ATTACHMENT A

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MEASURE M2 PROGRESS REPORT

THIRD QUARTER FISCAL YEAR 2017-18
JANUARY 1, 2018 THROUGH MARCH 31, 2018

THIRD QUARTER HIGHLIGHTS:

- Freeway Projects
- Streets and Roads Projects
- Transit Projects
- Environmental Programs
- Finance Matters
- Program Management Office
- Summary

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SUMMARY

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

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from January 1, 2018 through March 31, 2018 is provided to update progress in implementing the Measure M2 Transportation Investment Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 to OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

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

The cover photo is a portion of the Interstate 5 South County Improvement Project located between Avenida Pico to San Juan Creek Road. Construction of the carpool lanes were completed and opened to traffic on March 13th, 2018.

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COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Annual Eligibility Review	AER
Board of Directors	Board
Burlington Northern Santa Fe	BNSF
California Department of Fish and Wildlife	CDFW
California Department of Transportation	Caltrans
California Transportation Commission	CTC
Capital Action Plan	CAP
Capital Investment Grant	CIG
Chief Executive Officer	CEO
Congestion Mitigation and Air Quality	CMAQ
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Impact Report	EIR
Environmental Impact Statement	EIS
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Federal Transportation Improvement Program	FTIP
Freeway Service Patrol	FSP
Full Funding Grant Agreement	FFGA
High Occupancy Vehicle	HOV
Interstate 15	I-15
Interstate 405	I-405
Interstate 5	I-5
Interstate 605	I-605
Invitation for Bids	IFB
Local Faire Share Program	LFSP
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Los Angeles County Metropolitan Transportation Authority	LA Metro
Measure M2 or Renewed Measure M	M2
Memorandum of Understanding	MOU
Metrolink Service Expansion Program	MSEP
Notice to Proceed	NTP
Next 10 Delivery Plan	Next 10
Orange County Transportation Authority	OCTA

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COMMON ABBREVIATIONS

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

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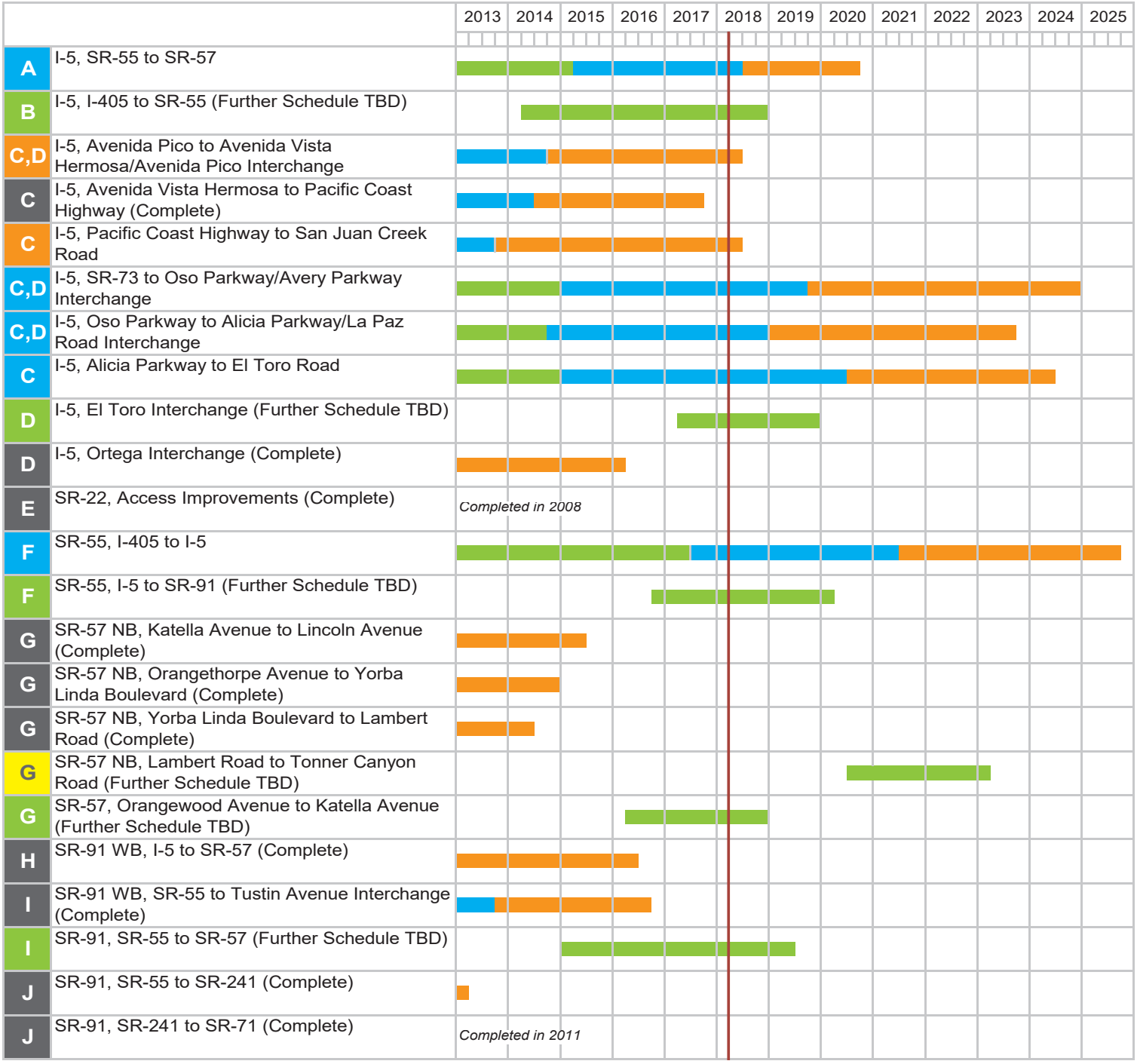
MEASURE M2 PROJECT SCHEDULES

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



Project schedules are based on phase start dates. Shown schedules are subject to change.
*Projects managed by local agencies

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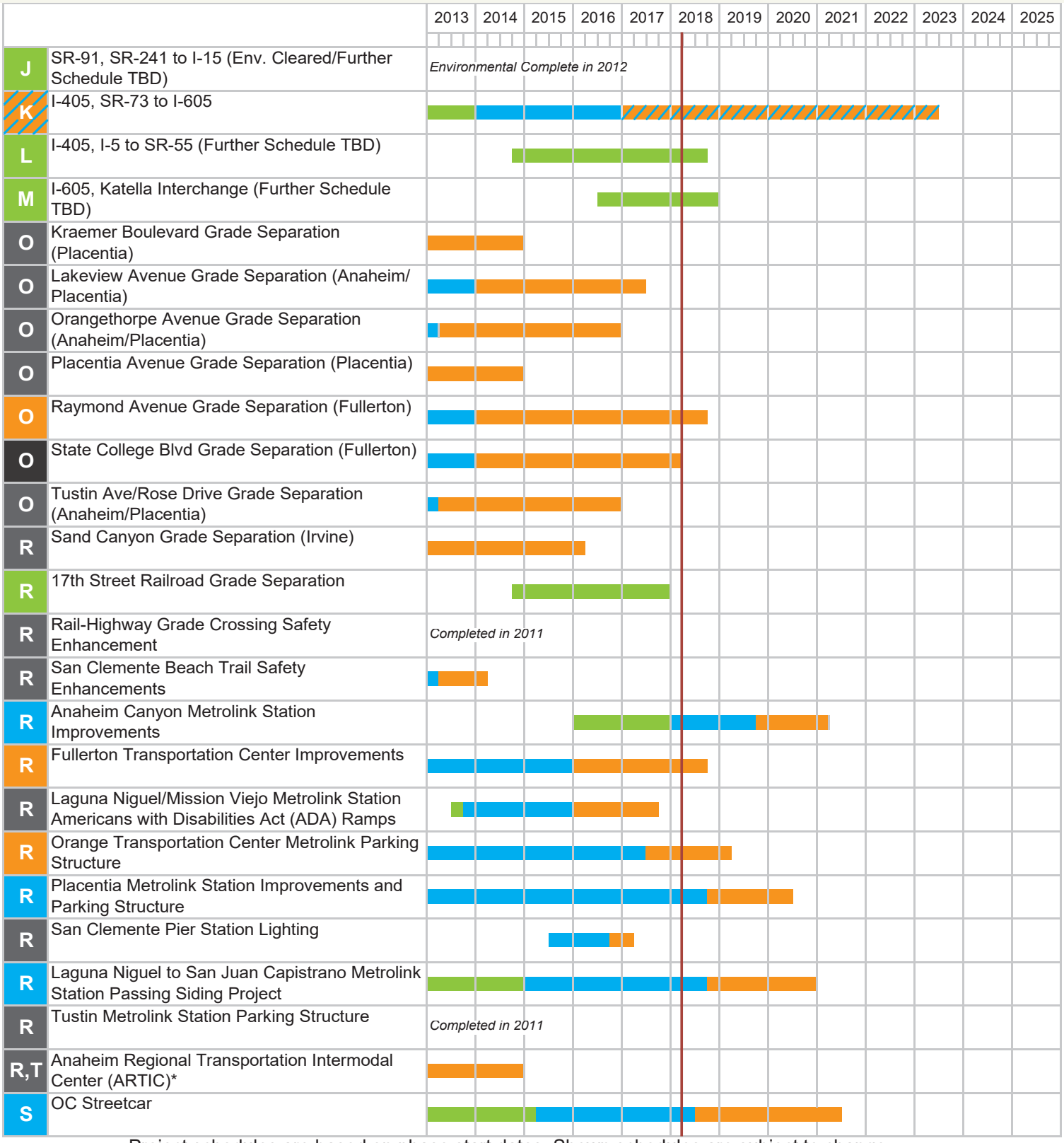
MEASURE M2 PROJECT SCHEDULES



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

*Projects managed by local agencies

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MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE

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

	Delivery Risk	Explanation	Proposed Action
Financial			
1	Impact of the recession and changes in consumer spending resulted in a 44% decrease in forecasted revenues, to $13.5 billion. If sales tax revenue continues to be lower than projections, this will further impact delivery.	The new lower forecast results in a greater reliance on external funding to deliver the entire Freeway Program as listed.	Continue to actively pursue all available state and federal revenue. Identify lower cost freeway alternative options for Board consideration as appropriate.
2	Inability to scale the Freeway Program to available revenue and still deliver the promise.	The freeway program includes set project scopes leaving very little flexibility in what is delivered.	OCTA will work closely with Caltrans to seek cost-saving measures on freeway projects through changes in design parameters where possible.
3	Delay in receipt of OC Streetcar Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA), could impact the overall delivery schedule.	While the FTA and the Orange County Congressional delegation continue to show strong support for the project, authorization for the New Starts FFGA remains outstanding.	Continue to communicate the merits of the OC Streetcar and need for swift action on receipt of the FFGA to FTA, Congress and the Administration. Move forward cautiously to protect the delivery schedule while at the same time minimizing financial risk.
4	Sustain Metrolink train service, as an attractive alternative to driving in Orange County with the limits of available revenue.	Operational cost of Metrolink service continues to grow as system ages, track-sharing arrangements with BNSF are revised, and new air quality requirements. These changes may impact service long term.	Staff will continue to work closely with Metrolink and our partners to ensure cost increases are minimized while service is optimized.
5	The Next 10 Market Conditions Forecast and Risk Analysis identified strong potential for an increasing-cost environment during the Next 10 delivery years.	Four near-term cost risks were highlighted: neighboring transportation programs, wage pressures, low unemployment, residential construction demand and effect on market.	OCTA will monitor and track key early warning indicators as recommended through the completed Market Analysis and will provide the Board annual updates on changes to risk factors.

