ATTACHMENT A

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MEASURE M2 PROGRESS REPORT

First Quarter of Fiscal Year 2018 – 19
July 1, 2018 through September 30, 2018

Fourth Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- 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 July 1, 2018 through September 30, 2018 is provided to update progress in implementing the Measure M2 Transportation Investment Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 to OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

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

The cover photo shows the overnight demolition of the Slater Avenue bridge that began on September 29th. The Slater bridge is the second of more than 18 that will be built, replaced or widened as part of a $1.9 billion Interstate 405 (I-405) Improvement Project.

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COMMON ABBREVIATIONS

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

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COMMON ABBREVIATIONS

Metrolink Service Expansion Program	MSEP
Notice to Proceed	NTP
Next 10 Delivery Plan	Next 10
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Pacific Coast Highway	PCH
Plans, Specifications and Estimates	PS&E
Program Management Office	PMO
Project Development Team	PDT
Project Study Report	PSR
Ready to List	RTL
Request for Proposals	RFP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Association of Governments	SCAG
State Route 133	SR-133
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Southern California Regional Rail Authority	SCRRA

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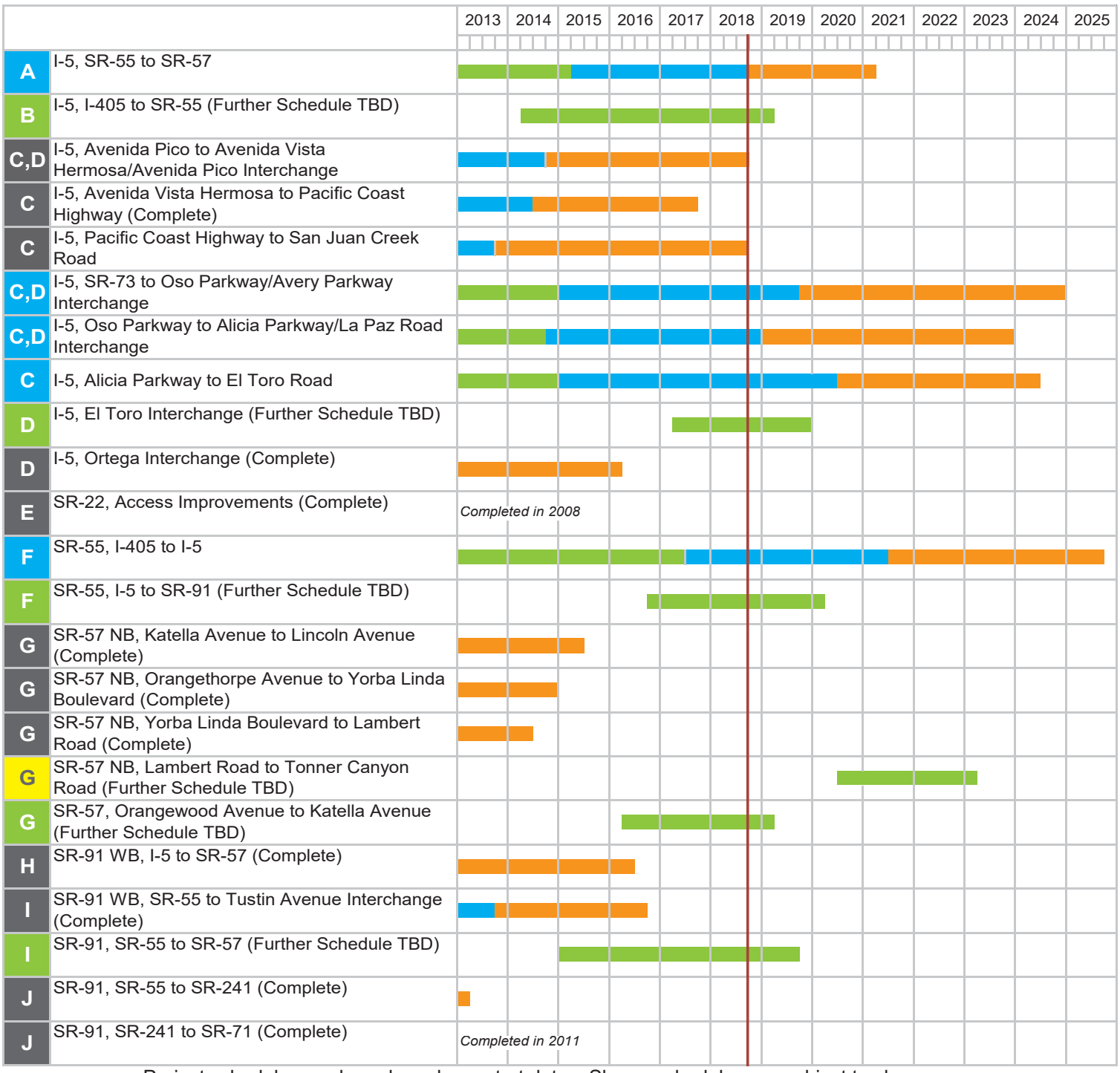
MEASURE M2 PROJECT SCHEDULES

