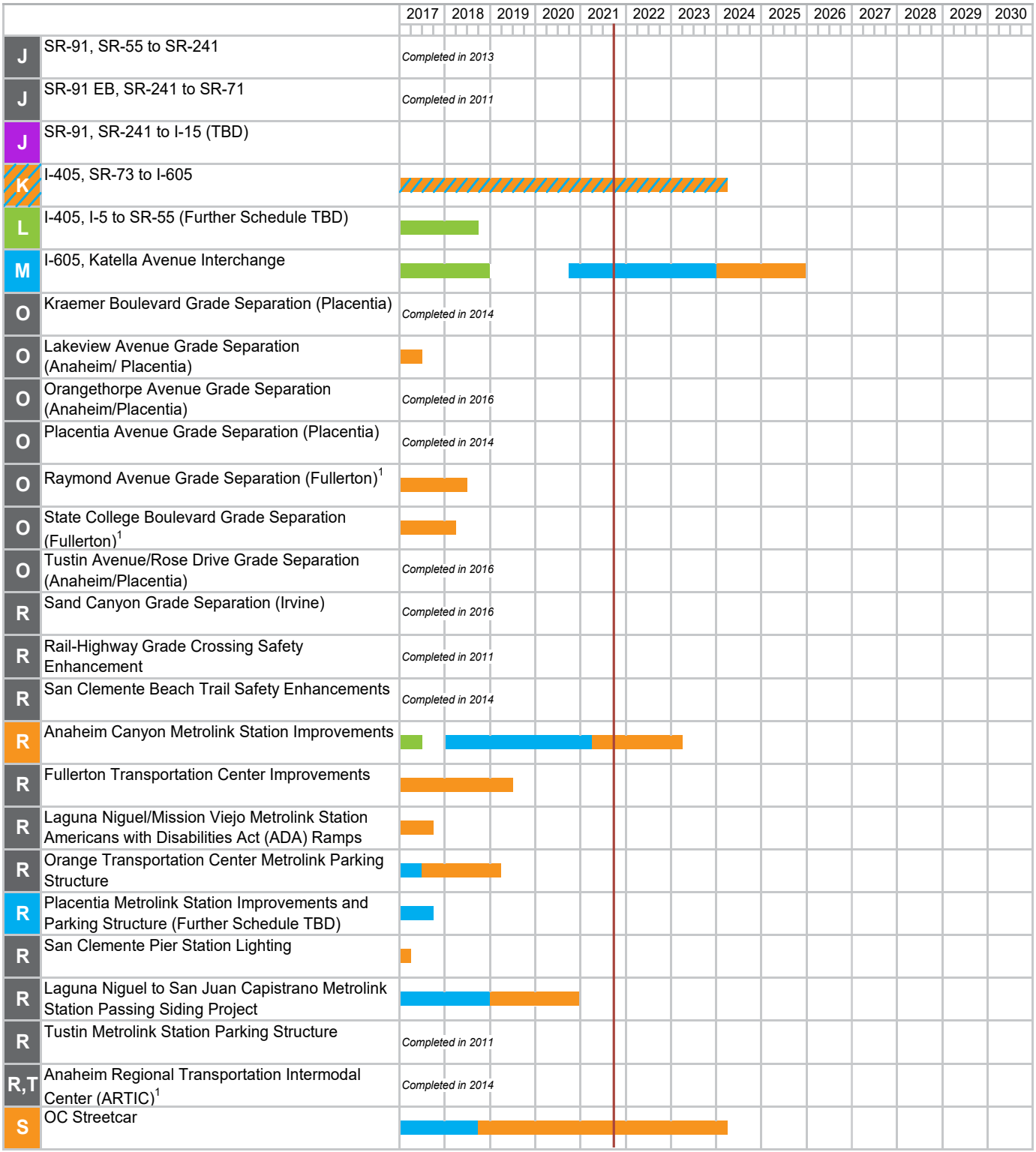
MEASURE M2 PROJECT SCHEDULES



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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 Plan) that the M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

	Delivery Risk	Explanation	Proposed Action
Financial			
1	The 2021 M2 revenue forecast is $13.2 billion, which is a $1.6 billion (13.8 percent) year-over-year increase from the 2020 forecast. While this is good news, it is still $200 million less than the pre-pandemic 2019 M2 sales tax forecast. Major swings in future revenue projections may further challenge delivery.	Sales tax revenues were impacted by the Great Recession and the COVID-19 pandemic. Changes in consumer spending habits and the 2018 Wayfair decision have impacted sales tax revenues.	The higher 2021 forecast provides a positive change; however, staff will continue to monitor sales tax revenue actuals to ensure delivery of M2 as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which limit future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2021 Next 10 Plan, but prospects of future revenues for highway projects are low.
3	Potential for an environment of increasing cost as M2 capital projects are readied for construction.	The fall 2021 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a high inflationary environment from 2022 through 2024. This is driven by increases in construction wages, building permits, and construction materials.	To further protect against potential cost increases in the M2 freeway program, an 11 percent program level expense line item has been incorporated in the 2021 M2 cash flow for an economic uncertainty allowance. The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs.
4	Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments.	The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered.	OCTA will work closely with the California Department of Transportation (Caltrans) to apply value engineering strategies on projects to manage costs.

On Track One to Watch

	Delivery Risk	Explanation	Proposed Action
5	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards or issues identified in the field regularly impact scope, schedule, and costs.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.
6	Sustain Metrolink train service as an attractive alternative to driving in Orange County within the limits of available revenue.	Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented. COVID-19 has introduced new risks as ridership and revenue have been greatly impacted in Orange County.	In September 2020, Metrolink adopted a Recovery Plan Framework to ensure the safety of passengers and employees and restore service in a post-COVID-19 environment. Metrolink received $64.6 million in one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, $4.7 million in Coronavirus Response and Relief Supplemental Appropriations Act funding, and $22.7 million in American Rescue Plan Act funding which alleviates some concerns in the near-term. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.
Resource			
7	Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.	The economic impacts of COVID-19 and its effects on unemployment may change the availability of key talent. If shortages continue, project delivery costs could rise but if additional labor resources are available, it may temper costs and reduce delivery risk.	OCTA will monitor impacts of COVID-19 on the labor market as well as contractor reported COVID-19 cases. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.
8	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	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. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.

	Delivery Risk	Explanation	Proposed Action
Regulatory			
9	Changing federal and state directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.

Next 10 Delivery Plan

Contact: Francesca Ching, PMO Manager • (714) 560-5625

On November 14, 2016, the Board approved the Next 10 Plan, providing guidance to staff on the delivery of M2 projects and programs between fiscal year (FY) 2016-17 and FY 2025-26. Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs. On December 14, 2020, with four years of the Next 10 Plan complete, OCTA shifted the Next 10 Plan timeframe to span FY 2020-21 through FY 2029-30 for more strategic, forward-thinking planning.

On September 27, 2021, the 2021 M2 sales tax revenue forecast of $13.2 billion was presented to the Board. This represents a $1.6 billion increase from the sales tax forecast of $11.6 billion assumed in the 2020 Next 10 Plan. This forecast along with updated schedules, project estimates, and assumptions will be incorporated into the 2021 Next 10 Plan, which is anticipated to be presented to the Board in fall 2021.

Next 10 Plan Deliverables

Significant progress continues with projects completing construction, projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs.

1. Deliver 14 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects/project segments. Deliverable 1 includes 14 projects to be delivered through construction by FY 2029-30. These projects would bring the total number of completed projects to 26, which equates to approximately 87 percent of the M2 Freeway Program. On January 6, 2021, the I-5 project between SR-55 and SR-57 was completed. For more details, see pages iii-iv (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- SR-55, I-405 to I-5 – Advertise for construction
- SR-55, I-5 to SR-91 – Award contract for design services

2. Prepare remaining freeway improvement projects for delivery (Projects A-M).

The four remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by FY 2029-30, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Tonner Canyon Road), Project J (SR-91 between SR-241 and I-15), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated annually as part of the Next 10 Plan review. The next review of the Next 10 Plan is anticipated in fall 2021. For more details, see pages iii-iv (Project Schedules) and the project updates contained in their respective sections.

3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system, synchronize signals (Project O and P), and continue flexible funding to local jurisdictions to preserve the quality of streets or for use on other transportation needs, as appropriate (Project Q).

As of September 2021, OCTA has awarded approximately $455.6 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) through annual calls for projects (call). Additionally, approximately $524.9 million in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

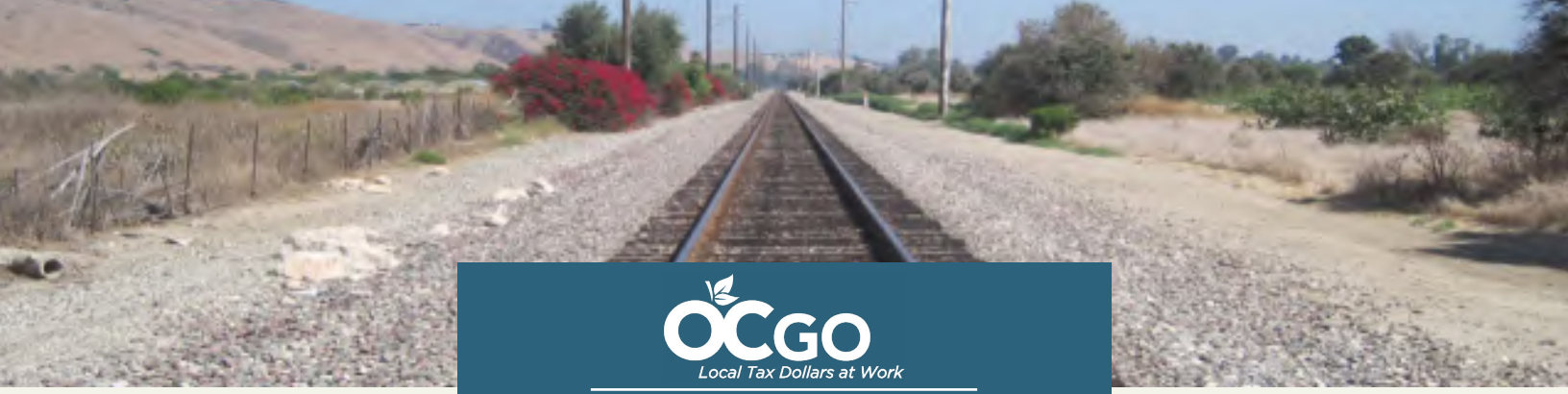
On August 9, 2021, the Board authorized the 12th call providing up to $40 million for Project O and Project P in available M2 funds to support local streets and roads improvement projects throughout Orange County. Applications are due on October 21, 2021. Based upon project selection criteria as specified in the Comprehensive Transportation Funding Programs (CTFP) guidelines, projects will be prioritized for Board consideration in spring 2021. For more details, see the project updates on page 20.

Upcoming activities:

- Project O and P - Programming recommendations for the 12th call

4. Maintain Metrolink service and complete two rail station improvements (Project R).

In March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 trains, which is down from the 54 daily trains operated prior to COVID-19. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.



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 two projects to be completed by 2030: Anaheim Canyon Metrolink Station Improvement Project (construction contract was awarded in March 2021) and Placentia Metrolink Station (is ready to begin construction, however, it is contingent on a BNSF construction and maintenance agreement being in place). For more details, see the project updates on page 26.

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

OC Streetcar

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities this quarter included the installation of the overhead contact system (OCS) pole foundations, duct banks, and foundation and block for three soundwalls in the Pacific Electric right-of-way (ROW), completion of the Fairview Street grade crossing, and preparation for rail installation on the Westminster and Santa Ana River bridges. The first seven cars are in the final stages of equipping and the eighth car is in final assembly. Construction is anticipated to be completed in early 2024. See page 29 for more information.

Bristol Street Transit Corridor Study

The study focused on developing options to improve the flow of traffic and public transit along Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro) and connections to John Wayne Airport and the SARTC. The consultant team submitted the final report to OCTA in June 2021, and the results of the study are anticipated to be presented to the Board in October 2021.