On Track One to Watch

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	Delivery Risk	Explanation	Proposed Action
Organizational			
6	Potential impact to State Transportation Improvement Program (STIP) funding commitments for M2 freeway projects programmed, causing project advancement delays, if Senate Bill 1 (SB1) is repealed in November 2018.	Due to revenue reductions, M2 relies on external funding for delivery. If SB 1 is repealed, there is a likelihood that current state funding commitments in the STIP for M2 projects would be impacted and could delay M2 freeway delivery schedules.	Staff will monitor the progress of the repeal efforts as more information becomes available. Staff will seek methods to minimize the impact on existing schedules and request Board direction on priorities.
7	Availability of specialized staff, given the scope of Right-of-Way (ROW) activities for various freeway construction activities.	Timely ROW acquisition and utility clearance are key factors in reducing project delivery risk. Early acquisition is challenged by heavy demand on Caltrans' ROW resources and further by a change in meeting frequency by the CTC, a necessary step in ROW settlement.	Expert and timely coordination between OCTA and Caltrans are imperative to manage this risk. Staff is currently working with Caltrans to ensure resource needs are met through project lead responsibility for projects. If resource issues become a problem, OCTA could consider taking full responsibility.
8	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a strong track record in operating various transportation systems including both a fixed and demand-based bus network.	To ensure success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations.
Policy			
9	New statewide directives create additional hurdles for the Freeway Program in particular.	New directives with greenhouse gas reductions and managed lane corridors focus, may impact approvals for four of the remaining freeway projects with general purpose lanes that are not yet environmentally cleared.	OCTA will work closely with Caltrans to ensure that when freeway improvement projects are reviewed for environmental clearance, they are viewed as part of a larger suite of improvements.

On Track One to Watch

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MEASURE M2 PROGRESS REPORT

Updated Next 10 Delivery Plan

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

On November 13, 2017, the Board approved the Updated Next 10 Delivery Plan (Next 10), providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. The Next 10 was updated to address and incorporate the 2017 sales tax revenue forecast of $13.5 billion. The updated Next 10 incorporates current revenue projections, bonding assumptions, project costs and schedule, and adjustments ensuring continued delivery of the complete M2 Program by 2041 as promised.

Updated Next 10 Plan Deliverables

The Next 10 identified 10 objectives. Significant progress has been made, with projects completing construction, projects advancing towards construction, as well as regular funding allocations to local jurisdictions through programs. A summary of the progress to date for each of the 10 objectives identified in the Next 10 is outlined below.

1. Deliver $3.1 billion of freeway improvements approved through construction (Projects A-M).

The M2 freeway program currently consists of 27 projects or project segments. At the point of Next 10 adoption, nine were already complete, and another nine designated to be complete within the Next 10 time-frame. Together, the nine segments designated for completion by 2026 make up the $3.1 billion delivery promise. Currently, three segments of the I-5 (adding six miles of carpool lanes) between Avenida Vista Hermosa and San Juan Creek Road, opened to traffic in March 2018. The remaining six segments: one project on I-405 between SR-55 and I-605 (Project K); another four segments on I-5, one between SR-55 and SR-57 and the other three between SR-73 and El Toro Road (Projects A and C); and one segment on SR-55 between I-405 and I-5 (Project F) are in design or construction. For more details, see pages iii-iv (Project Schedules) and the project updates contained in the following pages.

2. Invest approximately $1.2 billion more in revenues, bringing the completed Freeway Program improvements to $4.3 billion (Projects A-M). Project I is a priority.

The final nine remaining project segments (of the 27 total) are on track to be environmentally cleared by 2026, making them “shelf ready” for future advancement as revenues become available. The Next 10 Plan designated another $1.2 billion (in addition to the $3.1 billion promised above) toward moving one or two projects from the nine into construction by 2026. Congestion levels, readiness, and cost risk are factors that will determine which environmentally cleared projects will be recommended to the Board to advance into the construction phase. Project I (between SR-55 and SR-57) meets the above criteria and was designated as a priority project by the Board in the Next 10 Plan and therefore is planned to move directly into design following completion of the environmental phase in 2019.

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

Since the adoption of the Next 10 Plan in November 2016, OCTA issued two annual calls for projects for Project O and P. OCTA awarded approximately $32.24 million to fund 13 Regional Capacity Program (Project O) projects and $2.5 million to fund five Regional Traffic Signal Synchronization Program (Project P) projects for the 2017 annual call for projects. On August 14, 2017, the Board approved the release of the 2018 Call for Projects which made available approximately $32 million for Project O and $8 million for Project P. Funding recommendations will be presented to the Board next quarter. Additionally, $80.6 million in Local Fair Share (Project Q) funds have been distributed to local agencies. For more details, see the project updates on page 18.

a. Complete the remaining three grade separation projects (Project O).

When the Next 10 was adopted, grade separation projects under construction included: Lakeview Avenue, State College Boulevard, and Raymond Avenue. Lakeview Avenue grade separation was completed in June 2017, State College Boulevard grade separation was completed in January 2018, and Raymond Avenue grade separation opened to traffic in October 2017. With all seven of the OC Bridges projects open to traffic, a closing ceremony was held on October 24, 2017. All closeout activities for completion of the Raymond Avenue project are expected to be complete next quarter. To date, the Board has approved $664 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects.

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

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

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies six projects to be completed by 2026. 1. Laguna Niguel/Mission Viejo Metrolink station ADA ramps (completed September 2017), 2. Orange Metrolink station parking structure (construction 34% complete), 3. Placentia Metrolink station (construction to begin late 2018 contingent on BNSF MOU approval), 4. Anaheim Canyon Metrolink station improvement project (construction to begin late 2019), 5. Fullerton Transportation Center elevators (construction 20% complete), and 6. San Clemente Pier Metrolink/Amtrak station lighting (completed March 2017). For more details, see the project updates on page 24.

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

OC Streetcar

To date, the Board has approved up to $306.4 million for the OC Streetcar project, including preliminary studies, environmental, project development and construction. The FTA continues to show strong support for the project and a FFGA is anticipated for Summer 2018. See page 27 for more information.

OC Transit Vision

During this quarter, the Board was presented the draft Transit Master Plan. The plan included an action plan which was divided into short, medium and long-term recommendations. The Board directed staff to consider the plan in the upcoming Long-Range Transportation Plan process. Staff will be advancing many of the short-term action plan items over the next year. The completed plan is available at www.octa.net/octransitvision.

Harbor Corridor Transit Study

The technical evaluation of the alternatives was completed in late 2017 and the results were presented to the OCTA Transit Committee on 12/14/17. The Draft Final Report was made available on the OCTA website at that time. The results were then presented to the OCTA Board on 1/08/18.

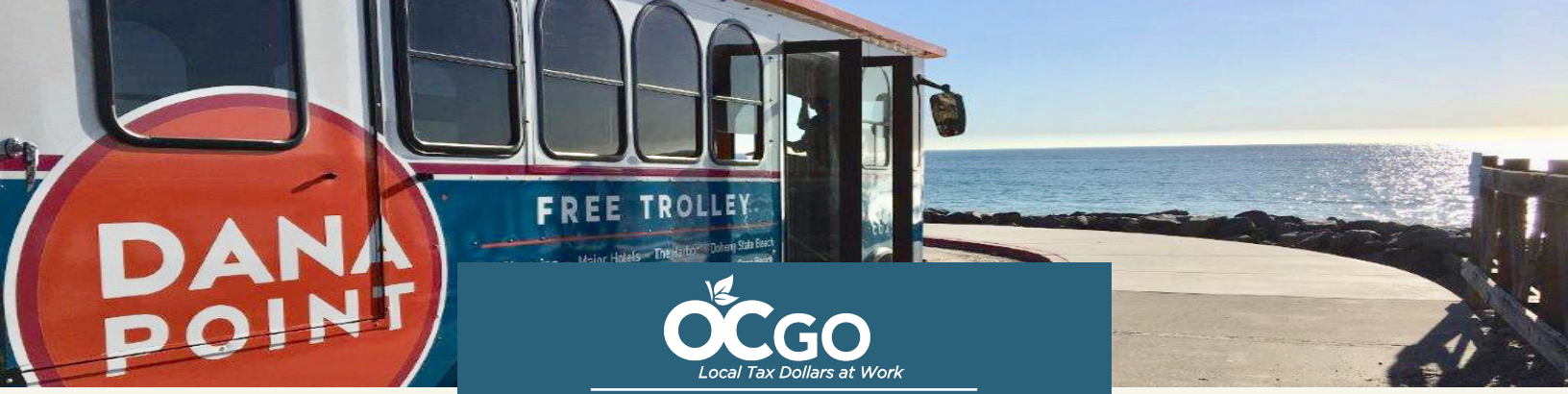
The OCTA Board directed staff to offer presentations of the technical results and city and community input to each of the city councils in the study area (Fullerton, Anaheim, Garden Grove, and Santa Ana), and to report back to the Board with the comments received. The results were presented to each of the city councils. Staff will provide a final update to the Board in June and make the Final Report available online.

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

Approximately $16.9 million has been provided for the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program since the Next 10 Plan adoption. See page 29 for more information.

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

In December 2017, OCTA staff requested letters from local agencies to determine interest for a future round of Project V funding. OCTA received 13 letters of interest and in February 2018, the Board initiated a 2018 Project V Call for Projects. A total of seven applications were received by the March 23, 2018 deadline. OCTA is currently reviewing the applications and funding recommendations will be presented to the Board in June 2018. For additional details and information on current project program performance and service see page 30.



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

To date, the Board has approved up to $1,205,666 to support 51 city-initiated improvements and $370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of eight stops and will move forward in a future funding cycle. Of the remaining 43 stops, 14 stops have been completed and the remaining 29 stop improvements are also complete but are in the project closeout process by the City of Santa Ana. Closeout of all projects is anticipated next quarter. The OCTA initiated improvements went towards the implementation of a mobile ticketing application to make it more convenient for bus customers to purchase bus passes, obtain trip information, and board buses. Following closeout of the existing projects, staff will work with local agencies to assess future funding needs. A plan for future funding is anticipated to be brought to the Board in 2018. For additional details see page 31.