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



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

[1] Projects managed by local agencies

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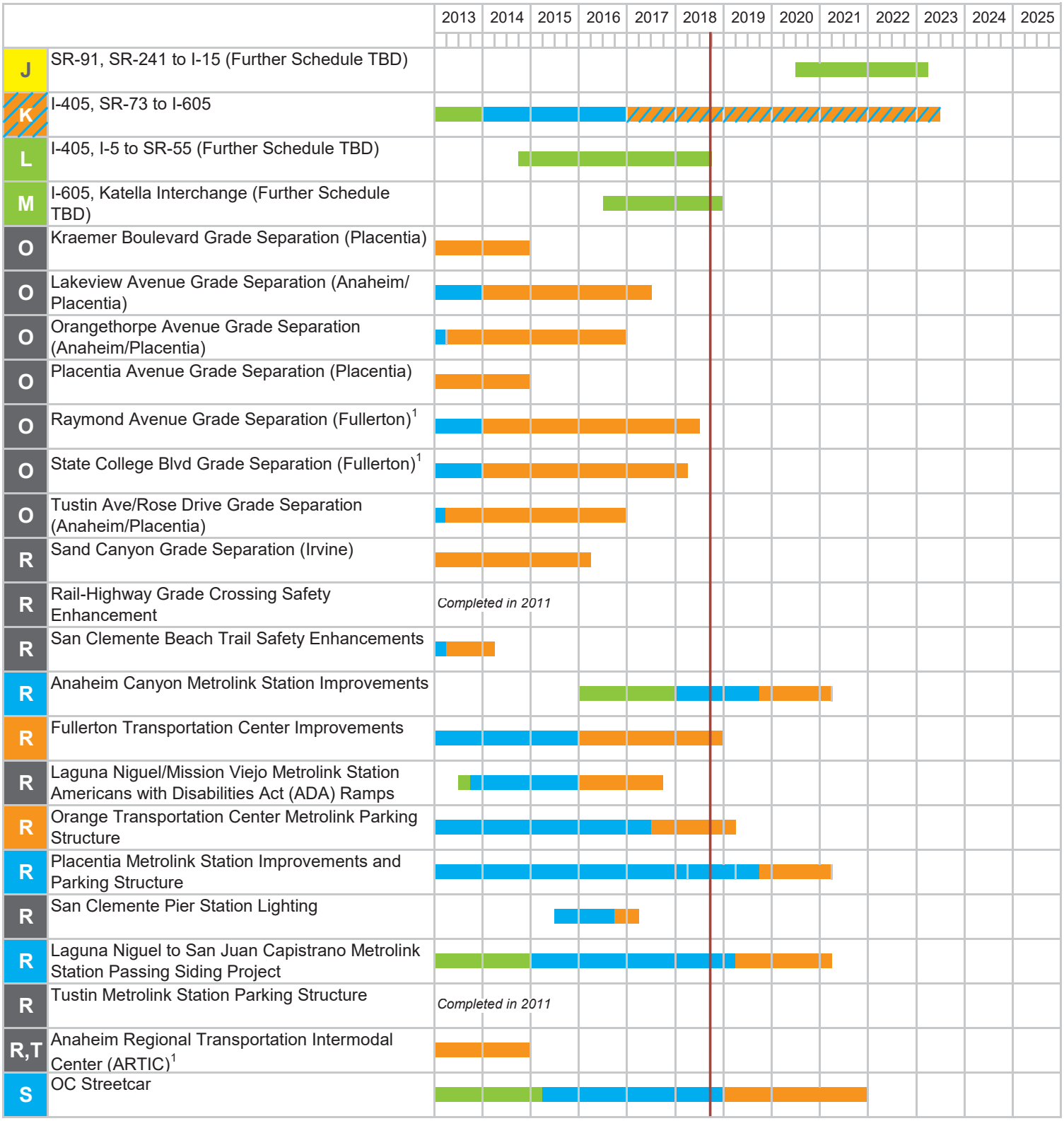
MEASURE M2 PROJECT SCHEDULES



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

[1] Projects managed by local agencies

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MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE

This section discusses the risks and challenges related to Measure M2 and the 2018 update of the Next 10 Delivery Plan (Next 10) that the Measure M2 Program Management Office (PMO) is monitoring – complete with associated explanations and proposed actions.