6. Support expanded mobility choices for seniors and persons with disabilities (Project U).

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately $94 million[1] has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program stabilizes fares for seniors and persons with disabilities by discounting the cost of riding transit. See page 31 for more information.

[1] Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

7. Work with local agencies to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services (Project V).

Since inception, OCTA has approved 35 projects and ten planning studies totaling approximately $52 million through four calls. The most recent Project V call was programmed by the Board on April 13, 2020. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board.

As of September 30, 2021, 15 projects are active, nine have been cancelled (primarily due to low ridership), eight are suspended (or not initiated) due to the COVID-19 pandemic, and three have been completed. Staff continues to work with local agencies through letters of interest requests, workshops, CTFP Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details and information on current program performance and service, see page 33.

8. Continue to improve the top 100 busiest transit stops to enhance the customer experience (Project W).

Through three calls, the Board has approved $3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. To date, 43 improvements have been completed, 69 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency. See page 33 for more information.

9. Ensure the ongoing preservation of purchased open space, 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 M2 freeway Environmental Mitigation Program (EMP) includes seven conservation properties (Preserves) totaling more than 1,300 acres and 12 restoration projects covering nearly 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 EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

OCTA makes annual endowment deposits of approximately $2.9 million. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of $46.2 million in FY 2027-28. As of September 30, 2021, the balance of the endowment was $22,075,031. For more details, see the program updates on page 34.

10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs 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).

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has approved over $30 million in funding for 199 Tier 1 projects through 11 calls and $27.9 million for 22 Tier 2 projects through two calls.

On February 8, 2021, the Board authorized the 11th Tier 1 call, providing up to $2.8 million to implement street and highway-related water quality improvement programs and projects. Applications were due on May 6, 2021. On August 9, 2021, the Board approved programming recommendations for ten projects for approximately $2.7 million. The 12th Tier 1 call is anticipated to be released in early 2022. Staff will continue to analyze revenues for future calls and is currently assessing the timing of a future Tier 2 call.

For more details, see the project updates on page 34.

Upcoming activities:

- Project X – Issue 12th Tier 1 call

FREEWAYS

INTERSTATE 5 (I-5) PROJECTS

PROJECT A

Segment: **I-5, SR-55 to SR-57**

Status: **PROJECT COMPLETE**

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

Summary: This project added a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions along I-5 between SR-55 and SR-57 in the City of Santa Ana. The final Environmental Document (ED) and Project Report (PR) were approved on April 27, 2015. Construction began on February 20, 2019, and the improvements opened to traffic on August 24, 2020. The project was officially completed three months ahead of schedule on January 6, 2021, and plant establishment was completed on May 24, 2021.

I-5, I-405 to SR-55 is one project broken into two segments. The final ED and PR were approved on January 7, 2020.

PROJECT B

Segment: **I-5, I-405 to Yale Avenue**

Status: Design Contract Awarded

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

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The Board approved the release of the RFP for the preparation of plans, specifications, and estimates (PS&E) on December 14, 2020, and awarded the contract on May 10, 2021. Final design services are anticipated to begin in October 2021.

Segment: **I-5, Yale Avenue to SR-55**

Status: Design Phase Underway - Eight Percent Complete

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

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The design of this project was initiated on May 6, 2021. This quarter, the design consultant worked on surveying the existing facilities, obtaining approval for design enhancements that could reduce overall project costs while improving traffic operations, and began working on roadway geometrics.

FREEWAYS

PROJECT C AND PART OF PROJECT D

I-5, Avenida Pico to San Juan Creek Road is one project broken into three segments. The final ED and PR were approved on October 26, 2011. All three segments were completed and the improvements opened to traffic on March 13, 2019.

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 project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014, and was officially completed on August 23, 2018. Plant establishment 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

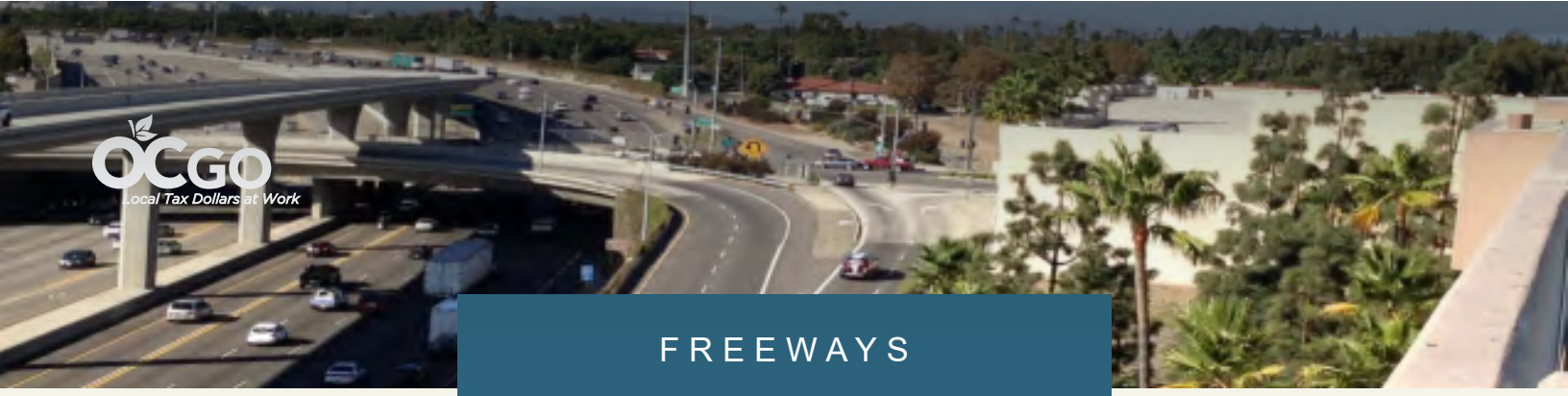
Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began on July 3, 2014, and was officially completed on July 31, 2017. Plant establishment 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 project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between PCH and San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano. Project improvements also reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began on December 20, 2013, and was officially completed on July 3, 2018. Plant establishment was completed in March 2019.



FREEWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014. With a cost estimate 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. 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 $577.1 million.

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

Status: Construction Underway - 46 Percent Complete

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

Summary: This project will add a general purpose lane (approximately 2.2 miles) in both directions of I-5 between SR-73 and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Niguel and Mission Viejo. The construction contract was awarded on December 19, 2019, and the first working day was March 10, 2020. This quarter, the contractor completed placing the deck for the easterly section of the new Avery Parkway bridge and continued work on several retaining walls in both directions. The installation of all temporary intelligent transportation systems including ramp metering, variable message signs, and closed circuit televisions have been completed. In addition, Caltrans and OCTA have continued coordinating utility work with San Diego Gas and Electric.

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

Status: Construction Underway - 57 Percent Complete

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

Summary: This project will add a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstruct the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. The construction contract was awarded on April 4, 2019, and the first working day was May 29, 2019. This quarter, the contractor continued construction of several retaining walls in both directions, graded slopes on northbound I-5, and completed the installation of columns and pile caps for the new northbound off-ramp bridge structure at La Paz Road over the railroad. In addition, staff continued coordination of the service contract with Southern California Regional Rail Authority (Metrolink).

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

Status: Construction Underway - 19 Percent Complete

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

Summary: This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. The construction contract was awarded on September 23, 2020, and the first working day was January 4, 2021.

FREEWAYS

This quarter, the contractor graded the slope at Aliso Creek and completed pile driving for retaining walls at the north and south of the creek for future freeway widening. The contractor also graded in Aliso Creek. Staff also continued coordination with Southern California Edison for the relocation of their existing facilities and with Caltrans on ROW and utility relocations.

PROJECT D

This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz, and 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: This project widened and reconstructed the SR-74 Ortega Highway bridge over I-5 and improved local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. The final ED and PR were approved on June 1, 2009. Construction began on September 18, 2012, and all lanes on the new bridge were opened to traffic on September 4, 2015. The project was officially completed on January 15, 2016.

Segment: **I-5, El Toro Road 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. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the Draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019, however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The assessment kick-off meeting was held on September 16, 2020, and the draft final assessment study was completed on May 27, 2021. This quarter, the draft Final Alternatives Assessment Report was completed. OCTA continued coordination with the consultant and Caltrans to finalize the ROW and utility cost estimates for each alternative and continued discussions with the three cities to determine which build alternatives will go into the environmental process. Due to the dependency on acquiring consensus from all three cities, this project is marked as a cost/schedule risk in the Capital Action Plan (CAP).

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, this project 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. 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 Complete

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

Summary: This project will add a general purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits. The final ED and PR were approved on August 31, 2017. The design of this project was initiated on September 15, 2017, and the final design was submitted on June 1, 2021. ROW certification and ready-to-list status were obtained on September 2, 2021. The project is anticipated to be advertised in late 2021 and begin construction in mid-2022. Due to complex ROW activities, this project is marked as a cost/schedule risk in the CAP.

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

Status: Environmental Phase Complete; Design RFP released

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

Summary: This project studied the addition of a general purpose lane (approximately 7.5 miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The final ED and PR were approved on March 30, 2020. The Board approved the release of the RFP for the preparation of PS&E on September 13, 2021. Final design services are anticipated to begin in mid-2022.

FREEWAYS

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

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

Status: Design Contract Awarded

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

Summary: This project studied the addition of a new northbound general purpose lane (approximately one mile) 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 between Katella Avenue and Lambert Road, which was opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The Board approved the release of the RFP for the preparation of PS&E on March 8, 2021, and awarded the contract on July 12, 2021. Final design services are anticipated to begin in early 2022.

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

Status: **PROJECT COMPLETE**

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

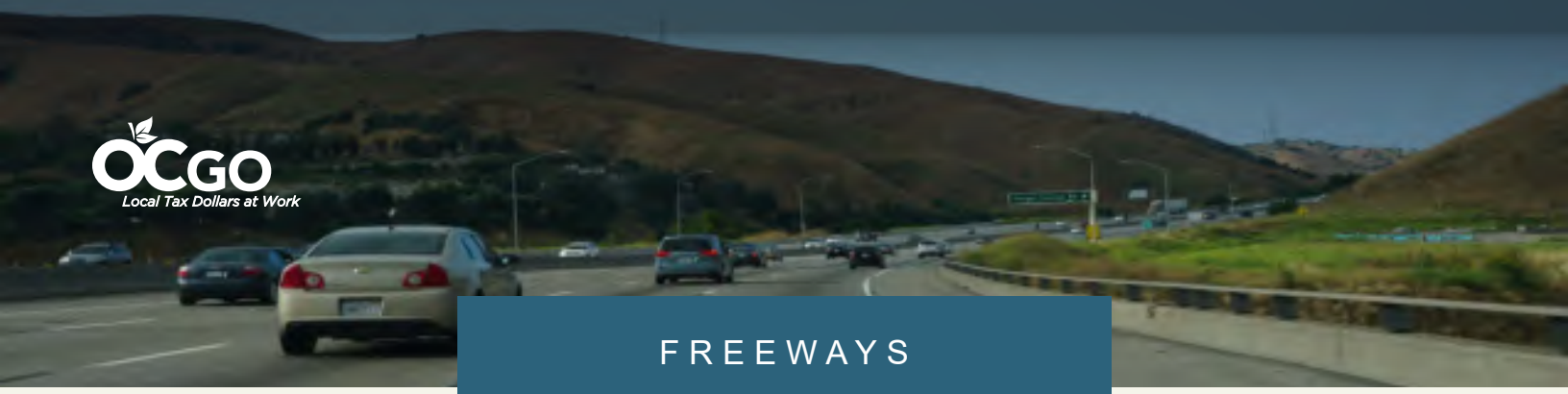
Summary: This project increased capacity by adding a new general purpose lane (approximately 2.8 miles) and improved on- and off-ramps and soundwall improvements on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and the improvements opened to traffic on November 19, 2014. The project was officially 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 by adding a northbound general purpose lane (approximately 2.4 miles) between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton and improved operations with the reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The final ED and PR were approved on November 30, 2007. Construction began on October 26, 2010, and the improvements opened to traffic on April 28, 2014. The project was officially 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: This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new northbound general purpose lane (approximately 2.5 miles) between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included 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 final ED and PR were approved on November 30, 2007. Construction began on November 2, 2010, and the improvements opened to traffic on September 23, 2013. The project was officially completed on May 2, 2014.