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

The Freeway Mitigation Program Preserves includes seven properties (1,300 acres), and 12 restoration projects (350 acres). These Preserves and restoration projects are folded into the OCTA Natural Community Conservation Plan/ Habitat Conservation Plan (Conservation Plan), which allocates funds to support higher value environmental benefits such as habitat protection, connectivity and resource preservation to streamline the permitting process for M2 freeway projects. To ensure ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves. The second deposit into the endowment was made in August 2017, and approximately $2.9 million on will be deposited an annual basis. For more details, see the project updates on page 32.

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

Since adoption of the Next 10 Plan in November 2016, OCTA issued two calls for Tier 1 ECP projects. The Board awarded approximately $3.13 million to fund Tier 1 projects during the 2017 annual call for projects. The 2018 Tier 1 Call for Projects was released on March 12, 2018 and funding recommendations are anticipated in summer. Staff is working with the ECAC and the County of Orange to determine the best timing for the next Tier 2 call based on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects. For more details, see the project updates on page 33.

FREEWAYS

INTERSTATE 5 (I-5) PROJECTS

PROJECT A

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

Status: Design complete. Construction package advertised for bids.

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

Summary: This project will increase high occupancy vehicle (HOV) capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. This quarter, the project received federal authorization (E-76) allowing it to be advertised for construction. The project was advertised for bids on March 19th with Bid Opening scheduled for May 8th. Due to changes in scope and the replacement of State Transportation Improvement Program (STIP) funds with Congestion Mitigation and Air Quality (CMAQ) funds, this project is marked “red” in the Capital Action Plan (CAP), signifying a delay of over three months beyond the original schedule. Construction is expected to begin in mid-2018.

PROJECT B

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

Status: Environmental Phase Underway - 84% Complete

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

Summary: This project will add one general purpose lane in each direction of the I-5 corridor and improve interchanges in the area between SR-55 and SR-133 (near the El Toro “Y” and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on I-5 between just north of I-405 to SR-55. Additional features of Project B include the addition of auxiliary lanes in some areas and re-established in other areas within the project limits. During the quarter, the consultant continued working on the last few technical studies and obtained Caltrans approval on all technical studies needed before the circulation of Draft Environmental Document (DED). The revised DED and Draft Project Report (DPR) have been submitted for review. The DED is expected to be circulated in mid-May and open house format public hearings are anticipated to be in late May. The final ED is expected to be complete in December 2018.

PROJECT C AND PART OF PROJECT D

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

Status: Construction Underway - 98% Complete

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

Summary: This segment adds a carpool lane in each direction on I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and includes major improvements through reconstruction of the Avenida Pico Interchange (part of Project D). The project also includes the addition of bicycle lanes in both directions of Avenida Pico. Construction began in February 2015. During the quarter, construction of the carpool lanes were completed and opened to traffic on March 13, 2018. Construction activities this quarter included pavement,

striping, electrical, landscape and irrigation. Punchlist work is ongoing with the goal to reach relief of maintenance in April 2018.

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

Status: **PROJECT COMPLETE**

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

Summary: This segment adds a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in San Clemente, and also includes reconstructing on and off ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014 and relief of maintenance was obtained in July 2017 signifying completion. Due to the ongoing construction of project segments on either side of this segment, the opening of the carpool lanes were held. With completion of the adjoining segment, the full length of the carpool lanes for all three segments were opened to traffic on March 13, 2018. The one year plant establishment period is ongoing till May 2018.

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

Status: Construction Underway - 99% Complete

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

Summary: This segment will add one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Project improvements also include reconstructing on and off ramps at PCH/Camino Las Ramblas. Construction began in March 2014. During the quarter, construction of the carpool lanes were completed and opened to traffic in both directions on March 13, 2018. Construction activities this quarter included pavement, striping, electrical, landscape and irrigation. Punchlist work is ongoing with the goal to reach relief of maintenance in April 2018.

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

Status: Design Phase Underway - 95% Complete

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

Summary: This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, the consultant continued working on ROW appraisals and coordinated with utility agencies. Staff continued to coordinate with Caltrans to finalize and approve the required Fact Sheet. It is anticipated that the 100% Plans, Specifications, and Estimates (PS&E) will be submitted to Caltrans mid-2018. The plans identify a higher cost estimate due to unit price increases, rise in Caltrans support costs, and schedule changes to address bird nesting season restrictions. This segment was included in the 2018 STIP project recommendations for additional funding

to address the increased cost estimate, which was approved by the Board in September 2017 and adopted by the CTC in March 2018. Due to extended ROW coordination, this project is marked "red" in the CAP, signifying a delay This segment combined with the other two segments on I-5 between SR-73 and El Toro Road has been designated as a major project. This requires a formal cost review process by FHWA to take place in April 2018. The cost and schedule for the combined projects will be updated after finalizing information resulting from the cost estimate review.

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

Status: Design Complete. Construction bid package preparation underway.

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

Summary: This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the cities of Mission Viejo, Laguna Hills, and Lake Forest. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the La Paz Road Interchange (Part of Project D). Major activities this quarter included coordination with the Caltrans Office Engineer to prepare the construction package for advertisement, scheduled for August 2018. Staff also continued coordination of the service contract with Southern California Regional Rail Authority (SCRRA)/Metrolink, and with Caltrans on ROW and utilities. The consultant coordinated with various regulatory agencies to ensure all permits will be in place ahead of Advertisement. In the next quarter, outreach is expected to begin with presentations to the City Councils of Laguna Hills and Lake Forest, with more cities to follow over the Summer of 2018. Due to extended ROW coordination, this project is marked "red" in the CAP, signifying a delay of over three months beyond the original schedule. This project is anticipated to begin construction in early 2019. This segment combined with the other two segments on I-5 between SR-73 and El Toro Road has been designated as a major project. This requires a formal cost review process by FHWA to take place in April 2018. The cost and schedule for the combined projects will be updated after finalizing information resulting from the cost estimate review.

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

Status: Design Phase Underway - 95% Complete

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

Summary: This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from El Toro Road to Alicia Parkway. Major activities this quarter included continued coordination with Caltrans, Orange County Parks and Orange County Flood Control regarding the planned work at Aliso Creek. Further coordination with the Army Corps of Engineers and the State Department of Fish and Wildlife. Design consultant received first round of comments from Caltrans regarding the final ROW mapping, submitted in November 2017. Due to extended ROW coordination with Caltrans and delayed design start date, this project is marked "red" in the CAP, signifying a delay of over three months beyond the original schedule. The 100% Design Submittal is now

anticipated for April 2019. This segment is currently programmed in the STIP three years later than requested. Staff will work with the CTC staff and Caltrans to seek methods to maintain the existing schedule. This segment combined with the other two segments on I-5 between SR-73 and El Toro Road has been designated as a major project. This requires a formal cost review process by FHWA to take place in April 2018. The cost and schedule for the combined projects will be updated after finalizing information resulting from the cost estimate review.

PROJECT D

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

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

Status: Environmental Phase Underway - 25% Complete

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

Summary: This project includes four different alternatives that consider modifications to the existing interchange, which range from a I-5 southbound direct connector to El Toro Road to modifications in how existing off ramp intersections operate. Work began in May 2017. Work during the quarter included completion of the Value Analysis Study and a ROW review meeting between Caltrans and OCTA. The Value Analysis Final Report was sent to all attendees in February 2018. Caltrans provided an update to the OCTA Board in March 2018. The environmental phase is anticipated to be completed in late 2019.

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

Status: **PROJECT COMPLETE**

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

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

FREEWAYS

STATE ROUTE 22 (SR-22) PROJECTS

PROJECT E

Segment: **SR-22 Access Improvements**

Status: **PROJECT COMPLETE**

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

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

STATE ROUTE 55 (SR-55) PROJECTS

PROJECT F

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

Status: Design Phase Underway - 25% Complete

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

Summary: This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. Through a cooperative agreement, Caltrans is preparing the 20% design work and is responsible for developing and seeking approval of the required Fact Sheet addressing necessary design variations on the project. With OCTA staff oversight, Caltrans is refining the geometrics to eliminate and minimize the potential ROW risk and costs. The final Fact Sheet is anticipated to be initiated in mid-May 2018. OCTA consultant contract was executed in February 2018 for the Board authorized consultant selection for PS&E services. OCTA consultant is preparing a portion of the 35% design work in cooperation with Caltrans. ROW and utility coordination have been initiated. The project is anticipated to be ROW Certified and Ready To List in June 2020. This segment is currently programmed in the STIP one year later than requested. Staff will work with the CTC staff and Caltrans to seek methods to maintain the existing schedule.

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

Status: Environmental Phase Underway - 32% Complete

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

Summary: This project will study SR-55 between I-5 and SR-91 in the cities of Santa Ana, Tustin, Orange and Anaheim. The environmental study will consider the addition of one general purpose lane in each direction between SR-22 and the I-5, and provide operational improvements between SR-22 and SR-91. During the quarter, the consultant initiated and submitted a few of the environmental and engineering studies. The environmental phase is anticipated to be complete in early 2020.

FREEWAYS

STATE ROUTE 57 (SR-57) PROJECTS

PROJECT G

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

OCGO
Local Tax Dollars at Work

FREEWAYS

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

Status: Environmental phase expected to begin in mid-2020 (pending STIP funding approval)

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

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

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

Status: Environmental Phase Underway - 40% Complete

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

Summary: This project will study adding capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. During the quarter, the second round of submittals was made for most of the draft technical studies that had been previously submitted. The consultant also worked on ROW Data Sheets for all three Build Alternatives. In the next quarter, the consultant will submit the Draft Project Report and Draft Environmental documents to OCTA and Caltrans for administrative review. The environmental phase is anticipated to be complete in late 2018.

STATE ROUTE 91 (SR-91) PROJECTS

PROJECT H

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

Status: **PROJECT COMPLETE**

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

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

FREEWAYS

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

Status: **PROJECT COMPLETE**

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

PROJECT I

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

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

Status: Environmental Phase Underway - 60% Complete

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

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

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

Status: **PROJECT COMPLETE**

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

PROJECT J

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

FREEWAYS

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

Status: **PROJECT COMPLETE**

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

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

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

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

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

Summary: The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-71 to I-15, and construct various interchange and operational improvements. On March 20, 2017, the RCTC contractors completed the $1.3 billion initial phase freeway improvement project which extended the 91 Express Lanes from Orange County to I-15 in Riverside County, added a general purpose lane east of SR-71 to I-15, and provided tolled express connectors between SR-91 and I-15. While the portion of this project between SR-241 and the Orange County/Riverside County line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. Construction of the final additional general purpose lane between SR-241 and SR-71 will take place post-2035. The ultimate project widens all SR-91 general purpose lanes to standard lane and shoulder widths from SR-241 to SR-71 (RCTC is responsible for the lane improvements between Green River and SR-71 while OCTA will be responsible for the lane improvements west of Green River to SR-241). To maintain synchronization, these general purpose lanes improvements, which span both counties, will be scheduled to ensure coordinated delivery of both portions of the project, and will provide a continuous segment that stretches from SR-241 to SR-71. This action is consistent with the 2017 SR-91 Implementation Plan.