	Delivery Risk	Explanation	Proposed Action
Financial			
1	The 2018 M2 revenue forecast estimate is $13.1 billion, which represents a 46 percent decrease in forecasted revenue since M2 adoption. If sales tax revenue continues to be lower than projections, this will further challenge delivery.	Sales tax revenue has been impacted by the recession and changes in consumer spending habits.	The 2018 lower forecast results in greater reliance on external funding to deliver the entire Freeway Program as listed. OCTA will continue to actively pursue available state and federal revenue, and work with the California Department of Transportation (Caltrans) to identify lower cost freeway alternative options for approval.
2	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 review value engineering strategies on freeway projects.
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. Signatures and execution of the FFGA is anticipated in late November. Move 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 Burlington Northern Santa Fe Railway (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 seeking external revenue.

On Track One to Watch

	Delivery Risk	Explanation	Proposed Action
5	The Next 10 Market Conditions Forecast and Risk Analysis identified strong potential for an increasing-cost environment during the Next 10 delivery years.	A construction cost pressure index model was created to provide insight on forecasting capital costs. The index tracks four near-term cost risks: economic trends (building permits and unemployment), material costs, wage pressures, and economic conditions.	A program level line item for an economic uncertainty allowance has been included in the freeway cash flow intended to safeguard the program and protect against over-committing. OCTA will continue to monitor and track key early warning indicators and will report in March if significant changes warrant further discussion.
Organizational			
6	Availability of specialized staff, given the scope of the M2 capital program.	External demand for key talent is becoming more of an issue as large infrastructure programs move forward in the region. Timely completion of engineering and construction related support of the capital program is key to reduce project delivery risk.	Expert and timely coordination between OCTA and Caltrans are imperative to manage this risk. Staff is currently working with Caltrans to ensure resource needs are met. Internally OCTA's Human Resources Division continues to implement programs to retain and attract talent.
7	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a 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			
8	New statewide directives create additional hurdles for the Freeway Program in particular.	New directives with greenhouse gas reductions and managed lane corridors focus, may impact approvals for four of the remaining freeway projects with general purpose lanes that are not yet environmentally cleared.	OCTA will work closely with Caltrans to ensure that when freeway improvement projects are reviewed the commitment to Orange County voters is understood.

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Next 10 Delivery Plan

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

On November 14, 2016, the Board approved the Next 10 Delivery Plan (Next 10), providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. The Next 10 was updated to address and incorporate the 2018 sales tax revenue forecast of $13.1 billion. The 2018 update of then Next 10 incorporates current revenue projections, bonding assumptions, project costs and schedule, and adjustments ensuring continued delivery of the complete M2 Program by 2041 as promised.

Next 10 Plan Deliverables

The Next 10 Plan is based on ten deliverables intended to provide guidance on program and project delivery during the ten-year period. With nearly two years of the ten-year plan complete, progress on the ten deliverables and accomplishments to date is provided. Significant progress has been made, with projects completing construction, projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through programs.

1. Deliver $3.5[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 in September 2016, nine projects were completed, and another nine were designated to be complete within the Next 10 time-frame. Together, the segments designated for completion by 2026 make up a $3.1 billion delivery promise. Since Next 10 adoption, three segments of the Interstate 5 (I-5) between Avenida Pico and San Juan Creek Road, opened to traffic in March 2018, adding six miles of carpool lanes. The remaining six segments are in design or construction. Funded with 91 Express Lanes excess revenues, a tenth project, the SR-91 between SR-57 to SR-55 (Project I) was designated a priority project and is now part of Deliverable 1 (planned to be complete by 2029). With this project, OCTA will deliver $3.5 billion of freeway improvements approved through construction. For more details, see pages iii-iv (Project Schedules) and the project updates contained in the following pages.