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

Status: Schedule TBD

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

Summary: Caltrans previously completed a Project Study Report/Project Development Support document to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road to Tonner Canyon Road in the City of Brea. The project will require coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the Orange County/Los Angeles 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 completed by the end of 2021. Phase two, which is the mainline improvement, was initially approved for State Transportation Investment Program (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. 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 the Next 10 Plan timeframe.

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 by adding a general purpose lane (approximately 4.5 miles) in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The final ED was approved on May 20, 2010, and the final PR was approved on June 16, 2010. Construction began on February 6, 2013, and the improvements opened to traffic on March 7, 2016. The project was officially completed 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 (approximately two miles) beginning at the northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. 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 final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and the improvements opened to traffic on May 14, 2016. The project was officially completed on July 15, 2016.

SR-91, between SR-57 and SR-55 is one project broken into three segments. The final ED and PR were approved on June 22, 2020. This project will be funded with 91 Express Lanes excess revenue.

Segment: **SR-91, SR-55 to Lakeview Avenue**

Status: Design Phase Underway - 70 Percent Complete

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

Summary: This project will provide westbound operational improvements (approximately 1.4 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The design of this project was initiated on March 30, 2020. This quarter, the design team submitted the 65 percent structures design and continued work on the 95 percent roadway design.

FREEWAYS

Segment: **SR-91, La Palma Avenue to SR-55**

Status: Design Phase Underway - 21 Percent Complete

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

Summary: This project will provide an additional eastbound general purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges. The design of this project was initiated on June 17, 2020. This quarter, the design team submitted the 35 percent structure design, obtained the environmental permit for geotechnical borings, completed geotechnical borings at the Santa Ana River, and continued work on utility coordination.

Segment: **SR-91, Acacia Street to La Palma Avenue**

Status: Design Phase Underway; 16 Percent Complete

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

Summary: This project will provide westbound operational improvements (approximately 1.7 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The design of this project was initiated on November 30, 2020. This quarter, the design team submitted the 35 percent roadway design and initiated utility coordination.

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

Status: **PROJECT COMPLETE**

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

PROJECT J

Summary: This project added a general purpose lane (approximately six miles) in both directions 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 second eastbound exit lane at 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. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The project was officially completed on March 5, 2013.

FREEWAYS

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

Status: **PROJECT COMPLETE**

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

Summary: This project improved mobility and operations by adding an eastbound lane (approximately six miles) through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71, widened existing eastbound lanes and shoulders, and reduced traffic weaving as a result of traffic exiting at SR-71 and Green River Road. The final ED and PR were approved on December 28, 2007. Construction began on September 16, 2009, and the improvements opened to traffic on December 2, 2010. The project was officially completed on 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: Riverside County Transportation Center's (RCTC) Design-Build - Initial Phase Complete on March 20, 2017; Alternatives Analysis Underway

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

Summary: This project plans to add a general purpose lane 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 coordinating and constructing the improvements in multiple segments, capitalizing on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. While the portion of this project between SR-241 and the Orange County/Riverside County line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth 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 developed the 91 Corridor Operation Project, which began construction in late 2020 and is anticipated to be completed in late 2021. In addition, OCTA and RCTC are conducting a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. In May 2020, the consultant team initiated efforts for the geometric and design alternatives analysis. The consultant conducted a value analysis workshop where various stakeholders provided feedback on conceptual alternatives. A final alternatives analysis report is anticipated to be completed in late 2021.

FREEWAYS

INTERSTATE 405 (I-405) PROJECTS

PROJECT K

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

Status: Design-Build Underway - 70 Percent Complete

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

Summary: OCTA and Caltrans are working together to widen I-405 by adding a general purpose lane (approximately 14 miles) between Euclid Street and I-605 in both directions and a second HOV lane in both directions that will combine with the existing HOV lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.[2] The limits of the project is approximately 16 miles. Additional improvements include reconstruction of local interchanges and making improvements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017.

During the quarter, work continued on ROW acquisition, utility coordination, public outreach, installation of drainage systems, retaining walls, paving, and bridge construction. Design is substantially complete with the review of various design refinements and construction submittals ongoing. OCTA's toll lanes system integrator is under contract and working with OCTA and the design-builder. Construction on one-stage bridges (closed during construction) continued at Edinger Avenue, Ward Street, and Warner Avenue. In September 2021, the Edwards Street bridge was completed and opened to traffic. Two-stage bridges (partially closed but allows throughway traffic during construction) at Bolsa Avenue, Bolsa Chica Road, Brookhurst Street, Fairview Road, Goldenwest Street, and Westminster Boulevard are also underway. In addition to one- and two-stage bridges, construction to widen the existing freeway bridges on the Beach Boulevard/Bolsa Avenue railroad crossing, old Navy railroad crossing, and at the Harbor Boulevard and Santa Ana River bridges is ongoing. Construction of the Heil Street pedestrian overcrossing is also underway. This quarter, construction started at the new SR-73/I-405 connector bridge. Public outreach, through virtual neighborhood meetings, continues to be held to discuss construction activities. Substantial completion of the project is anticipated in late 2023.

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

PROJECT L

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

Status: Environmental Phase Complete

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

Summary: This project studied the addition of a general purpose lane (approximately 8.5 miles) in both directions along I-405 between I-5 and SR-55 in the City of 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 ED and PR were approved on August 31, 2018. 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 the Next 10 Plan timeframe.

FREEWAYS

INTERSTATE 605 (I-605) PROJECTS

PROJECT M

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

Status: Design Phase Underway - 45 Percent Complete

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

Summary: This project will make enhancements at the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The design of this project was initiated on December 28, 2020. This quarter, the design team obtained concurrence on geometric concepts that provide additional operational improvements, and continued to work on obtaining permits, updating the utility management matrix, and further developing a conceptual landscaping plan.

FREEWAY SERVICE PATROL

PROJECT N

Status: Service Ongoing

Contact: Cliff Thorne, Operations • (714) 560-5975

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled along 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 17,631 services.[3] Since June 2012, FSP has provided a total of 629,468[3] services on the Orange County freeway system.

[3] *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: 12th Call Currently Open

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, through 11 calls, the Board has awarded 164 projects totaling more than $339 million including $24 million in external funding. On August 9, 2021, the Board approved the release of the 12th call. Applications for the 12th call are due on October 21, 2021, and programming recommendations are anticipated to be presented to the Board in spring 2021.

OC Bridges Railroad Program

This program built seven grade separations (either under or overpasses) where high-volume streets are impacted by freight trains along the BNSF railroad in north Orange County. On July 13, 2020, the Board approved program closeout and budget adjustment to approximately $668 million in committed M2 and external funds for all the OC Bridges grade separation projects. Minor activities this quarter include continued work on the closeout of two projects.

Segment: **Kraemer Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the cities of Anaheim and Placentia. Construction began on November 9, 2012, and the improvements opened to traffic on June 28, 2014. Construction acceptance was obtained by the cities of Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or claims identified. Funding reimbursement and closeout have been completed.

Segment: **Lakeview Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began on March 3, 2014, and the improvements opened to traffic on June 6, 2017. Construction acceptance was obtained from the cities of Anaheim and Placentia in June 2018. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

STREETS AND ROADS

Segment: **Orangethorpe Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing in the cities of Anaheim and Placentia. Construction began on April 25, 2013, and the improvements opened to traffic on June 23, 2016. Construction acceptance was obtained from the cities of Anaheim and Placentia in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to June 2019 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

Segment: **Placentia Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Placentia. Construction began on October 5, 2011, and the improvements opened to traffic on March 12, 2014. Construction acceptance was obtained from the cities Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.

Segment: **Raymond Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on October 2, 2017. Construction acceptance was obtained from the City of Fullerton in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Activities this quarter include project closeout with BNSF and processing final invoices. Funding reimbursement and closeout are ongoing.

STREETS AND ROADS

Segment: **State College Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on November 1, 2017. Construction acceptance was obtained from the City of Fullerton in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Activities this quarter include processing final invoices. Funding reimbursement and closeout are ongoing.

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

Status: **PROJECT COMPLETE**

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

Summary: This project grade separated the local street from railroad tracks by building a bridge over the railroad crossing for vehicular traffic in the cities of Anaheim and Placentia. Construction began on April 22, 2013, and the improvements opened to traffic on December 7, 2015. Construction acceptance was obtained from the cities of Anaheim and Placentia in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

PROJECT P

Status: 12th Call Currently Open

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 delays.

To date, OCTA and local agencies have synchronized more than 3,200 intersections over more than 838 miles of streets (94 completed projects). Through 11 calls, 104 projects totaling more than $115.8 million have been awarded. Overall, OCTA has funded 123 projects totaling more than $140.8 million, including $25.5 million in leveraged external funding.

On August 9, 2021, the Board approved the release of the 12th call. Applications for the 12th call are due on October 21, 2021, and programming recommendations are anticipated to be presented to the Board in the spring of 2022.

Additionally, OCTA held its biannual Traffic Forum on September 29, 2021, in a virtual setting with over 80 attendees. Presentations included updates to the Traffic Signal Synchronization Master Plan, Corridor Operations Performance Report, Signal Performance Measures Pilot, and an update on OC Streetcar improvements presented by the City of Santa Ana.

LOCAL FAIR SHARE

PROJECT Q

Status: Ongoing

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

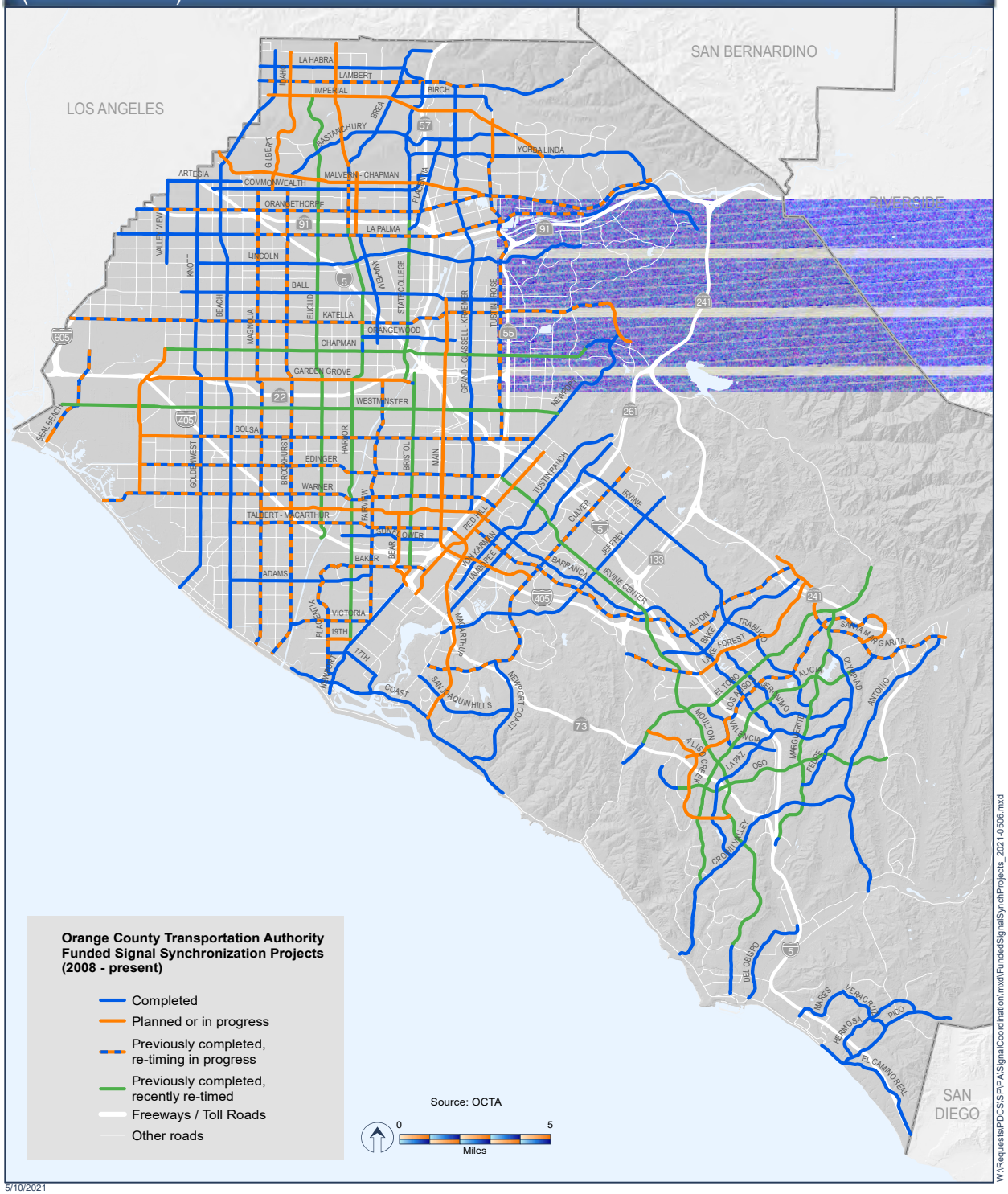
Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local agencies are reviewed to determine eligibility to receive M2 funds. All local agencies have been found eligible to receive LFS funds. On a bimonthly basis, 18 percent of net revenues are allocated to local agencies by formula. Since 2011, approximately $524.9 million in LFS payments have been provided to local agencies as of September 30, 2021.