FREEWAYS

INTERSTATE 405 (I-405) PROJECTS

PROJECT K

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

Status: Design-Build Underway

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

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

During the quarter, work continued on ROW acquisition, utility coordination, environmental permitting, final baseline schedule, and public outreach. Other work includes review of design-builder submittals including design submittals, transportation management plan and other administrative plans necessary to be completed prior to commencement of construction. On January 26, 2018, OCTA held a groundbreaking ceremony. On February 26, 2018, the Board awarded a contract to provide Toll System Integrator services. Construction began on March 6, 2018 and is scheduled to be completed in 2023.

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

PROJECT L

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

Status: Environmental Phase Underway - 95% Complete

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

Summary: This project is studying the addition of general purpose lanes on the I-405 corridor between I-5 and SR-55 in Irvine. Additional features of the project include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the consultant compiled and prepared responses to public comments and prepared the first draft of final Project Report (PR) and draft final Environmental Document (ED). After reviewing the alternatives and draft reports, the PDT recommended Alternative 2, adding one general purpose lane in each direction, as the preferred alternative. The final ED is expected to be complete in July 2018.

OCGO
Local Tax Dollars at Work

FREEWAYS

INTERSTATE 605 (I-605) PROJECTS

PROJECT M

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

Status: Environmental Phase Underway - 82% Complete

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

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

FREEWAY SERVICE PATROL

PROJECT N

Status: Service Ongoing

Contact: Cliff Thorne • (714) 560-5975

Summary: M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During the quarter, the midday service provided assistance to 1,204 motorists and weekend service provided assistance to 923 motorists. There was no construction service provided this quarter, but service is expected to resume next quarter. Since inception, M2 and construction-funded FSP has provided a total of 66,549 assists to motorists on the Orange County freeway system.

STREETS AND ROADS

REGIONAL CAPACITY PROGRAM

PROJECT O

Status: 2018 Call for Projects in Progress

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, 135 projects totaling more than $263 million have been awarded through seven calls for projects by the Board. On August 14, 2017, the Board approved the release of the 2018 Call for Projects which made approximately $32 million available to fund additional road improvements throughout the County. Applications were due on October 20, 2017. OCTA received 14 applications for a total of $39.4 million in M2 funding requests. The Technical Steering Committee approved staff's final funding recommendations on March 14, 2018; and Technical Advisory Committee approval is anticipated to occur on April 25, 2018. From there, project funding recommendations will be presented to the Board in June 2018.

OC Bridges Railroad Program

This program built seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the BNSF Railroad in North County. A status for each of the seven projects is included below. As of the end of this quarter, five are complete (Kraemer, Placentia, Orangethorpe, Tustin/Rose, and Lakeview), and the two remaining projects are scheduled to be completed in spring 2018. With all seven grade separations open to traffic in late 2017, a OC Bridges completion ceremony was held on October 24, 2017. Minor activities continue to complete punch list items and close out the projects.

Segment: **Kramer Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

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

STREETS AND ROADS

Segment: **Lakeview Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

Lakeview Avenue was reopened on June 6, 2017. Construction acceptance from the cities of Anaheim and Placentia was obtained on June 2, 2017 and OCTA has turned over the maintenance responsibilities to the cities and commenced the one year warranty. Close-out activities will be ongoing through spring 2018.

Segment: **Orangethorpe Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

Segment: **Placentia Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

STREETS AND ROADS

Segment: **Raymond Avenue Grade Separation**

Status: Construction Underway - 97% Complete

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

Summary: The project located at Raymond Avenue railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination, and ROW support. Construction began on June 2, 2014. Activities this quarter continue to include pump station, electrical, traffic signal, landscaping, irrigation, pavement, and striping. Raymond Avenue has been opened to traffic since October 2017. Construction is forecasted to be completed in April 2018.

Segment: **State College Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

PROJECT P

Status: **Ongoing**

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

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

To date, OCTA and local agencies have synchronized more than 2,000 intersections along more than 594 miles of streets (or 65 completed projects). Through a competitive process, there have been seven rounds of M2 funding awarded by the Board thus far. Including external funding, the program has provided a total of 100 projects with more than $82 million*.

On August 14, 2017, the Board approved the release of the 2018 Call for Projects Regional Traffic Signal Synchronization Program, making approximately $8 million available for signal synchronization projects. The Call for Projects closed on October 20, 2017. OCTA received 7 applications for a total of $16.5 million in M2 funding requests. Staff is reviewing applications and will provide final recommendations to the Board in June 2018.

*Please note, previous M2 Quarterly Progress Reports inaccurately reported $89.17 million in funding awarded by the Board due to a clerical error.

LOCAL FAIR SHARE

PROJECT Q

Status: **Ongoing**

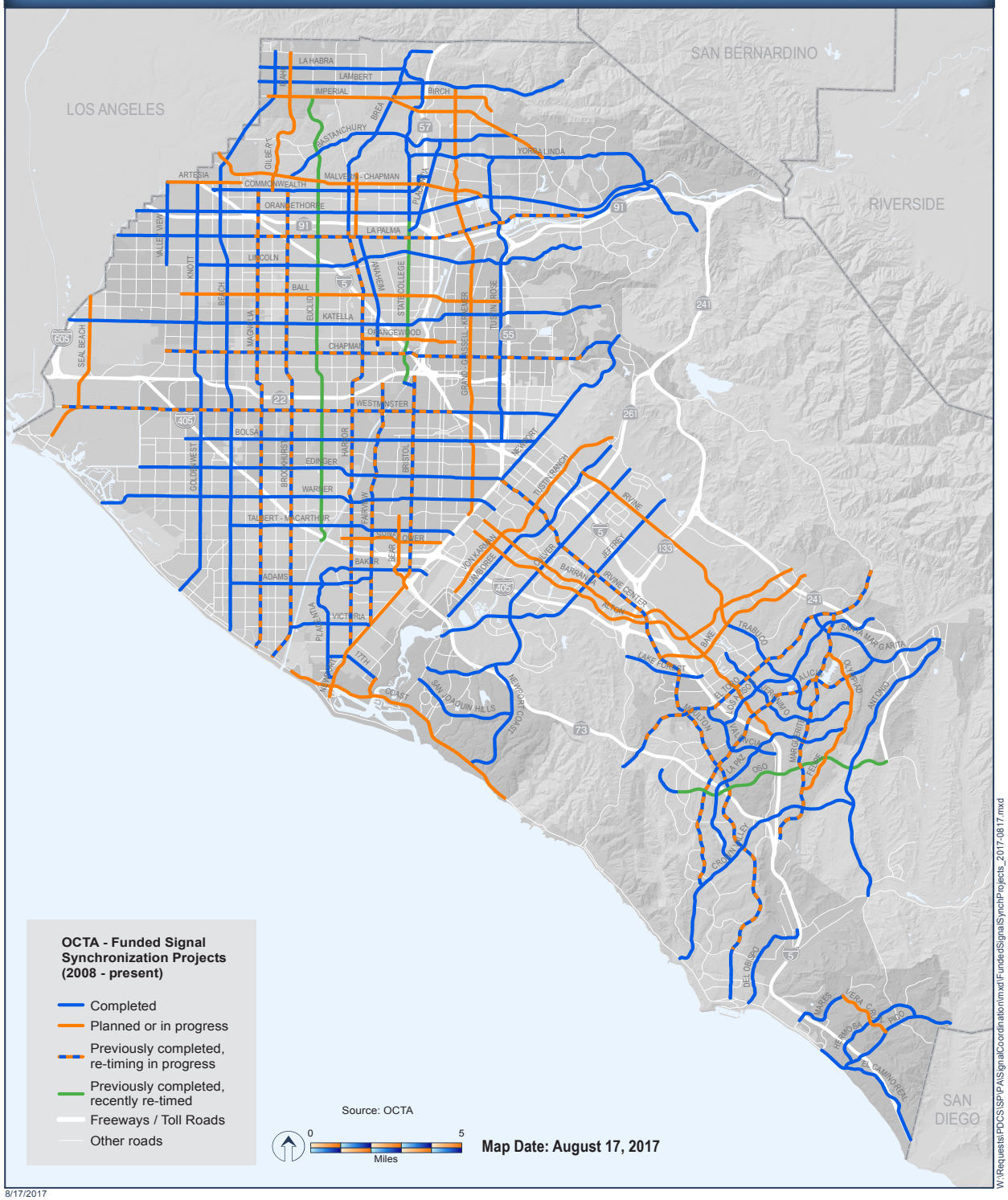
Contact: Vicki Austin, Finance • (714) 560-5692

Summary: In order to help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. Approximately $324.9 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

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

STREETS AND ROADS

OCTA - Funded Signal Synchronization Projects (2008 - present)



OCTA - Funded Signal Synchronization Projects (2008 - present)

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

Source: OCTA

0 5 Miles

Map Date: August 17, 2017

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8/17/2017

TRANSIT

HIGH FREQUENCY METROLINK SERVICE

PROJECT R

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

Project: **Metrolink Grade Crossing Improvements**

Status: **PROJECT COMPLETE**

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

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

Project: **Metrolink Service Expansion Program**

Status: Service Ongoing

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

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

In April 2015, several schedule changes added a connection between the 91/Perris Valley Line and the intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County. Ridership on these two trains has increased by 43 percent since the improvement was implemented.

Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles. The Southern California Regional Rail Authority, continues to work on behalf of its members, the Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (Metro), and OCTA, to negotiate an agreement with the Burlington Northern Santa Fe (BNSF) Railway for the shared used of their corridor and associated indemnification and liability. This agreement is necessary to secure additional

operating slots in order to provide additional passenger rail service on railroad right of way owned by the BNSF. Special counsel has been brought in to assist in these negotiations. Operation of additional Metrolink trains to Los Angeles is contingent on addressing indemnification and liability agreements and the completion of a triple track project on the BNSF Railway between Fullerton and Los Angeles, which is currently anticipated to be in 2018.

Rail Corridor and Station Improvements

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

Segment: **Anaheim Canyon Metrolink Station Improvements**

Status: Design Phase Underway

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

Summary: This OCTA-led project will include construction of a second main track and platform, lengthening the existing platform, and improved pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. The design phase began this quarter and is expected to be complete and ready to bid in July 2019. Construction of the project is expected to begin in December 2019 with completion anticipated in January 2021.

Segment: **Fullerton Transportation Center Improvements**

Status: Construction Phase Underway - 25% Complete

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

Summary: Completed early on, a new 5-level parking structure was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This City-led project was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project will modify the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton is the lead on this project as well. Construction began in January 2017. Shoring and excavation for the elevator pits has been completed. The project was on hold and due to start again in January 2018, after a standard moratorium BNSF has on construction projects in the last quarter of every year. Due to scheduling issues the contractor has encountered with subs and coordination with BNSF, the project encountered further delay in construction. It is anticipated construction will begin on April 9, 2018. The project has experienced similar delays in the past for the same reasons.