2. Invest approximately $715[1] million more in revenues, bringing the completed Freeway Program improvements to $4.3 billion (Projects A-M).

The final eight remaining project segments (of the 27 total) are on track to be environmentally cleared by 2026, making them “shelf ready” for future advancement. In all, during the Next 10 time-period, approximately $4.3 billion in freeway improvements promised to the voters in M2 will be completed or underway by 2026. Using the guiding principles adopted by the Board, Deliverable 2 includes approximately $715 million in funding to move another project (or projects) directly into design and construction if assumptions on revenues and costs hold. For more details, see pages iii-iv (Project Schedules) and the project updates contained in the following pages.

[1] Because Project I is now included with Deliverable 1, the original Deliverable 1 investment increased to $3.5 billion, and the original Deliverable 2 investment of $1.2 billion has been reduced to $715 million. The overall freeway deliverable commitment remains the same at $4.3 billion.

3. Allocate $1 billion, with $400 million in competitive funding to local jurisdictions to expand 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).

All seven bridges included in the OC Bridges program are complete. Since the adoption of the Next 10 Plan in November 2016, OCTA has awarded approximately $82 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P). Additionally, $106.9 million in Local Fair Share (Project Q) funds have been distributed to local agencies. This brings the total allocation to date to $188.9 million. On August 13, 2018, the Board approved the release of the 2019 Call for Projects for approximately $32 million for Project O and $8 million for Project P funding. Final programming recommendations will be presented to the Board by mid-2019. For more details, see the project updates on page 18.

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

The Southern California Regional Rail Authority (SCRRA) continues to work on behalf of its members, the Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (LA Metro), and OCTA, to negotiate an agreement with the BNSF Railway for the shared use 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 (ROW) owned by the BNSF. Special counsel has been brought in to assist in these negotiations.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies six projects to be completed by 2026: 1) Laguna Niguel/Mission Viejo Metrolink Station ADA ramps (completed September 2017), 2) Orange Metrolink Station Parking Structure (construction 76% complete), 3) Placentia Metrolink Station (construction to begin mid-2019 contingent on BNSF memorandum of understanding approval), 4) Anaheim Canyon Metrolink Station Improvement Project (construction to begin late 2019), 5) Fullerton Transportation Center elevators (construction 57% complete), and 6) San Clemente Pier Metrolink/Amtrak Station Lighting Project (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

Activities continue to move forward, including final possession of remaining required ROW, procurement of demolition services, coordination with third parties on utility relocation, finalizing the California Public Utilities Commission safety approvals for the OC Streetcar's grade crossings certification, finalizing the scope of services for the operations and maintenance request for proposals, and continued coordination with the FTA on the status of the FFGA. The streetcar vehicle manufacturing contract has been executed and the notice to proceed has been issued. The FTA continues to show strong support for the project, and a FFGA is anticipated

in November 2018. See page 27 for more information.

Bristol Street Transit Corridor Study

On July 23, 2018 the OCTA Board approved the selection of WSP USA as the firm to prepare the Bristol Street Transit Corridor Study and authorized the Chief Executive Officer to execute a contract in the amount of $538,158 to prepare the study. The study will analyze and develop up to six conceptual transit alternatives for the Bristol Street Corridor. The study is focused on Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro); and will also evaluate connections to the John Wayne Airport and the Santa Ana Regional Transportation Center. Following the Board approval, the project team began reaching out to the cities of Santa Ana, Costa Mesa, Irvine, and Newport Beach to inform them about the study and seek staff participation in monthly project development team meetings. Staff also reached out to Caltrans and the John Wayne Airport to seek participation on the project development team. The study kick-off and initial project team meetings are anticipated next quarter.

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

Approximately $20.5 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.