See pages 51-52 for funding allocation by local agency.

OCGO
Local Tax Dollars at Work

STREETS AND ROADS

Orange County Transportation Authority-Funded Signal Synchronization Projects (2008 - Present)



Orange County Transportation Authority Funded Signal Synchronization Projects (2008 - present)

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

Source: OCTA

0 5 Miles

5/10/2021

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TRANSIT

HIGH FREQUENCY METROLINK SERVICE

PROJECT R

Project R will increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. 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, Operations • (714) 560-5462

Summary: Enhancements 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 OCTA to make enhancements, and one street closure, which 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, San Clemente, San Juan Capistrano, Santa Ana, and Tustin have established quiet zones within their communities.

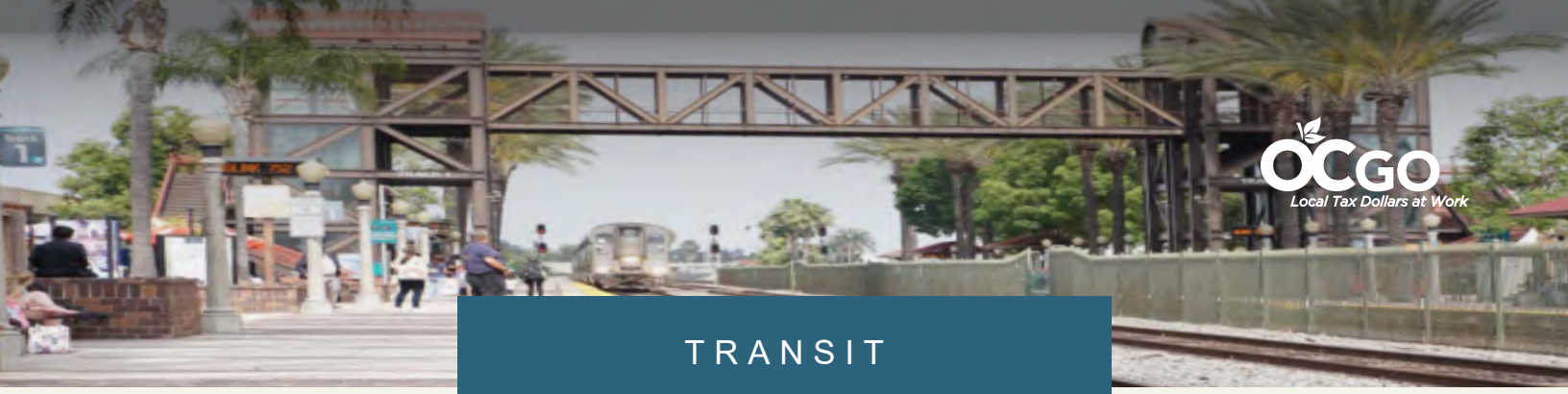
Project: **Metrolink Service Expansion Program**

Status: Service Ongoing

Contact: Dinah Minteer, Operations • (714) 560-5740

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

In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. However, in March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 weekday trains, a 24 percent reduction from 54 weekday trains. Once ridership recovers following the pandemic, Metrolink and OCTA will reassess the service needs in Orange County and reinstate various trains.



TRANSIT

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 53-57.

Segment: **Anaheim Canyon Metrolink Station Improvements**

Status: Construction Underway - 15 Percent Complete

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

Summary: This OCTA-led project will add a second main track and passenger platform, extend the existing passenger platform, add improvements to at-grade crossings for pedestrian circulation, and install new station amenities including benches, shade structures, and ticket vending machines. The project was advertised on October 26, 2020, and the Board awarded the construction contract on March 22, 2021. Construction began on May 10, 2021, and is anticipated to be completed in early 2023.

Segment: **Fullerton Transportation Center Improvements**

Status: **PROJECT COMPLETE**

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

Summary: Completed early on, this project constructed a new five-level parking structure to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. Construction on this city-led project began on October 18, 2010, and the improvements were 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 on 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: This project added 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 began on February 23, 2016, and the improvements were completed on September 20, 2017.

TRANSIT

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, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of 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 the improvements were completed on February 15, 2019.

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

Status: Design Complete; Ready for Advertisement subject to BNSF construction and maintenance (C&M) agreement

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

Summary: This project will construct a new Metrolink station to include platforms, parking, a new bus stop, and passenger amenities in the City of Placentia. 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 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 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. OCTA is the lead agency for the design and construction and BNSF will be the lead on rail construction. The final design was completed on July 22, 2017. The project will be ready to advertise once a C&M agreement with BNSF is in place. Due to 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 OCTA-led project added lighting to the existing platform and new decorative handrails at the San Clemente Pier Station in the City of San Clemente. The improvements were completed on March 17, 2017, and project closeout was completed in the same month.

TRANSIT

Additional Rail Corridor Improvements

Completed:

- Installation of the Control Point project at Fourth Street in the City of Santa Ana, which provided greater efficiency and reliability for passenger rail service
- Implementation of Positive Train Control system, which improves rail safety by monitoring and controlling train movement
- Implementation of video surveillance systems at the Fullerton, Irvine, Laguna Niguel, Mission Viejo, Orange, Santa Ana, and Tustin stations
- Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability
- Replacement of detectable tiles and painted guidelines at six stations to meet the Federal Transit Administration (FTA) State of Good Repair requirement, enhance safety, and provide clear warnings to passengers with and without disabilities
- Replacement of stairs at the Fullerton Transportation Center

Underway:

- Installation of riprap to stabilize tracks south of the San Clemente Pier Station
- 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

Segment: **Sand Canyon Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and the improvements opened to traffic on July 14, 2014. The project was completed, 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.

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 MSEP by constructing a new four-story parking structure with approximately 735 spaces and on-site surface parking. Construction on the parking structure began on October 27, 2010, and opened to the public on September 22, 2011.

TRANSIT

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

Status: **PROJECT COMPLETE**

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

Summary: This project added a new passing siding railroad track (approximately 1.8 miles) adjacent to the existing mainline track, which enhanced the operational efficiency of passenger services within the LOSSAN rail corridor. Construction began on March 12, 2019, and the improvements were completed on November 17, 2020.

TRANSIT EXTENSIONS TO METROLINK

To broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program that 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 Executed November 30, 2018; Construction Work Ongoing, Vehicle Production Ongoing, Limited Notice to Proceed Executed with Operations and Maintenance (O&M) Contractor

Contact: Ross Lew, Rail • (714) 560-5775
Cleve Cleveland, Rail • (714) 560-5535

Summary: The OC Streetcar will serve the SARTC 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. Construction on the project began on November 19, 2018.

In the Pacific Electric ROW, the contractor continued to install OCS pole foundations, duct banks, and foundation and block for three soundwalls. The Fairview Street grade crossing was completed with the installation of rail, crossing panels, and asphalt pavement. Although work at the Fifth Street crossing began, delays occurred due to utility conflicts. Construction of the Westminster and Santa Ana River Bridges is substantially complete, and work is underway to prepare for rail installation on both bridges.

The majority of the concrete and conduits on the double-sided station platforms at Fairview Street and Raitt Street have been placed, with conduit installations at the Harbor Station ongoing. At the Maintenance Storage Facility (MSF), construction work continued for site utilities, foundation slab, wheel-truing pit, and service and inspection pits. Although there were some construction delays at the MSF while waiting for design and material procurement for cathodic and stray current protection, the majority has been installed, and placement of reinforced concrete and vapor barrier continued. Installation of the MSF yard utilities and the car wash building slab have also been completed.

TRANSIT

Construction of eastbound and westbound tracks on Santa Ana Boulevard between Bristol Street and Raitt Street are complete, including the construction of the median island construction and installation of pavement. On Santa Ana Boulevard between French Street and Parton Street, the contractor encountered conflicting utilities within the excavation for track construction, which was addressed by employing a redesigned track slab to avoid the utilities, allowing construction to advance by reducing the overall depth of excavation. The embedded track has been placed along Santa Ana Boulevard westward from Spurgeon Street to 100 feet west of the intersection at Broadway Street, as well as a short portion west of Ross Street. A curved track has been placed from Mortimer Street onto Fourth Street, stopping just east of French Street.

The vehicle manufacturer continued production of the eight S700 streetcar vehicles. OCTA has an on-site resident inspector at the manufacturing facility to oversee the vehicle manufacturing process and ensure compliance with the technical specifications. Currently, the first seven cars are in the final stages of equipping with the installation of the last remaining vehicle components. The eighth car is in final assembly and preparations are underway to commence static (vehicle is stationary) and dynamic (vehicle is in motion) testing next quarter. Other key activities conducted during the quarter included water testing for the emergency battery drive and preparations for the installation of the energy-absorbing bumper.

Ongoing coordination with the vehicle manufacturer on the design features and first article inspections of multiple vehicle components has impacted the anticipated dates for delivery of the S700 vehicles. Staff is in negotiations with the contractor on an updated master program schedule, including options for vehicle storage to align with the availability of the project infrastructure needed to accept and test the vehicles. Staff will return to the Board later this year with any contract amendments required for the contractor as a result of these discussions.

In May 2021, a limited Notice to Proceed (NTP) was issued for the O&M consultant. The O&M general manager has been coordinating with staff on several processes during system integration testing, pre-revenue operations, and revenue operations. The full NTP is pending discussions related to the revised revenue service date with the FTA and OCTA that will occur later this year.

The costs and schedule to complete the project are under review by OCTA and the FTA to consider the challenges encountered and outstanding project risks. Staff will return to the Board in late 2021 to present recommendations for cost and schedule adjustments needed to complete the project. Due to the dependency on the FTA risk analysis, this project is marked as a cost/schedule risk in the CAP.

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

Status: Last Service Completed on June 30, 2020; No Future Calls Anticipated

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 $732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in the City of Lake Forest.

TRANSIT

The City of Lake Forest has canceled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020, under Project S. The service continues under a Project V grant and is subject to meeting minimum performance requirements as part of the Project V program.