TRANSIT

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

Status: **PROJECT COMPLETE**

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

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

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

Status: Construction Phase Underway - 30% Complete

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

Summary: This project will include a 611-space, 5-level shared use parking structure that will be located on Lemon Street between Chapman Avenue and Maple Street in Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange is the lead on the design phase, and OCTA is the lead on the construction phase of the project. A construction contract was awarded by the OCTA Board on June 12, 2017. Construction began on July 17, 2017. Excavations were completed in January 2018. Concrete pouring of the slab on grade began in January. The project is expected to be completed in February 2019.

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

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

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

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

TRANSIT

Segment: **San Clemente Pier Station Lighting**

Status: **PROJECT COMPLETE**

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

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

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

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

Status: Design Phase Underway - 90% Complete

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

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

Segment: **Sand Canyon Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: The project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014, and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. The project is 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 was closed out in mid-January 2017.

TRANSIT

Segment: **Tustin Metrolink Station Parking Structure**

Status: **PROJECT COMPLETE**

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

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

TRANSIT EXTENSIONS TO METROLINK

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

PROJECT S

Project: **OC Streetcar**

Status: Design Complete, Invitation for Bid (IFB) Issued, Vehicle Manufacturer Selected

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

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

During the reporting period, five firms were per-qualified to bid on the construction of the OC Streetcar Project. Staff continues to respond to bidders' questions on the IFB and bid opening is anticipated for next quarter.

On March 26, 2018 the OCTA Board approved Siemens Industries as the firm to provide eight streetcar vehicles contingent upon successful completion of a pre-award audit to confirm compliance with federal Buy America requirements. The Board also authorized the CEO to negotiate and execute an agreement with Siemens Industries, Inc., in the amount of $51.5 million for the purchase of eight streetcar vehicles, spare parts, and tools, with an option to purchase up to ten additional streetcar vehicles and spare parts.

On March 23, 2018, Congress passed a $1.3 trillion federal funding package which was signed by the President later that same day. The funding package appropriates more than $2.6 billion for the Capital Investment Grant (CIG) program which includes over $1.5 billion for New Starts. The FTA and the Orange County Congressional delegation continue to show strong support for the project and with the funding package in place, finalized grant approval is anticipated for Summer 2018.

TRANSIT

Work continues to progress on the Project as it relates to finalizing permits, coordination with third parties on utility relocation, finalizing the California Public Utilities Commission (CPUC) grade crossing application for CPUC approval, acquisition and possession of required ROW, finalizing of the scope of services for the O&M request for proposals, continued coordination with FTA as well as outreach to Project stakeholders and members of the community regarding the Project status.

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

Status: Service Ongoing for Anaheim Canyon Metrolink Bus Connection

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

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

METROLINK GATEWAYS

PROJECT T

Status: **PROJECT COMPLETE**

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

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

TRANSIT

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately $55.6 million in Project U funding has been provided under M2.

PROJECT U

Project: **Senior Mobility Program**

Status: Ongoing

Contact: Curt Burlingame, Transit • (714) 560-5921

Summary: This program provides one percent of net M2 revenues to continue and expand local community transportation service for seniors under the SMP. Since inception, more than $16.5 million and 1,890,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately $1,006,000 was paid* out to the 31 participating cities during the months of January and March.

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

Status: Ongoing

Contact: Curt Burlingame, Transit • (714) 560-5921

Summary: This program provides one percent of net M2 revenues to supplement existing county-wide senior non-emergency medical transportation services. Since inception, nearly $18.0 million and 689,000 SNEMT boardings have been provided. This quarter, approximately $1,062,625 in SNEMT funding was paid* to the County of Orange in the month of November.

Project: **Fare Stabilization Program**

Status: Ongoing

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

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

Approximately $1,562,000 in revenue was allocated this quarter* to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 3,200,000 program-related boardings recorded on fixed route and ACCESS services, approximately $837,000 was utilized.

TRANSIT

Since inception of the program, more than $21 million and 92,900,000 program-related boardings have been provided.

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

COMMUNITY BASED TRANSIT/CIRCULATORS

PROJECT V

Status: Service Updates

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

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

To date, the City of Garden Grove's planning study has been canceled and the City of Westminster's Little Saigon Shuttle and the City of La Habra's Express services have been discontinued. On March 9, 2018, the City of Anaheim discontinued operation of Project V service between the Platinum Triangle and the Anaheim Civic Center due to low ridership. The cancellation will be included as part of the March 2018 semi-annual review staff report that will be presented to the Board on June 11, 2018. Also, on March 30, 2018, OCTA received notice from the City of Costa Mesa, of its intent to suspend its service.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Staff will continue to monitor these services to ensure the performance standards are met and anticipates the next Project V Ridership report to be presented to the Transit Committee on July 12, 2018 and Board on July 23, 2018. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines.

In December 2017, OCTA staff requested letters from local agencies to determine demand for a future round of Project V funding. OCTA received 13 letters of interest and OCTA staff sought Board authorization to initiate a 2018 Project V Call for Projects on February 12, 2018. Applications were due on March 23, 2018 and a total of 7 applications were received. OCTA is currently reviewing applications and funding recommendations will be presented to the Board in June 2018.

TRANSIT

SAFE TRANSIT STOPS

PROJECT W

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

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

Summary: This project provides funding for passenger amenities at the 100 busiest transit stops across the County, determined by average daily weekday passenger boardings. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting. On July 14, 2014, the Board determined that 80 percent of available Project W funding would be designated for supporting city-initiated projects, and the remaining 20 percent would be directed towards the development and implementation of regional, customer-facing technologies that benefit the 100 busiest stops.

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

For OCTA-initiated improvements, an investment was contributed towards a mobile ticketing application (app) that makes it more convenient for bus customers to purchase bus passes, obtain trip information, and board buses by allowing riders to use their smart phones to display proof of payment or “mobile ticketing.” The smart phone app was successfully launched on June 15, 2016, for OC Fair and Express Bus users and went system-wide in February 2017 - expanding mobile ticketing to include regular fixed route, college pass, and reduced fare purchases (for seniors and persons with disabilities).

Following closeout of the existing projects, staff will review the program results, seek input from the participating cities and determine next steps. Staff will develop recommendations for future funding and present to the Board later this year.

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: **Environmental Cleanup Program**

Status: Ongoing

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

PROJECT X

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

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

Staff has estimated that over 6.2* million cubic feet 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 over 2,600 forty-foot shipping containers. Over time, the volume of trash captured is expected to increase. It is estimated that the funded Tier 2 projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities.

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

**Please note, the FY17-18 Q1 M2 Quarterly Progress Report inaccurately reported $602 million in funding awarded by the Board due to a clerical error.*

ENVIRONMENTAL

FREEWAY MITIGATION

Project: **Environmental Mitigation Program**

Status: Biological Permits Issued and Conservation Plan in Place

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

Summary: On June 19, 2017, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife (Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. As a result, the environmental process will be streamlined allowing OCTA to move forward with the M2 freeway projects (as described in the Conservation Plan) with little additional coordination from the Wildlife Agencies. The Conservation Plan also includes a streamlined process for coordination for streambed alteration agreements. This is needed for portions of freeway projects that cross through streams and riverbeds. The OCTA Conservation Plan is unique as it is only the second state/federal conservation plan approved in Orange County.

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

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. It is estimated that it will take up to fifteen years to fully fund the endowment, deposits are made on a fiscal year (July 1 through June 30) basis. As anticipated, the first annual deposit of $2.9 million for the endowment was made in early 2017. A second deposit was made in August 2017. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

To date, five of the seven Preserve resource management plans (RMPs) have been completed and were finalized in September 2017. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. OCTA publicly released the remaining two RMPs on August 31, 2017. These two RMPs were available for review and comment for a 90-day period (comment deadline was December 1, 2017).

In February, through a public input process, OCTA renamed the Preserves. The names now reflect the regional and environmental significances for OCTA's seven open space properties. The new names are as follows:

- Trabuco Rose Preserve in Trabuco Canyon, previously Ferber Ranch
- Bobcat Ridge Preserve in Trabuco Canyon, previously Hafen
- Wren's View Preserve in Trabuco Canyon, previously O'Neill Oaks

- Live Oak Creek Preserve in Trabuco Canyon, previously Saddle Creek South
- Horizon Preserve in Laguna Beach, previously Aliso Canyon
- Eagle Ridge Preserve in Brea, previously Hayashi
- Silverado Chaparral Preserve in Silverado Canyon, previously MacPherson Pacific

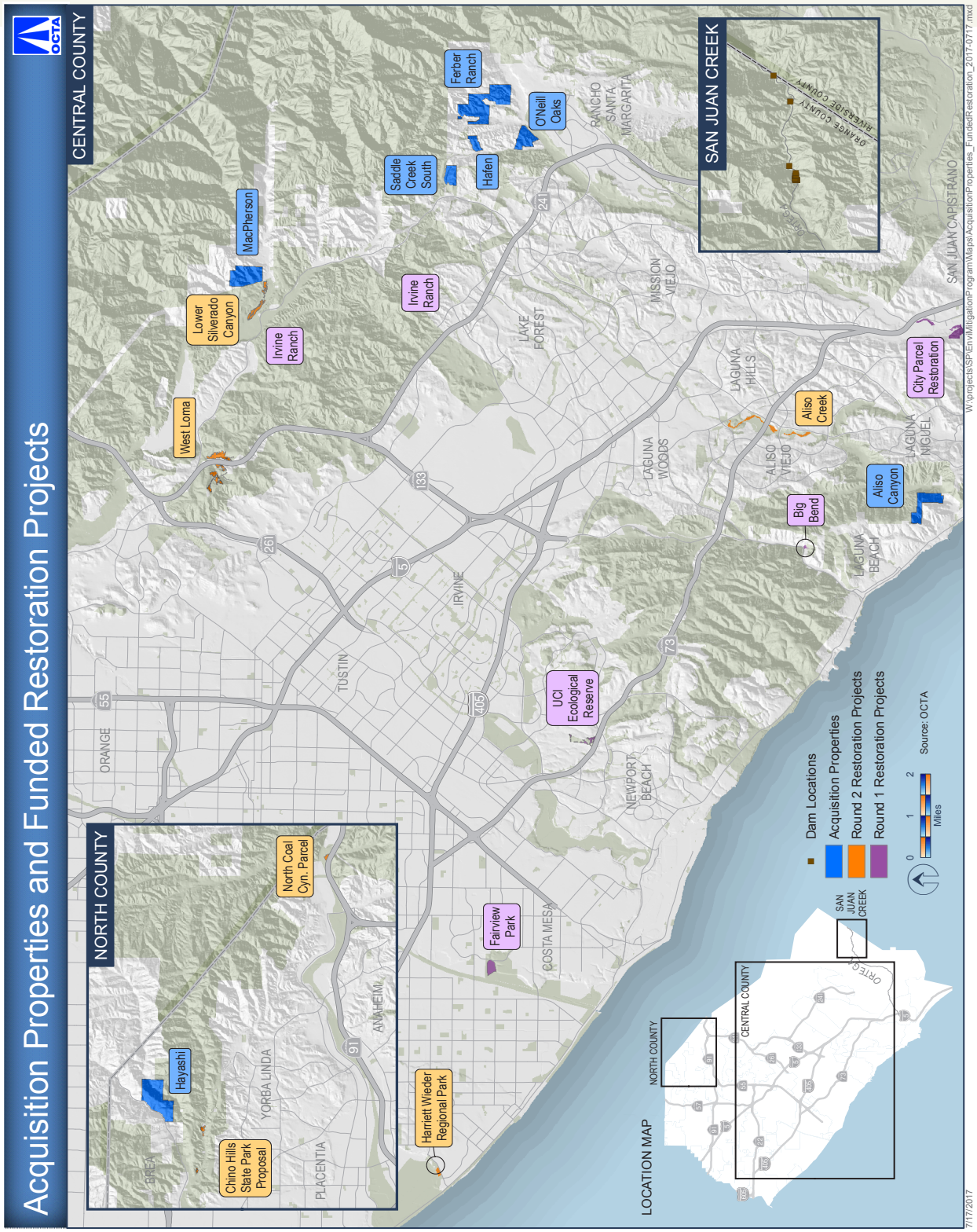
In September, the Board authorized funding to advance the streamlined federal clean water permitting requirements administered by the United States Army Corps of Engineers (Corps). Concurrently, OCTA has been working with the State Water Resources Control Board (State Board) to comply with the state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

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

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

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

ENVIRONMENTAL



PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

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

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

Next 10 Delivery Plan

On November 13, 2017, the Board adopted the Updated Next 10 Delivery Plan providing staff guidance on the delivery of M2 projects and programs between 2017 and 2026. The PMO monitors the progress on the ten deliverables identified in the Plan and reports on them in this report. See pages 3-6 for status on deliverables.

M2/OC Go Awareness and Signage

Due to the 2012-2015 M2 Performance Assessment findings regarding a lack of M2 awareness and public perception, staff began developing M2 Signage Guidelines. These uniform guidelines were intended to detail signage procedures for each of the M2 programs (Freeway, Streets & Roads, Transit, and Environmental projects) and were designed to create a common brand across all modes. The effort was stalled due to concern over the continued use of Measure M in Orange County following the passage of LA Metro's "Measure M". Using information gleaned from focus groups conducted in 2016 and the existing Board-approved family of OCTA logos, staff presented OC Go to externally replace Measure M for the Board's for consideration. On September 25, 2017, the Board approved the OC Go identity and signage designs. During this quarter, staff initiated the OC Go Public Awareness Program to inform OCTA's stakeholders of the change in Measure M and has begun incorporating OC Go into outreach materials and signage. While a full transition from M2 to OC Go will take time, staff anticipates it will be substantially transitioned during 2018.

M2 Performance Assessment

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

PROGRAM MANAGEMENT

OCTA Monitoring Structure for Federal Compliance

As a recipient and a "pass-through" agency of FTA and FHWA funding, OCTA is responsible for complying with all federal regulations. This evaluation is important to M2 projects and programs that are funded with federal monies, ensuring compliance requirements are met and internal protocols are completed efficiently. In June, OCTA selected Sjoberg Evashenk, Inc. to conduct a review of OCTA's monitoring structure for federal compliance. The goal is to look for efficiencies and determine a preferred structure that works in OCTA's environment. The consultant submitted a final report in February 2018. Staff developed an action plan based on the recommendations and will implement the plan in the coming year.

Market Conditions Forecast and Risk Analysis

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

Given this analysis, the Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The scope includes providing presentations on a summary of findings from the monitoring effort to the Board bi-annually and, if noteworthy, more frequent updates will be provided through these M2 quarterly progress re¬ports. The scope was included with the FY17-18 Q2 M2 Quarterly Progress Report to the Board. Contract procurement was completed this quarter and monitoring work is underway.

M2 Ordinance Compliance Matrix

The PMO annually reviews and updates the M2 Ordinance Compliance Matrix to ensure that OCTA complies with all the requirements in Ordinance No. 3. The annual review for January 1, 2017 to December 31, 2017 was conducted during this quarter, and the M2 Ordinance Compliance Matrix was presented to the Taxpayer Oversight Committee (TOC) Audit Subcommittee on February 13, 2018. The TOC will meet next quarter to conduct the Annual M2 Audit and determine whether OCTA is proceeding in accordance with the M2 Ordinance No. 3 and Transportation Investment Plan.

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 $13.5 billion or 44 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 has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately $5.2 million from OCUTT. Over the last few years, OCTA has experienced under-runs in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent March 2018 Taxpayer Oversight Committee Report, the outstanding balance was $1.7 million.

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

Taxpayer Oversight Committee

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

- Ensure all transportation revenue collected from M2 is spent on the projects approved by the voters as part of the plan
- Ratify any changes in the plan and recommend any major changes go back to the voters for approval
- Participate in ensuring that all jurisdictions in Orange County conform with the requirements of M2

before receipt of any tax monies for local projects

•Hold annual public meetings regarding the expenditure and status of funds generated by M2

•Review independent audits of issues regarding the plan and performance of the Orange County local Transportation Authority regarding the expenditure of M2 sales tax monies

•Annually certify whether M2 funds have been spent in compliance with the plan.

The TOC met on February 13, 2018, to receive updated financial information on the M2 Quarterly Revenue & Expenditure Report (Dec. 17) and hear presentations on the I-5 Widening Project from SR-73 to El Toro Road, the completion of the OC Bridges projects, Project V and the Measure M Next 10 Plan. OCTA staff also provided the committee with updated information on the I-405 Improvement Project groundbreaking event, Environmental Mitigation Program, OC Go and the upcoming Annual Hearing.

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

M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

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

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

Current Forecast

Based on long term forecasts received in July 2017, OCTA staff forecasts total nominal sales tax collections over the life of M2 to be approximately $13.5 billion. Original projections in 2005 estimated total nominal M2 sales tax collections at $24.3 billion. Based on the current estimated forecast of $13.5 billion, sales tax revenue will run approximately $10.8 billion (44.5 percent) less than the original 2005 projection. The revenue forecast for the life of the M2 Program will vary as actual sales tax revenue data is incorporated.

Final sales tax receipts through the second quarter of fiscal year 2017-18 (December 31, 2017) were received at the end of the third quarter (March 2018) and reflected a growth in sales tax revenue of 3.29 percent over the same period of the prior fiscal year. The growth is in line with the budgeted sales tax growth rate of 3.3 percent for fiscal year 2017-18. Staff will continue to closely monitor sales tax receipts.

OCGO
Local Tax Dollars at Work

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2018 (Unaudited)

Schedule 1

($ in thousands)	Quarter Ended Mar 31, 2018	Year to Date Mar 31, 2018 *(A)*	Period from Inception to Mar 31, 2018 *(B)*
Revenues:			
Sales taxes	$ 76,338	$ 238,091	$ 1,997,180
Other agencies' share of Measure M2 costs:			
Project related	9,967	55,591	601,943
Non-project related	-	-	454
Interest:			
Operating:			
Project related	118	460	588
Non-project related	1,892	6,558	25,621
Bond proceeds	3,249	4,073	48,967
Debt service	55	104	227
Commercial paper	-	-	393
Right-of-way leases	2	2	909
Proceeds on sale of assets held for resale	3,009	5,084	11,888
Donated assets held for resale	-	-	2,071
Miscellaneous:			
Project related	-	-	270
Non-project related	-	-	100
Total revenues	94,630	309,963	2,690,611
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	901	2,702	22,193
Professional services:			
Project related	8,598	17,890	329,248
Non-project related	1,214	3,245	20,443
Administration costs:			
Project related	2,228	6,686	60,143
Non-project related:			
Salaries and Benefits	640	1,920	21,920
Other	1,235	3,705	35,283
Other:			
Project related	48	53	4,902
Non-project related	8	51	3,943
Payments to local agencies:			
Project related	32,310	76,139	807,413
Capital outlay:			
Project related	28,754	145,173	776,140
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	7,775	7,775	42,335
Interest on long-term debt and commercial paper	10,519	21,048	157,927
Total expenditures	94,230	286,387	2,281,921
Excess (deficiency) of revenues over (under) expenditures	400	23,576	408,690
Other financing sources (uses):			
Transfers out:			
Project related	(2,052)	(5,706)	(35,623)
Transfers in:			
Project related	14	1,987	81,495
Non-project related	-	(1,973)	-
Bond proceeds	-	-	358,593
Total other financing sources (uses)	(2,038)	(5,692)	404,465
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	$ (1,638)	$ 17,884	$ 813,155

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2018 (Unaudited)

Schedule 2

($ in thousands)	Quarter Ended Mar 31, 2018 (actual)	Year to Date Mar 31, 2018 (actual)	Period from Inception through Mar 31, 2018 (actual)	Period from April 1, 2018 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 76,338	$ 238,091	$ 1,997,180	$ 11,488,153	$ 13,485,333
Operating interest	1,892	6,558	25,621	171,553	197,174
Subtotal	78,230	244,649	2,022,801	11,659,706	13,682,507
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	78,230	244,649	2,023,355	11,659,706	13,683,061
Administrative expenditures:					
SBOE fees	901	2,702	22,193	122,923	145,116
Professional services	1,214	3,245	16,667	85,572	102,239
Administration costs:					
Salaries and Benefits	640	1,920	21,920	114,863	136,783
Other	1,235	3,705	35,283	189,130	224,413
Other	8	51	3,943	21,672	25,615
Capital outlay	-	-	31	-	31
Environmental cleanup	2,006	5,028	33,367	229,726	263,093
Total expenditures	6,004	16,651	133,404	763,886	897,290
Net revenues	$ 72,226	$ 227,998	$ 1,889,951	$ 10,895,820	$ 12,785,771
		(C.2)	*(D.2)*	*(E.2)*	*(F.2)*
Bond revenues:					
Proceeds from issuance of bonds	$ -	$ -	$ 358,593	$ 1,885,000	$ 2,243,593
Interest revenue from bond proceeds	3,249	4,073	48,967	96,772	145,739
Interest revenue from debt service funds	55	104	227	4,732	4,959
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	3,304	4,177	408,180	1,986,504	2,394,684
Financing expenditures and uses:					
Professional services	-	-	3,776	13,195	16,971
Bond debt principal	7,775	7,775	42,335	2,195,235	2,237,570
Bond debt and other interest expense	10,519	21,048	157,927	989,846	1,147,773
Total financing expenditures and uses	18,294	28,823	204,038	3,198,276	3,402,314
Net bond revenues (debt service)	$ (14,990)	$ (24,646)	$ 204,142	$ (1,211,772)	$ (1,007,630)