METROLINK GATEWAYS

PROJECT T

Project: **Anaheim Regional Transportation Intermodal Center**

Status: **PROJECT COMPLETE**

Contact: George Olivo, Capital Programs • (714) 560-5872

Summary: This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the City of Anaheim. ARTIC is a major multimodal transportation hub serving commuters and residents in the City of Anaheim. In addition to OCTA buses and Metrolink trains, ARTIC provides transit connections to Pacific Surfliner Amtrak, Anaheim Resort Transit, shuttle and charter bus service, taxis, bikes, other private transportation services available, and accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, began construction on September 24, 2012, and opened the facility to rail and bus service on December 6, 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, nearly $94 million[4,5] in Project U funding has been provided under M2.

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

PROJECT U

Project: **Senior Mobility Program**

Status: Ongoing

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

Summary: The SMP provides one percent of net M2 revenues to eligible local jurisdictions to provide transit services that best meet the needs of seniors living in their community. 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. The remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

TRANSIT

Since inception, more than $27.1 million[5] has been provided to support 2,510,700 boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. Due to the COVID-19 pandemic, several local jurisdictions have modified or suspended service. This quarter, nearly $637,000 was paid out to 30 of the 32 participating cities that are currently active. The remaining two cities have temporarily suspended services due to the COVID-19 pandemic.

[5] Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

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 countywide SNEMT services. Since inception, more than $29.3 million has been allocated to support more than 1.4 million SNEMT boardings[6]. This quarter, more than $663,000 in SNEMT funding was paid to the County of Orange.

[6] The SNEMT program is operated by the County of Orange Office on Aging. Total boardings are calculated based on all services funded by M2 and the County of Orange.

Project: **Fare Stabilization Program**

Status: Ongoing

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

Summary: From 2011 to 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 adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

Nearly $976,000 in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 2.2 million program-related boardings recorded on fixed-route and ACCESS services, approximately $611,000 was utilized. In early April 2020, in response to the COVID-19 pandemic, OCTA temporarily implemented rear-door boarding for passengers in an additional effort to reinforce social distancing and help ensure the health of coach operators and the public. In the latter half of September 2020, OCTA returned to front-door boarding on fixed-route services after installing protective shields. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than $37.5 million has been allocated to support 126 million program-related boardings.

TRANSIT

COMMUNITY BASED TRANSIT/CIRCULATORS

PROJECT V

Status: Service Updates

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 to meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has issued four calls (June 2013, June 2016, June 2018, and April 2020), which have awarded 35 projects and ten planning studies totaling approximately $52 million. Out of the 35 projects, 15 are currently active, nine have been cancelled (primarily due to low ridership), eight are currently suspended (or not initiated) due to COVID-19, and three have been completed.

On January 25, 2021, the Board approved changes to the Project V program guidelines to better support these key community services in a post-COVID-19 environment. Key revisions included modifying minimum performance standards and allowing for escalation in the subsidy per boarding and annual fiscal year funding caps. During the quarter, staff worked with Project V-funded local jurisdictions to update existing cooperative agreements to incorporate these programmatic changes.

SAFE TRANSIT STOPS

PROJECT W

Status: City-Initiated Improvements Underway or Completed

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

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

To date, through a competitive process, OCTA has issued three calls (July 2014, October 2018, and April 2020), which have awarded 122 projects totaling just over $3.1 million. Out of the 122 projects, 43 improvements have been completed, 69 are in various stages of implementation, and ten have been cancelled. Staff will review M2 revenues and assess the appropriate timing for the next call.

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: **Environmental Cleanup Program**

Status: Programming Recommendations for the 11th Call Approved

PROJECT X

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

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. These funds are allocated on a countywide, competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation related pollution.

The ECP 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). All Orange County cities plus the County of Orange have received funding under this program.

To date, there have been 11 rounds of funding under the Tier 1 grants program. A total of 199 projects, amounting to more than $30 million, have been awarded by the Board since 2011. This includes the August 9, 2021, Board approval of funding recommendations for ten projects totaling approximately $2.7 million. The 12th Tier 1 call is anticipated to be released in early 2022. Staff estimates that over 45.3 million gallons of trash have 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 filling nearly 105 football fields with one foot deep of trash. Over time, the volume of trash captured is expected to increase. Staff will evaluate M2 revenues on a regular basis and prior to each call to ensure adequate funding availability.

In addition, 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. It is estimated that Tier 2 funded 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. The appropriate timing of the next Tier 2 call is being assessed and will be determined by funding availability as well as the number of viable projects from eligible agencies.

FREEWAY MITIGATION

Project: **Environmental Mitigation Program**

Status: Biological Permits Issued and Conservation Plan in Place

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

Summary: Working in collaboration with the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies), this program allocates funds to acquire land and fund habitat restoration projects to offset the environmental impacts of M2 freeway projects. In June 2017, OCTA received biological resource permits after completing a state and federal conservation plan, developed to protect the natural habitat

and wildlife on OCTA's Preserves, allowing streamlined project approvals for the M2 freeway improvement projects with little additional coordination from the Wildlife Agencies. This program represents the culmination of years of collaboration and support by the Board, environmental community, and 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 the State Board, and constitute another groundbreaking milestone for the M2 EMP.

To date, the Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 12 restoration projects totaling 350 acres. The restoration project plans have been approved by the Wildlife Agencies and are currently at various stages of implementation. To date, three restoration projects have been completed and have been approved by the Wildlife Agencies. 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.

A small fire impacted a portion of the OCTA-funded Aliso Creek restoration project in July 2021. This project is within the Aliso and Wood Canyons Wilderness Park and is being implemented by the Laguna Canyon Foundation. It is not anticipated that this fire will result in an extension of the project timeline. In late 2020, three restoration projects were also impacted by wildfires. All of these projects are being closely monitored and managed by the Irvine Ranch Conservancy, Laguna Canyon Foundation, and the Wildlife Agencies. Status updates for all of these projects will be included in the OCTA Conservation Plan annual reports and will be shared with the Board, Environmental Oversight Committee (EOC), and the public.

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. A review of the Next 10 Plan confirms that OCTA will be able to continue endowment deposits of $2.9 million annually; the performance of the endowment fund may affect the time frame for full funding. Current projections indicate that OCTA remains on track to meet the endowment target of $46.2 million in FY 2027-28. The sixth endowment deposit was made in July 2021. Quarterly investment reports are provided to the Board, with the most recent one in December 2021. As of September 30, 2021, the endowment balance was $22,075,031. The next report is anticipated to be presented to the Board in March 2022.

Staff will continue to oversee and provide endowment updates to the Finance and Administration Committee and the EOC on a regular basis. Resource management plans (RMP) for the Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

ENVIRONMENTAL

In coordination with the local fire authority, staff has been working with a consultant to draft fire management plans (FMP) for the seven Preserves. The FMPs 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 FMPs are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies as well as the local fire authority. The first FMP (Silverado Chaparral Preserve) has been approved by the Orange County Fire Authority. OCTA is coordinating with the Wildlife Agencies to obtain their approval. The remaining FMPs were anticipated to be finalized in late 2021. Some delays have occurred due to external agency staff turnover, complications in determining utility easement information, and the recent availability of species data. As a result, the plans are anticipated to be released in mid-2022. Once completed, these FMPs will be publicly available on the OCTA EMP website.

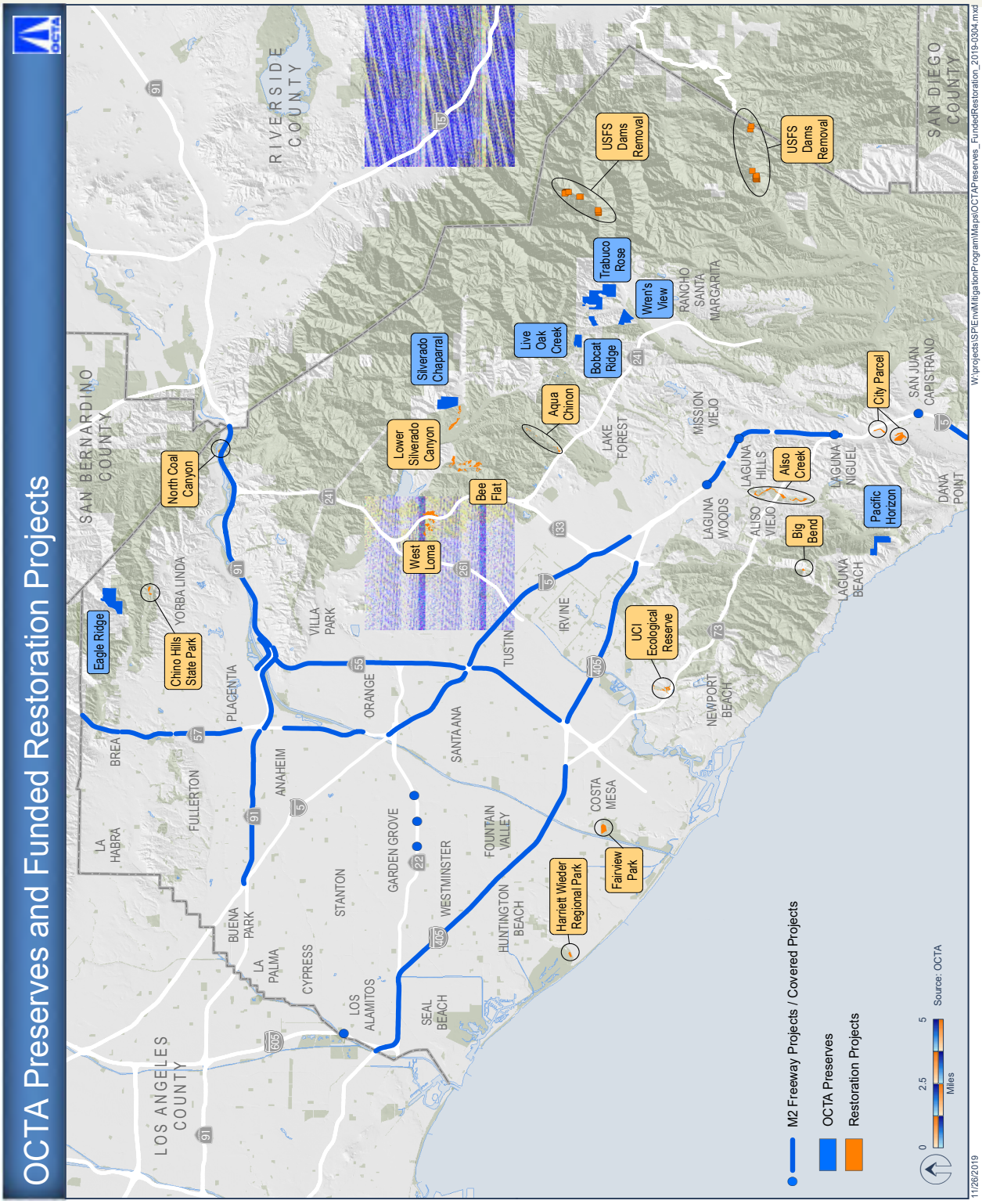
Conservation Plan annual reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and 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 2020 were in compliance and on target with the Conservation Plan commitments. OCTA will continue with its efforts to complete the required objectives on time. The next annual report is anticipated to be provided to the Board in late 2021. The annual reports are available for public review at www.PreservingOurLegacy.org.

To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act's streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project C (I-5 from SR-73 to El Toro Road), Project K (I-405 from SR-73 to I-605), and Project M (I-605/Katella Avenue Interchange). 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.

In September 2021, OCTA reinitiated docent-led hikes and equestrian ride tours in the Preserves. Staff will continue to monitor the impacts of COVID-19 and potential health agency guidance on public gatherings. The schedule will also 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 which has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens. See the map of Preserves and funded restoration properties on the following page.

ENVIRONMENTAL



PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

Contact: Francesca Ching, PMO Manager • (714) 560-5625

The M2 PMO provides inter-divisional coordination for all Measure M-related projects and programs. To ensure agency-wide compliance, the PMO holds a bimonthly 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

On September 11, 2017, the Board was presented with a Next 10 Plan Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet. The consultant's analysis identified strong potential for OCTA to experience an increasing cost environment during the Next 10 Plan delivery years. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and the Next 10 Plan.