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2018 (Unaudited)
Schedule 3

Project	Description	Net Revenues through Mar 31, 2018	Total Net Revenues
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Freeways (43% of Net Revenues)		
A	I-5 Santa Ana Freeway Interchange Improvements	$ 74,493	$ 503,953
B	I-5 Santa Ana/SR-55 to El Toro	47,580	321,886
C	I-5 San Diego/South of El Toro	99,376	672,294
D	I-5 Santa Ana/San Diego Interchange Upgrades	40,892	276,638
E	SR-22 Garden Grove Freeway Access Improvements	19,019	128,669
F	SR-55 Costa Mesa Freeway Improvements	58,009	392,440
G	SR-57 Orange Freeway Improvements	41,003	277,388
H	SR-91 Improvements from I-5 to SR-57	22,189	150,114
I	SR-91 Improvements from SR-57 to SR-55	66,013	446,588
J	SR-91 Improvements from SR-55 to County Line	55,822	377,643
K	I-405 Improvements between I-605 to SR-55	170,033	1,150,299
L	I-405 Improvements between SR-55 to I-5	50,671	342,795
M	I-605 Freeway Access Improvements	3,170	21,445
N	All Freeway Service Patrol	23,774	160,836
	Freeway Mitigation	40,634	274,894
	Subtotal Projects	812,678	5,497,882
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	$ 812,678	$ 5,497,882
	%		
	Street and Roads Projects (32% of Net Revenues)		
O	Regional Capacity Program	$ 188,998	$ 1,278,593
P	Regional Traffic Signal Synchronization Program	75,596	511,415
Q	Local Fair Share Program	340,191	2,301,439
	Subtotal Projects	604,785	4,091,447
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	$ 604,785	$ 4,091,447
	%		

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2018 (Unaudited)
Schedule 3

Expenditures through Mar 31, 2018	Reimbursements through Mar 31, 2018	Net M2 Cost
(J)	*(K)*	*(L)*
$ 6,310	$ 2,141	$ 4,169
7,964	4,974	2,990
112,359	43,549	68,810
1,868	527	1,341
4	-	4
10,590	477	10,113
47,280	11,586	35,694
34,688	824	33,864
20,152	3,838	16,314
6,934	5,294	1,640
258,321	23,210	235,111
8,405	5,464	2,941
1,732	16	1,716
2,215	-	2,215
50,470	2,473	47,997
569,292	104,373	464,919
41,040	-	41,040
$ 610,332	$ 104,373	$ 505,959
		36.3%
$ 694,722	$ 428,848	$ 265,874
46,134	4,909	41,225
326,398	77	326,321
1,067,254	433,834	633,420
45,583	-	45,583
$ 1,112,837	$ 433,834	$ 679,003
		48.7%

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2018 (Unaudited)

Schedule 3

Project	Description	Net Revenues through Mar 31, 2018	Total Net Revenues
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Transit Projects (25% of Net Revenues)		
R	High Frequency Metrolink Service	$ 175,906	$ 1,275,191
S	Transit Extensions to Metrolink	166,839	1,128,687
T	Metrolink Gateways	28,015	65,351
U	Expand Mobility Choices for Seniors and Persons with Disabilities	59,768	443,348
V	Community Based Transit/Circulators	37,789	255,648
W	Safe Transit Stops	4,171	28,217
	Subtotal Projects	472,488	3,196,442
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	$ 472,488	$ 3,196,442
	%		
	Measure M2 Program	$ 1,889,951	$ 12,785,771
	Environmental Cleanup (2% of Revenues)		
X	Clean Up Highway and Street Runoff that Pollutes Beaches	$ 40,456	$ 273,650
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	$ 40,456	$ 273,650
	%		
	Taxpayer Safeguards and Audits		
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 29,958	$ 202,280
	%		
	Oversight and Annual Audits (1% of Revenues)	$ 20,228	$ 136,825
	%		

Schedule of Revenues, Expenditures and Changes in Fund Balance as of
March 31, 2018 (Unaudited)
Schedule 3

Expenditures through Mar 31, 2018	Reimbursements through Mar 31, 2018	Net M2 Cost
(J)	*(K)*	*(L)*
$ 166,410	$ 97,019	$ 69,391
16,224	2,133	14,091
98,213	60,956	37,257
57,154	88	57,066
5,280	443	4,837
275	26	249
343,556	160,665	182,891
25,493	-	25,493
$ 369,049	$ 160,665	$ 208,384
		15.0%
$ 2,092,218	$ 698,872	$ 1,393,346
$ 33,367	$ 292	$ 33,075
-	-	-
$ 33,367	$ 292	$ 33,075
		1.6%
$ 22,193	$ -	$ 22,193
		1.1%
$ 21,920	$ 1,692	$ 20,228
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3rd Quarter FY 2017-18	FUNDS TO DATE
ALISO VIEJO	$237,659	$4,042,175
ANAHEIM	$2,100,157	$35,214,627
BREA	$335,752	$5,859,427
BUENA PARK	$508,622	$9,275,729
COSTA MESA	$874,089	$14,807,537
CYPRESS	$309,859	$5,460,268
DANA POINT	$205,517	$3,359,070
FOUNTAIN VALLEY	$368,818	$6,384,469
FULLERTON	$776,036	$13,314,312
GARDEN GROVE	$888,309	$15,255,852
HUNTINGTON BEACH	$1,156,922	$19,854,177
IRVINE	$1,669,709	$27,195,748
LAGUNA BEACH	$155,402	$2,609,925
LAGUNA HILLS	$203,447	$3,489,900
LAGUNA NIGUEL	$398,301	$6,859,636
LAGUNA WOODS	$74,645	$1,311,505
LA HABRA	$310,882	$5,408,420
LAKE FOREST	$478,459	$8,049,052

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3rd Quarter FY 2017-18	FUNDS TO DATE
LA PALMA	$89,654	$1,730,901
LOS ALAMITOS	$77,738	$1,327,294
MISSION VIEJO	$553,817	$9,595,359
NEWPORT BEACH	$652,732	$11,230,272
ORANGE	$987,169	$16,834,921
PLACENTIA	$285,069	$4,863,527
RANCHO SANTA MARGARITA	$251,490	$4,340,986
SAN CLEMENTE	$342,840	$5,715,474
SAN JUAN CAPISTRANO	$226,051	$3,886,228
SANTA ANA	$1,680,994	$28,451,353
SEAL BEACH	$142,262	$2,594,489
STANTON	$177,917	$3,080,380
TUSTIN	$542,577	$9,118,100
VILLA PARK	$31,286	$534,543
WESTMINSTER	$513,008	$8,755,962
YORBA LINDA	$360,128	$6,139,691
COUNTY UNINCORPORATED	$1,159,934	$18,921,947
TOTAL M2 FUNDS	**$19,127,251**	**$324,873,259**

CAPITAL ACTION PLAN

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Capital Projects*	Cost Baseline/ Forecast (millions)	Schedule (Plan/**Forecast**)			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	$38.1	Jul-11	Jun-15	Dec-17	Feb-20
Project A	$39.9	**Jun-11**	**Jun-15**	Jun-18	Aug-20
I-5, I-405 to SR-55	TBD	May-14	TBD	TBD	TBD
Project B	TBD	**May-14**	TBD	TBD	TBD
I-5, Avenida Pico to Avenida Vista Hermosa	$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	$85.9	**Jun-09**	**Jun-11**	**Dec-14**	Apr-18
I-5, Avenida Vista Hermosa to Pacific Coast Highway	$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	$71.4	**Jun-09**	**Jun-11**	**Jun-14**	**Jul-17**
I-5, Pacific Coast Highway to San Juan Creek Road	$70.7	Jun-09	Jun-11	Oct-13	Sep-16
Project C	$71.2	**Jun-09**	**Jun-11**	**Dec-13**	Apr-18
I-5, SR-73 to Oso Parkway	$151.9	Sep-11	Mar-15	Dec-18	Jan-24
Project C & D **Cost/Schedule Risk**	$190.5	**Oct-11**	**Mar-15**	Oct-19	Oct-24
I-5, Oso Parkway to Alicia Parkway	$196.2	Sep-11	Nov-14	Jun-18	Feb-23
Project C & D **Cost/Schedule Risk**	$191.0	**Oct-11**	**Nov-14**	Dec-18	Aug-23
I-5, Alicia Parkway to El Toro Road	$133.6	Sep-11	Mar-15	May-19	Jun-23
Project C **Cost/Schedule Risk**	$166.5	**Oct-11**	**Mar-15**	Jun-20	Jun-24
I-5, I-5/Ortega Interchange	$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	$75.1	**Sep-05**	**Jan-09**	**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	**Jan-14**	**Sep-15**	**Sep-16**
I-5, I-5/El Toro Road Interchange	TBD	Apr-17	TBD	TBD	TBD
Project D	TBD	**Apr-17**	TBD	TBD	TBD

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

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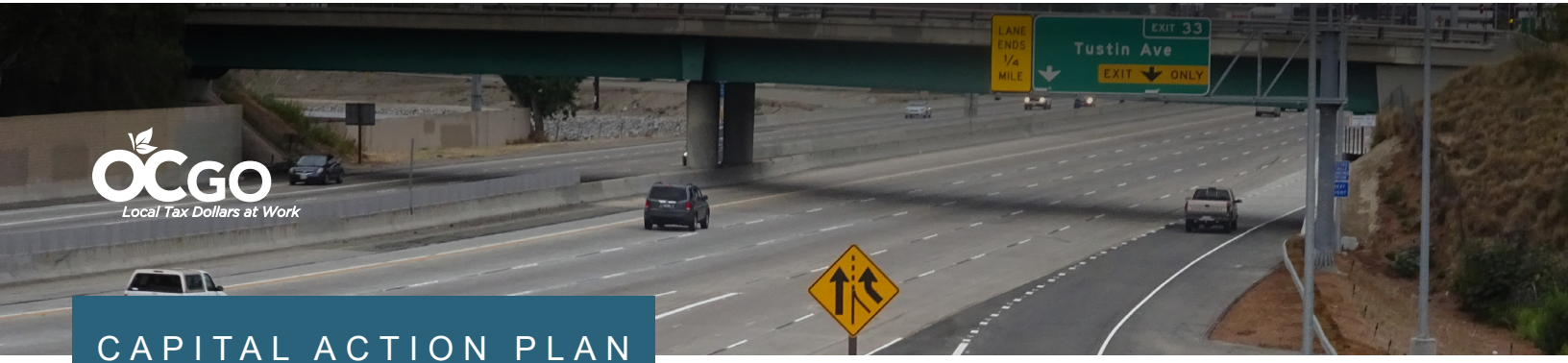
Capital Projects*	Cost Baseline/ Forecast (millions)	Schedule (Plan/**Forecast**)			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
SR-55, I-405 to I-5 Cost/Schedule Risk	TBD	Feb-11	Sep-17	Jul-21	Aug-25
Project F Cost/Schedule Risk	$410.9	**May-11**	**Sep-17**	Jul-21	Aug-25
SR-55, I-5 to SR-91	TBD	Dec-16	TBD	TBD	TBD
Project F	TBD	**Dec-16**	TBD	TBD	TBD
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue Project G	TBD	Apr-16	TBD	TBD	TBD
	TBD	**Apr-16**	TBD	TBD	TBD
SR-57 (NB), Katella Avenue to Lincoln Avenue	$78.7	Apr-08	Jul-08	Aug-11	Sep-14
Project G	$38.0	**Apr-08**	**Aug-08**	**Oct-11**	**Apr-15**
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape) Project G	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	**May-09**	**Sep-17**	Oct-18
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard Project G	$80.2	Aug-05	Feb-08	Oct-10	May-14
	$52.3	**Aug-05**	**Feb-08**	**Oct-10**	**Nov-14**
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	$79.3	Aug-05	Feb-08	Oct-10	Sep-14
Project G	$54.1	**Aug-05**	**Feb-08**	**Oct-10**	**May-14**
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape) Project G	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	**Oct-14**	**Feb-18**	Apr-19
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-20	TBD	TBD	TBD