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 2020 fall analysis to the Board identified that OCTA may experience a low inflationary cost environment (ranging from negative two percent to one percent) during 2021 and 2022, followed by a more normal inflationary cost environment in 2023 (ranging from two to six percent). Staff incorporated the information from this analysis into the M2 cash flow for the 2020 update of the Next 10 Plan.

During the quarter, the consultant team completed the 2021 fall update of the forecasting model. The report led to an updated index which suggests OCTA may experience a high inflation cost environment (ranging from six percent to 11 percent) from 2022 through 2024. The main factors for the increasing cost environment include the sharp increase in building permits and, by correlation, the cost of materials. In previous updates, the pattern of material prices was mixed. More recent data reflect a more uniform trend of all material prices increasing partly due to market disruptions and the impacts to many industries as well as overall demand. Another factor that contributes to these inflationary pressures is unemployment. The prior report captured the high unemployment economy due to the COVID-19 pandemic starting in early 2020, which has since declined and may lead to additional cost pressure in the future. Staff will continue to monitor market conditions and effects on the Next 10 Plan and provide updates to the Board as appropriate.

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Plan, which provides guidance on the delivery of M2 projects and programs between FY 2016-17 and FY 2025-26. With four years of the Next 10 Plan completed to date, on December 14, 2020, the Board approved to shift the timeframe from four years to FY 2020-21 through FY 2029-30. The PMO monitors progress on the ten deliverables identified in the Next 10 Plan and provides status updates.

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. The 2020 Next 10 Plan incorporating the updated forecast of $11.6 billion was presented to the Board on April 12, 2021. Despite the lower forecast, prudent financial decisions to date result in a delivery plan that continues to fulfill OCTA's commitment to the voters in Orange County.

The 2021 review is currently underway, incorporating an updated sales tax of $13.2 billion presented to the Board on September 27, 2021, and insight from an updated construction market forecast which will be presented to the Board next quarter. The updated 2021 Next 10 Plan is anticipated to be presented to the Board in late 2021.

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 the delivery of M2 as committed to the voters. Four performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, and FY 2015-16 through FY 2017-18. Findings and recommendations are implemented as appropriate. The fifth assessment began in July 2021 and covers the period between July 1, 2018, and June 30, 2021. During the quarter, the consultant held a kick-off meeting, began interviews with staff and external stakeholders, and started reviewing M2 related documents. Initial findings will be presented to staff in late 2021 and a final report is anticipated to be presented to the Board in early 2022.

M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. The tracking matrix update for 2020 was finalized and shared with the Taxpayer Oversight Committee (TOC) on April 13, 2021. This document is for PMO tracking purposes but is also helpful to TOC members during their annual compliance findings. On June 9, 2021, the TOC held the M2 annual public hearing and determined that M2 is being delivered as promised to Orange County voters for the 30th consecutive year. The tracking matrix update for 2021 is anticipated to begin next quarter.

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:

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that 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 June 2021 were completed. The update incorporated the 2021 RCP and RTSSP projects approved by the Board on May 10, 2021, the March 2021 semi-annual review of CTFP projects approved by the Board on June 14, 2021, and programming updates.

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.

Highway project constructions bids in the region are reflecting a variable market with a high number of bidders, but 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 several 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 a downtick in the market. Staff will continue to track the construction market 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 $13.2 billion or 46 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately $5.2 million from OCUTT. Over the last few years, OCTA has experienced underruns in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of September 30, 2021, the principal and accrued interest balances have been paid off.

Staff meets quarterly to review all labor costs to ensure costs attributed to the one percent cap are accurately reported and that there are no misplaced project-related costs.

Taxpayer Oversight Committee

The M2 Ordinance requires a TOC to oversee compliance with the M2 Ordinance. With the exception of the elected Auditor Controller of Orange County, who is identified as the chair in the M2 Ordinance, all other members cannot be elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Grand Jurors Association of Orange County and are selected from the qualified pool by lottery. The TOC is scheduled to meet every other month. The responsibilities of the 11-member M2 TOC are to:

- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs, or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
  - Congestion Management Program
  - Mitigation Fee Program
  - Expenditure Report
  - Local Traffic Signal Synchronization Plan
  - Pavement Management Plan
- Review yearly audits and hold an annual Public Hearing to determine whether OCTA is proceeding in accordance with the Plan

- The Chair shall annually certify whether M2 funds have been spent in compliance with the Plan
- Receive and review the triennial performance assessments of the Orange County Local Transportation Authority to assess the performance of the Authority in carrying out the purposes of the Ordinance

On March 12, 2020 and March 18, 2020, the Governor 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 due to COVID-19. As a result, the TOC held a meeting on August 10, 2021, via teleconference.

At the August 10, 2021 meeting, three new members and one returning member were welcomed to the Committee. The Committee received presentations on environmental programs, CTFP, and on the I-405 Improvement Project. The Committee also received updates for the OC Streetcar, sales tax revenue forecast, and the status of the community-based transit circulators.

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, as needed, to ensure local jurisdictions have submitted the following documents 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 as needed 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 the MuniServices, LLC 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 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. OCTA received final sales tax receipts for FY 2020-21 in August 2021 and presented the final 2021 M2 sales tax forecast update on Board on September 27, 2021. The current revised total nominal sales tax collections over the life of M2 is estimated to be approximately $13.2 billion, which represents a year-over-year increase of $1.6 billion in forecasted sales tax when compared to last year's forecast. Although this increase provides a positive outlook on the M2 Program, staff will continue to monitor the short- and long-term impacts on M2 sales tax revenues due to COVID-19 and its variants.

Based on the sales tax forecast information provided by MuniServices, LLC , the budgeted growth rate is 3.6 percent for FY 2021-22. The next updated forecast is anticipated to be brought to the Board in the fall of 2022.

OCTA staff is working closely with MuniServices, LLC and the three universities to monitor and determine the impact of the pandemic on OCTA's sales tax collections and long-term forecast.

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OCGO
Local Tax Dollars at Work

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2021 (Unaudited)

Schedule 1

(Unaudited)

($ in thousands)	Quarter Ended Sept 30, 2021	Year to Date Sept 30, 2021 *(A)*	Period from Inception to Sept 30, 2021 *(B)*
Revenues:			
Sales taxes	$ 100,684	$ 100,684	$ 3,177,721
Other agencies' share of Measure M2 costs:			
Project related	4,026	4,026	776,845
Non-project related	-	-	454
Interest:			
Operating:			
Project related	489	489	6,604
Non-project related	2,682	2,682	91,566
Bond proceeds	724	724	84,369
Debt service	-	-	1,063
Commercial paper	-	-	393
Right-of-way leases	117	117	1,495
Proceeds on sale of assets held for resale	11	11	12,212
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	101
Total revenues	108,733	108,733	4,155,225
Expenditures:			
Supplies and services:			
Sales tax administration fees	831	831	33,192
Professional services:			
Project related	1,233	1,233	447,046
Non-project related	-	-	34,279
Administration costs:			
Project related	2,622	2,622	96,625
Non-project related:			
Salaries and Benefits	750	750	31,655
Other	1,532	1,532	55,483
Other:			
Project related	95	95	5,643
Non-project related	17	17	5,201
Payments to local agencies:			
Project related	18,260	18,260	1,154,974
Capital outlay:			
Project related	22,744	22,744	1,642,374
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	67,095
Interest on long-term debt and commercial paper	17,686	17,686	267,691
Total expenditures	65,770	65,770	3,841,289
Excess of revenues over expenditures	42,963	42,963	313,936
Other financing sources (uses):			
Transfers out:			
Project related	(8,491)	(8,491)	(326,516)
Transfers in:			
Project related	535	535	190,436
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	(7,956)	(7,956)	623,483

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2021 (Unaudited)

Schedule 2

($ in thousands)	Quarter Ended Sept 30, 2021 (actual)	Year to Date Sept 30, 2021 (actual)	Period from Inception through Sept 30, 2021 (actual)	Period from October 1, 2021 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 100,684	$ 100,684	$ 3,177,721	$ 9,997,084	$ 13,174,805
Operating interest	2,682	2,682	91,566	141,415	232,981
Subtotal	103,366	103,366	3,269,287	10,138,499	13,407,786
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	101	-	101
Total revenues	103,366	103,366	3,269,842	10,138,499	13,408,341
Administrative expenditures:					
Sales tax administration fees	831	831	33,192	97,326	130,518
Professional services	-	-	30,504	111,373	141,877
Administration costs:					
Salaries and Benefits	750	750	31,655	100,408	132,063
Other	1,532	1,532	55,483	175,277	230,760
Other	17	17	2,181	16,842	19,023
Capital outlay	-	-	31	-	31
Environmental cleanup	417	417	46,437	199,910	246,347
Total expenditures	3,547	3,547	199,483	701,136	900,619
Net revenues	$ 99,819	$ 99,819	$ 3,070,359	$ 9,437,363	$ 12,507,722
		(C.2)	*(D.2)*	*(E.2)*	*(F.2)*
Bond revenues:					
Proceeds from issuance of bonds	$ -	$ -	$ 804,625	$ 199,300	$ 1,003,925
Interest revenue from bond proceeds	724	724	84,369	71,864	156,233
Interest revenue from debt service funds	-	-	1,063	3,586	4,649
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	724	724	890,450	274,750	1,165,200
Financing expenditures and uses:					
Professional services	-	-	3,775	698	4,473
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	-	-	67,095	833,445	900,540
Bond debt and other interest expense	17,686	17,686	267,691	461,472	729,163
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	17,686	17,686	386,643	1,295,615	1,682,258
Net bond revenues (debt service)	$ (16,962)	$ (16,962)	$ 503,807	$ (1,020,865)	$ (517,058)

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
September 30, 2021 (Unaudited)
Schedule 3

Project	Description	Net Revenues through Sept 30, 2021	Total Net Revenues
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Freeways (43% of Net Revenues)		
A	I-5 Santa Ana Freeway Interchange Improvements	$ 121,019	$ 492,993
B	I-5 Santa Ana/SR-55 to El Toro	77,298	314,888
C	I-5 San Diego/South of El Toro	161,444	657,674
D	I-5 Santa Ana/San Diego Interchange Upgrades	66,431	270,622
E	SR-22 Garden Grove Freeway Access Improvements	30,898	125,871
F	SR-55 Costa Mesa Freeway Improvements	94,240	383,905
G	SR-57 Orange Freeway Improvements	66,612	271,356
H	SR-91 Improvements from I-5 to SR-57	36,048	146,849
I	SR-91 Improvements from SR-57 to SR-55	107,243	436,876
J	SR-91 Improvements from SR-55 to County Line	90,687	369,430
K	I-405 Improvements between I-605 to SR-55	276,231	1,125,284
L	I-405 Improvements between SR-55 to I-5	82,318	335,340
M	I-605 Freeway Access Improvements	5,150	20,978
N	All Freeway Service Patrol	38,623	157,338
	Freeway Mitigation	66,013	268,916
	Subtotal Projects	1,320,255	5,378,320
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	$ 1,320,255	$ 5,378,320
	%		
	Street and Roads Projects (32% of Net Revenues)		
O	Regional Capacity Program	$ 307,040	$ 1,250,788
P	Regional Traffic Signal Synchronization Program	122,810	500,293
Q	Local Fair Share Program	552,665	2,251,390
	Subtotal Projects	982,515	4,002,471
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	$ 982,515	$ 4,002,471
	%		

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
September 30, 2021 (Unaudited)
Schedule 3

Expenditures through Sept 30, 2021	Reimbursements through Sept 30, 2021	Net M2 Cost
(J)	*(K)*	*(L)*
$ 10,913	$ 7,553	$ 3,360
11,158	8,209	2,949
229,378	50,108	179,270
2,674	527	2,147
5	-	5
50,838	22,789	28,049
51,572	12,432	39,140
34,958	824	34,134
33,030	31,248	1,782
15,919	14,404	1,515
1,029,518	146,375	883,143
9,200	6,954	2,246
3,088	16	3,072
6,110	-	6,110
57,339	7,440	49,899
1,545,700	308,879	1,236,821
129,498	-	129,498
$ 1,675,198	$ 308,879	$ 1,366,319
		48.4%

$ 793,597	$ 506,844	$ 286,753
87,317	10,544	76,773
529,540	77	529,463
1,410,454	517,465	892,989
37,943	-	37,943
$ 1,448,397	$ 517,465	$ 930,932
		32.9%

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
September 30, 2021 (Unaudited)
Schedule 3

Project	Description	Net Revenues through Sept 30, 2021	Total Net Revenues
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Transit Projects (25% of Net Revenues)		
R	High Frequency Metrolink Service	$ 293,634	$ 1,247,460
S	Transit Extensions to Metrolink	271,042	1,104,142
T	Metrolink Gateways	34,048	63,930
U	Expand Mobility Choices for Seniors and Persons with Disabilities	100,698	433,707
V	Community Based Transit/Circulators	61,391	250,088
W	Safe Transit Stops	6,776	27,604
	Subtotal Projects	767,589	3,126,931
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	$ 767,589	$ 3,126,931
	%		
	Measure M2 Program	$ 3,070,359	$ 12,507,722
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	$ 65,386	$ 268,156
	%		
	Taxpayer Safeguards and Audits		
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 47,666	$ 197,622
	%		
	Oversight and Annual Audits (1% of Revenues)	$ 32,693	$ 134,078
	%		

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
September 30, 2021 (Unaudited)
Schedule 3

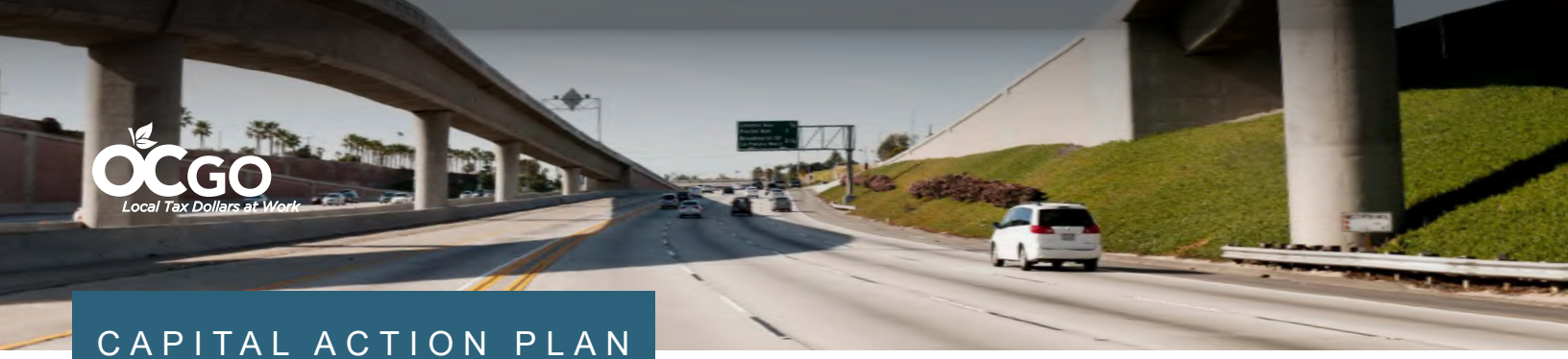
Expenditures through Sept 30, 2021	Reimbursements through Sept 30, 2021	Net M2 Cost
(J)	*(K)*	*(L)*
$ 319,359	$ 98,813	$ 220,546
141,221	2,133	139,088
98,220	60,956	37,264
96,248	88	96,160
14,360	1,323	13,037
1,179	26	1,153
670,587	163,339	507,248
21,220	-	21,220
$ 691,807	$ 163,339	$ 528,468
		18.7%
$ 3,815,402	$ 989,683	$ 2,825,719
-	-	-
$ 46,437	$ 311	$ 46,126
		1.4%
$ 33,192	$ -	$ 33,192
		1.0%
$ 31,655	$ -	$ 31,655
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	1ST QUARTER FY 2021-22	FUNDS TO DATE
ALISO VIEJO	$141,638	$6,587,855
ANAHEIM	$1,241,945	$54,870,054
BREA	$201,813	$9,466,576
BUENA PARK	$318,248	$14,685,515
COSTA MESA	$518,338	$24,143,829
CYPRESS	$191,200	$8,701,383
DANA POINT	$123,597	$5,516,199
FOUNTAIN VALLEY	$224,189	$10,241,287
FULLERTON	$477,404	$21,499,400
GARDEN GROVE	$548,195	$24,592,864
HUNTINGTON BEACH	$718,107	$32,161,403
IRVINE	$1,042,324	$45,180,675
LAGUNA BEACH	$88,705	$4,200,510
LAGUNA HILLS	$122,433	$5,618,242
LAGUNA NIGUEL	$244,920	$10,987,368
LAGUNA WOODS	$46,301	$2,098,781
LA HABRA	$199,938	$8,718,488
LAKE FOREST	$299,308	$13,135,818

LOCAL FAIR SHARE

M2 Funds		
ENTITY	1ST QUARTER FY 2021-22	FUNDS TO DATE
LA PALMA	$50,562	$2,661,727
LOS ALAMITOS	$47,554	$2,140,002
MISSION VIEJO	$329,594	$15,401,901
NEWPORT BEACH	$398,207	$18,184,969
ORANGE	$612,186	$27,314,206
PLACENTIA	$173,621	$7,608,253
RANCHO SANTA MARGARITA	$155,767	$6,993,654
SAN CLEMENTE	$214,694	$9,326,411
SAN JUAN CAPISTRANO	$141,942	$6,271,994
SANTA ANA	$1,020,108	$45,933,356
SEAL BEACH	$86,370	$4,105,268
STANTON	$112,062	$4,928,881
TUSTIN	$338,728	$14,825,450
VILLA PARK	$19,269	$861,037
WESTMINSTER	$309,104	$14,106,919
YORBA LINDA	$225,580	$9,961,073
COUNTY UNINCORPORATED	$964,756	$31,856,371
TOTAL M2 FUNDS	**$11,948,706**	**$524,887,719**



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: Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	$38.9	**Apr-15**	**Jun-17**	**Nov-18**	**Jan-21**
I-5, I-405 to Yale Avenue	$230.5	Aug-18	TBD	TBD	TBD
Project B	$230.5	**Jan-20**	Jul-24	Aug-25	Feb-29
I-5, Yale Avenue to SR-55	$200.4	Aug-18	TBD	TBD	TBD
Project B	$200.4	**Jan-20**	Jan-24	Mar-25	Sep-28
I-5, Pico to Vista Hermosa	$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C	$83.6	**Oct-11**	**Oct-13**	**Dec-14**	**Aug-18**
I-5, Vista Hermosa to Pacific Coast Highway	$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	$75.3	**Oct-11**	**May-13**	**Jun-14**	**Jul-17**
I-5, Pacific Coast Highway to San Juan Creek Road	$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	$74.3	**Oct-11**	**Jan-13**	**Dec-13**	**Jul-18**
I-5, SR-73 to Oso Parkway	$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	$195.8	**May-14**	**Aug-18**	**Dec-19**	Sep-24
I-5, Oso Parkway to Alicia Parkway	$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	$203.1	**May-14**	**Dec-17**	**Mar-19**	Dec-23
I-5, Alicia Parkway to El Toro Road	$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	$165.9	**May-14**	**May-19**	**Sep-20**	Oct-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	$12.4	N/A	Mar-24	Nov-24	Jun-26
I-5, I-5/El Toro Road Interchange	TBD	Nov-19	TBD	TBD	TBD
Project D **Cost/Schedule Risk**	TBD	Jan-23	TBD	TBD	TBD

*Status through September 2021. 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 Complete Environmental	Complete Design	Award Contract	Complete Construction
I-5, I-5/Ortega Interchange	$90.9	Jun-09	Nov-11	Aug-12	Sep-15
Project D	$79.8	**Jun-09**	**Dec-11**	**Aug-12**	**Jan-16**
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	**Oct-14**	**Sep-15**	**Sep-16**
SR-55, I-405 to I-5	$410.9	Nov-13	Apr-20	Jul-21	Aug-25
Project F **Cost/Schedule Risk**	$503.2	**Aug-17**	**Apr-20**	Apr-22	May-26
SR-55, I-5 to SR-91	$131.3	Jan-20	TBD	TBD	TBD
Project F	$131.3	**Mar-20**	Jul-25	Jul-26	Sep-29
SR-57 Northbound, Orangewood Avenue to Katella Avenue	$71.8	Dec-18	TBD	TBD	TBD
Project G	$71.8	**Mar-19**	Mar-24	Mar-25	Oct-27
SR-57 Northbound, Katella Avenue to Lincoln Avenue	$78.7	Jul-09	Nov-10	Aug-11	Sep-14
Project G	$38.0	**Nov-09**	**Dec-10**	**Oct-11**	**Apr-15**
SR-57 Northbound, Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	**Jul-10**	**Sep-17**	**Jun-18**
SR-57 Northbound, Orangethorpe Avenue to Yorba Linda Boulevard	$80.2	Dec-07	Dec-09	Oct-10	May-14
Project G	$52.3	**Dec-07**	**Jul-09**	**Oct-10**	**Nov-14**
SR-57 Northbound, Yorba Linda Boulevard to Lambert Road	$79.3	Dec-07	Dec-09	Oct-10	Sep-14
Project G	$54.1	**Dec-07**	**Jul-09**	**Oct-10**	**May-14**
SR-57 Northbound, Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	**Aug-17**	**Feb-18**	**Apr-19**
SR-57 Northbound, Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	May-28	TBD	TBD	TBD

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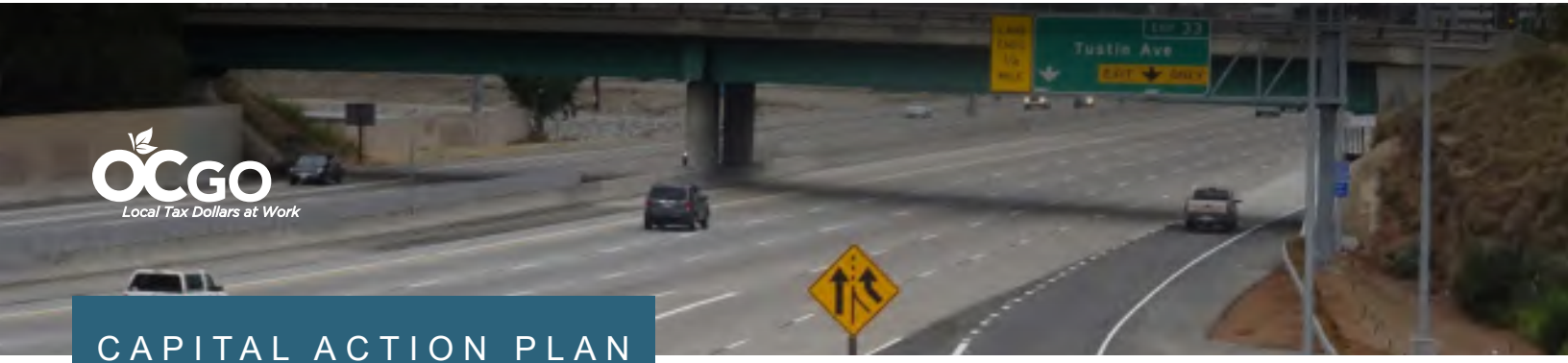