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



OCGO
Local Tax Dollars at Work

CAPITAL ACTION PLAN

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Capital Projects*	Cost Baseline/ Forecast (millions)	Schedule (Plan/**Forecast**)			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	$59.7	**Jul-07**	**Mar-10**	**Jan-13**	**Jun-16**
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	**Nov-14**	**Mar-17**	**Nov-17**
SR-91, SR-57 to SR-55	TBD	Jan-15	TBD	TBD	TBD
Project I Cost/Schedule Risk	TBD	**Jan-15**	TBD	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	$42.8	**Jul-08**	**Jun-11**	**Oct-13**	**Jul-16**
SR-91, SR-55 to SR-241	$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	$79.7	**Jul-07**	**Apr-09**	**May-11**	**Mar-13**
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	**May-12**	**Oct-13**	**Feb-15**
SR-91 Eastbound, SR-241 to SR-71	$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	$57.8	**Mar-05**	**Jul-07**	**Aug-09**	**Jan-11**
I-405, SR-55 to I-605 (Design-Build)	$1,900.0	Mar-09	Mar-14	Nov-16	May-23
Project K	$1,900.0	**Mar-09**	**Mar-14**	**Nov-16**	May-23
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	**Dec-14**	TBD	TBD	TBD
I-605, I-605/Katella Interchange	TBD	Aug-16	TBD	TBD	TBD
Project M	TBD	**Aug-16**	TBD	TBD	TBD

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Capital Projects*	Cost Baseline/ Forecast (millions)	Schedule (Plan/**Forecast**)			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
Grade Separation Projects:					
Kraemer Boulevard Railroad Grade Separation	$70.4	Jan-01	Jan-09	Aug-11	Oct-14
Project O	$64.1	**Jan-01**	**Feb-09**	**Sep-11**	**Dec-14**
Lakeview Avenue Railroad Grade Separation	$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	$110.6	**Jan-01**	**Feb-09**	**Nov-13**	**Jun-17**
Orangethorpe Avenue Railroad Grade Separation	$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	$108.6	**Jan-01**	**Feb-09**	**Jan-13**	**Oct-16**
Placentia Avenue Railroad Grade Separation	$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	$64.6	**Jan-01**	**Jan-09**	**Jul-11**	**Dec-14**
Raymond Avenue Railroad Grade Separation	$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O **Cost/Schedule Risk**	$127.6	**Feb-09**	**Mar-10**	**Feb-14**	Aug-18
State College Boulevard Railroad Grade Separation (Fullerton) Project O	$73.6	Dec-08	Jul-06	May-13	May-18
	$97.0	**Dec-08**	**Jul-06**	**Feb-14**	**Jan-18**
Tustin Avenue/Rose Drive Railroad Grade Separation	$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	$98.3	**Jan-01**	**Feb-09**	**Feb-13**	**Oct-16**
Sand Canyon Avenue Railroad Grade Separation	$55.6	N/A	Jan-04	Feb-11	May-14
Project R	$62.1	N/A	**Jan-04**	**Feb-11**	**Jan-16**
17th Street Railroad Grade Separation	TBD	Oct-14	TBD	TBD	TBD
Project R	TBD	**Oct-14**	TBD	TBD	TBD

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Capital Projects*	Cost Baseline/ Forecast (millions)	Schedule (Plan/**Forecast**)			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
Rail and Station Projects:					
Rail-Highway Grade Crossing Safety Enhancement	$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	$90.4	**Jan-08**	**Jan-08**	**Aug-09**	**Dec-11**
San Clemente Beach Trail Safety Enhancements	$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R **Cost/Schedule Risk**	$5.0	**Sep-10**	**Feb-12**	**May-13**	**Mar-14**
Anaheim Canyon Station	$27.9	Jan-16	Mar-19	TBD	TBD
Project R **Cost/Schedule Risk**	$27.9	**Jan-16**	**Mar-18**	Nov-19	Feb-21
Fullerton Transportation Center - Elevator Upgrades	$3.5	N/A	Jan-12	Sep-14	Mar-17
Project R **Cost/Schedule Risk**	$4.6	N/A	**Jan-12**	**Apr-15**	Sep-18
Laguna Niguel/Mission Viejo Station ADA Ramps	$3.5	Jul-13	Jul-13	Jan-15	Apr-17
Project R	$5.2	**Jul-13**	**Jul-13**	**Oct-15**	**Sep-17**
Orange Transportation Center Metrolink Parking Structure	$33.2	Dec-09	Nov-10	Nov-16	Feb-19
Project R **Cost/Schedule Risk**	$32.3	**Dec-09**	**Nov-10**	**Jun-17**	Feb-19
Placentia Metrolink Station and Parking Structure	$34.8	Jan-03	Oct-08	TBD	TBD
Project R	$34.8	**Jan-03**	**Oct-08**	Nov-18	Jun-20
Laguna Niguel to San Juan Capistrano Passing Siding	$25.3	Aug-11	Mar-15	Dec-16	Jan-19
Project R	$30.8	**Aug-11**	**Mar-15**	Nov-18	Dec-20
Anaheim Regional Transportation Intermodal Center	$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T **Cost/Schedule Risk**	$232.2	**Apr-09**	**Jun-09**	**Sep-12**	**Dec-14**
OC Streetcar	$310.4	Aug-09	Feb-16	Aug-18	Aug-21
Project S	$310.4	**Aug-09**	**Feb-16**	Aug-18	Aug-21

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

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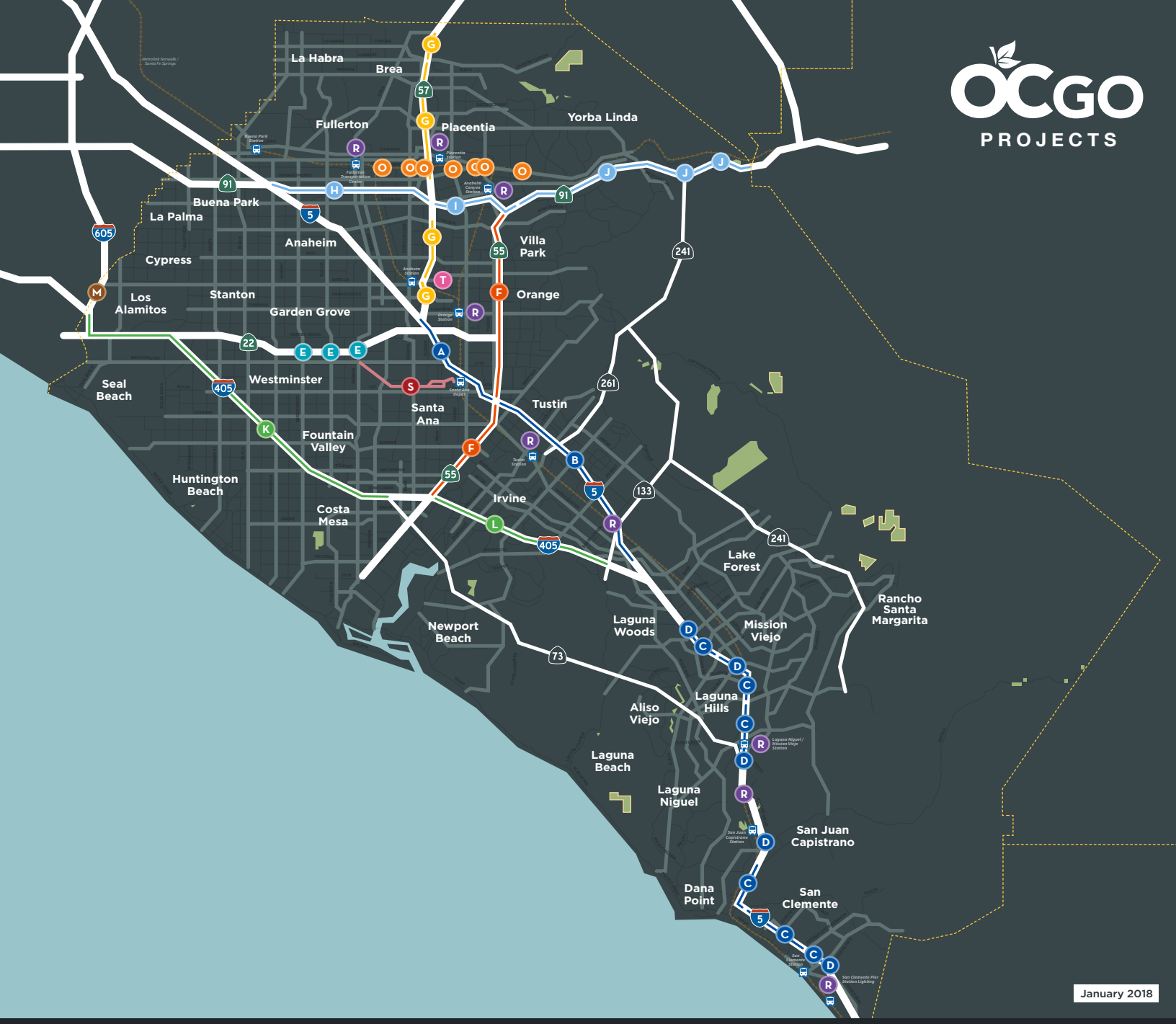

FREEWAY IMPROVEMENT PROGRAM

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

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

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

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

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS

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

TRANSIT PROJECTS

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

OC GO PROJECTS NOT SHOWN

Project N: Freeway Service Patrol

Project O: Streets & Roads - Regional Capacity Program

Project Q: Local Fair Share Program

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

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

Project V: Community Based Transit/Circulators

Project W: Safe Transit Stops

Project X: Environmental Cleanup Program