OCGO
Local Tax Dollars at Work

CAPITAL ACTION PLAN

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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
SR-91 Westbound, I-5 to SR-57	$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	$59.2	**Jun-10**	**Apr-12**	**Jan-13**	**Jun-16**
SR-91 Westbound, I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	**Aug-16**	**Mar-17**	**Nov-17**
SR-91, SR-55 to Lakeview Avenue (Segment 1)	$100.9	Oct-18	Jan-23	Feb-24	Sep-27
Project I	$100.9	**Jun-20**	Jan-23	Feb-24	Sep-27
SR-91, La Palma Avenue to SR-55 (Segment 2)	$208.4	Oct-18	Jul-23	Jul-24	Mar-28
Project I	$208.4	**Jun-20**	Jul-23	Jul-24	Mar-28
SR-91, Acacia Street to La Palma Ave (Segment 3)	$116.2	Oct-18	Apr-24	Apr-25	Sep-28
Project I	$116.2	**Jun-20**	Apr-24	Apr-25	Sep-28
SR-91 Westbound, Tustin Interchange to SR-55	$49.9	Jul-11	Mar-13	Oct-13	Jul-16
Project I	$42.5	**May-11**	**Feb-13**	**Oct-13**	**Jul-16**
SR-91, SR-55 to SR-241	$128.4	Jul-09	Jan-11	Sep-11	Dec-12
Project J	$79.7	**Apr-09**	**Aug-10**	**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	**Feb-13**	**Oct-13**	**Feb-15**
SR-91 Eastbound, SR-241 to SR-71	$104.5	Dec-07	Dec-08	Jul-09	Nov-10
Project J	$57.8	**Dec-07**	**Dec-08**	**Aug-09**	**Jan-11**
I-405, SR-73 to I-605 (Design-Build)	$2,080.2	Mar-13	Nov-15	Nov-16	Feb-24
Project K	$2,080.2	**May-15**	**Nov-15**	**Nov-16**	Feb-24
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	**Aug-18**	TBD	TBD	TBD

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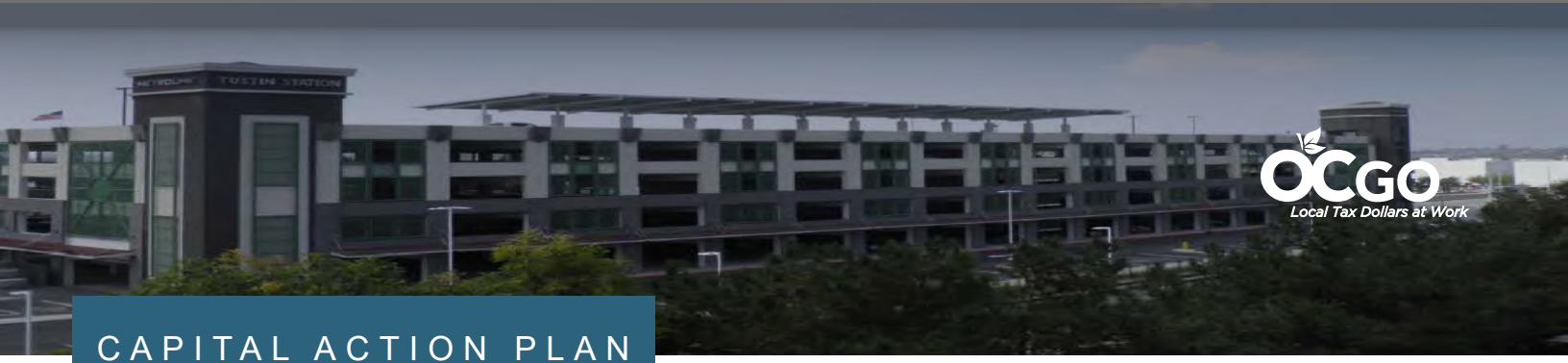

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I-605, I-605/Katella Interchange	$29.0	Nov-18	Mar-23	Feb-24	Nov-25
Project M	$29.0	**Oct-18**	Mar-23	Feb-24	Nov-25
Grade Separation Projects:					
Kraemer Boulevard Railroad Grade Separation	$70.4	Sep-09	Jul-10	Aug-11	Oct-14
Project O	$63.8	**Sep-09**	**Jul-10**	**Sep-11**	**Dec-14**
Lakeview Avenue Railroad Grade Separation	$70.2	Sep-09	Oct-11	May-13	Mar-17
Project O	$110.7	**Sep-09**	**Jan-13**	**Nov-13**	**Jun-17**
Orangethorpe Avenue Railroad Grade Separation	$117.4	Sep-09	Dec-11	May-12	Sep-16
Project O	$105.9	**Sep-09**	**Oct-11**	**Jan-13**	**Oct-16**
Placentia Avenue Railroad Grade Separation	$78.2	May-01	Mar-10	Jun-11	Nov-14
Project O	$64.5	**May-01**	**Jun-10**	**Jul-11**	**Dec-14**
Raymond Avenue Railroad Grade Separation	$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	$126.2	**Nov-09**	**Dec-12**	**Feb-14**	**May-18**
State College Boulevard Railroad Grade Separation (Fullerton)	$73.6	Jan-11	Aug-12	May-13	May-18
Project O	$99.6	**Apr-11**	**Feb-13**	**Feb-14**	**Mar-18**
Tustin Avenue/Rose Drive Railroad Grade Separation	$103.0	Sep-09	Dec-11	Aug-12	May-16
Project O	$96.6	**Sep-09**	**Jul-11**	**Feb-13**	**Oct-16**
Sand Canyon Avenue Railroad Grade Separation	$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	$61.9	**Sep-03**	**Jul-10**	**Feb-11**	**Jan-16**

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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast Complete Environmental	Complete Design	Award Contract	Complete Construction
Rail and Station Projects:					
Rail-Highway Grade Crossing Safety Enhancement	$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project R	$90.4	**Oct-08**	**Sep-08**	**Aug-09**	**Dec-11**
San Clemente Beach Trail Safety Enhancements	$6.0	Jul-11	Apr-12	Oct-12	Jan-14
Project R	$5.0	**Jul-11**	**Jun-12**	**May-13**	**Mar-14**
San Juan Capistrano Passing Siding	$25.3	Jan-13	May-16	Dec-16	Feb-21
	$36.4	**Mar-14**	**Aug-18**	**Mar-19**	**Nov-20**
Anaheim Canyon Station	$27.9	Dec-16	May-19	Nov-19	Jan-23
	$34.2	**Jun-17**	**Oct-20**	**Mar-21**	Jan-23
Placentia Metrolink Station and Parking Structure	$34.8	May-07	Jan-11	TBD	TBD
Project R **Cost/Schedule Risk**	$40.1	**May-07**	**Feb-11**	TBD	TBD
Orange Station Parking Expansion	$33.2	Dec-12	Apr-13	Nov-16	Feb-19
	$30.9	**May-16**	**Apr-16**	**Jun-17**	**Feb-19**
Fullerton Transportation Center - Elevator Upgrades	$3.5	N/A	Dec-13	Sep-14	Mar-17
	$4.2	N/A	**Dec-13**	**Apr-15**	**May-19**
Laguna Niguel/Mission Viejo Station ADA Ramps	$3.5	Jan-14	Aug-14	Jan-15	Apr-17
	$5.0	**Feb-14**	**Jul-15**	**Oct-15**	**Sep-17**
ARTIC	$227.4	Feb-11	Feb-12	Jul-12	Nov-14
Project R & T	$232.2	**Feb-12**	**May-12**	**Sep-12**	**Dec-14**
OC Streetcar	$424.4	Mar-12	Sep-17	Aug-18	Dec-21
Project S **Cost/Schedule Risk**	$440.0	**Mar-15**	**Nov-17**	**Sep-18**	Jan-24

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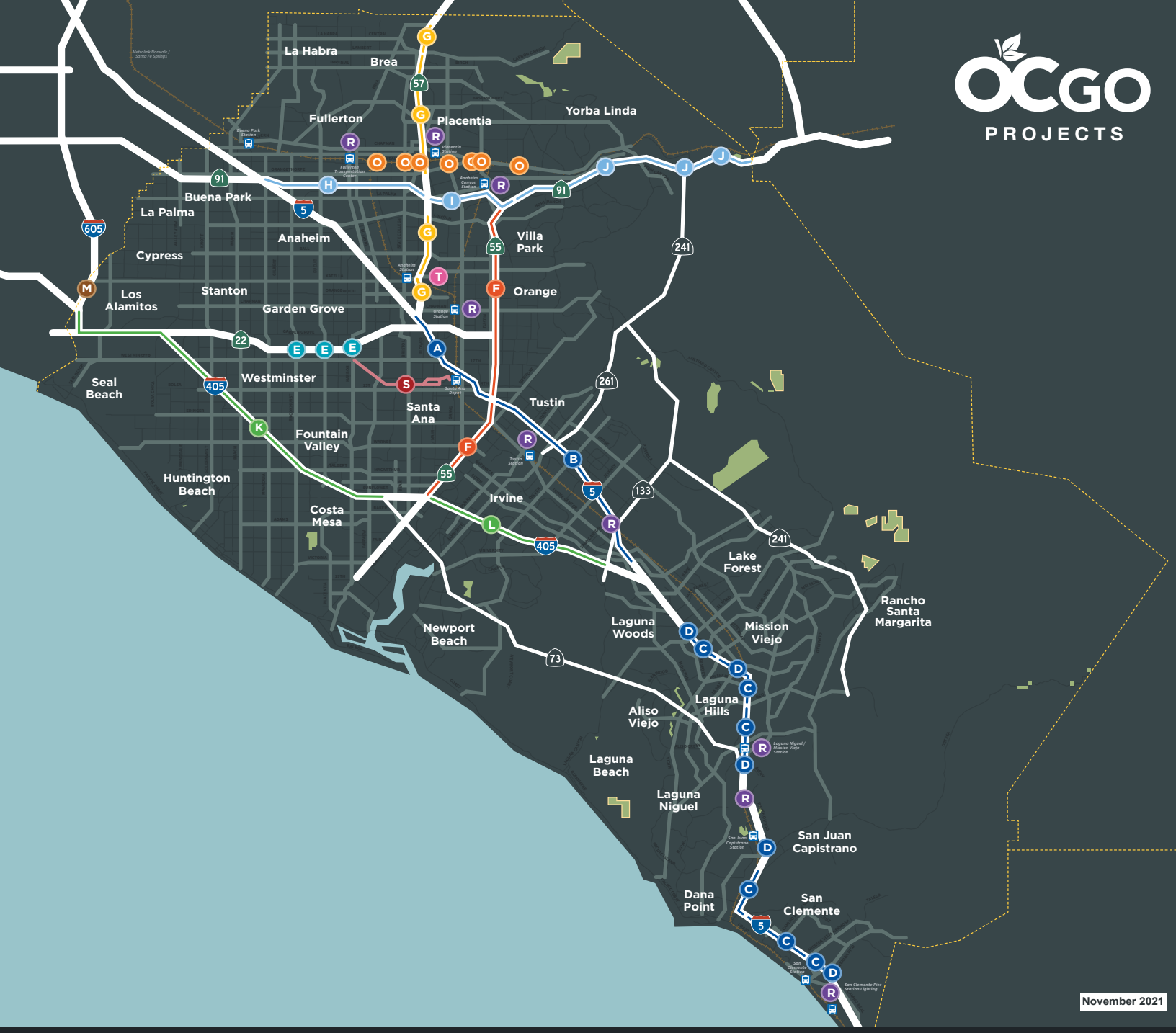

FREEWAY IMPROVEMENT PROGRAM (A-N)

Interstate 5 (I-5) Projects

- (A) **I-5**, SR-55 to SR-57
- (B) **I-5**, I-405 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**, SR-73 to I-605
- (L) **I-405**, I-5 to SR-55

Interstate 605 (I-605) Projects

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

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS (O-Q)

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

TRANSIT PROJECTS (R-W)

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

OTHER PROJECTS NOT SHOWN

Project N: Freeway Service Patrol

Project O: 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, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program

Project V: Community Based Transit/Circulators

Project W: Safe Transit Stops

Project X: Environmental Cleanup Program