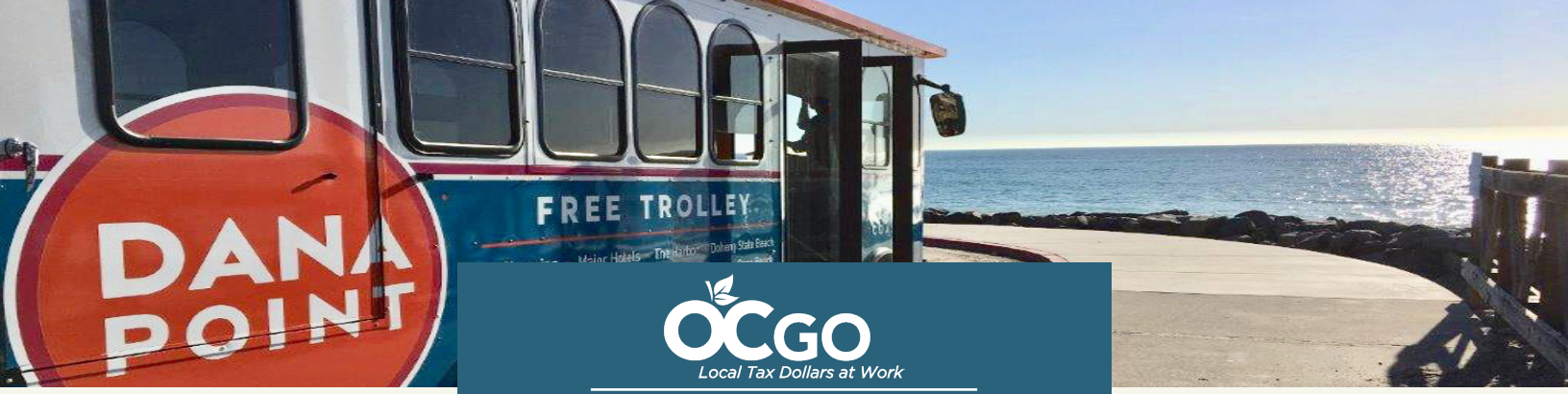
7. Work with local agencies to develop a plan for the next community circulator projects to provide grant opportunities for local agencies to implement effective local transit services (Project V).

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. On June 25, 2018 the Board awarded $6.8 million to fund six Community-Based Transit Circulators Projects. For additional details and information on current project program performance and service see page 30.

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

To date, the Board has approved up to $1.2 million to support 51 city-initiated improvements and $370,000 for OCTA initiated improvements. The City of Anaheim postponed development of eight stops. Of the remaining 43 stops, 14 stops have been completed and the remaining 29 stops are in the project closeout process. Closeout of all projects is anticipated next quarter. OCTA initiated improvements were originally programmed to support the “Text for Next” program. However, these funds were ultimately reallocated (in 2015) to support OCTA’s mobile ticketing application.

A second Project W call for projects is anticipated to be released in October, providing up to $3.0 million (in total) to eligible agencies to make bus stop amenity improvements including installation of bus benches or seating, shelters, lighting, and other passenger related amenities. Eligible agencies (including OCTA) may potentially qualify to receive between $20,000 to 35,000 (per eligible bus stop) to make passenger amenity improvements. Final funding recommendations are anticipated to be presented to the Board in early 2019. For additional details see page 31.



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

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

To ensure ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves. Approximately $2.9 million will be deposited an annually. The third deposit was made in August 2018. For more details, see the project updates on page 32.

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

Since adoption of the Next 10 Plan in November 2016, OCTA issued two calls for Tier 1 ECP projects. The Board awarded approximately $5.59 million to fund 28 Tier 1 projects. Staff is working with the ECAC and the County of Orange to determine the best timing for the next Tier 2 call based on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects. For more details, see the project updates on page 33.

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. In February, the project received federal authorization (E-76) allowing it to be advertised for construction. The project was advertised for bids on March 19, 2018 with Bid Opening held on May 8, 2018. However, all Bidders were subsequently deemed “unresponsive” as each did not meet the bidding requirements. The project was re-advertised on August 27, 2018 and bids will be opened on October 18, 2018. Due to changes in scope, the replacement of STIP funds with Congestion Mitigation and Air Quality (CMAQ) funds, and the need to re-advertise for construction bids, this project is marked “red” in the Capital Action Plan (CAP) due to a delay of 11 months beyond the original schedule. Construction is expected to begin in early 2019.

PROJECT B

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

Status: Environmental Phase Underway - 90% 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 completed and obtained Caltrans approval for the Draft Environmental Document (DED) and the Draft Project Report (DPR). The DED was circulated from mid-May and held two open house format public hearings in late May. To limit community impacts, the Fact Sheet process is underway to address design variations due to tight ROW constraints. The completion of the environmental document is delayed due to lack of agreement over design variations needed to limit right-of-way impacts to businesses and communities. The final ED is expected to be complete in mid 2019.

FREEWAYS

PROJECT C AND PART OF PROJECT D

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

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

Summary: This segment added one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road in the Cities of San Clemente, Dana Point, and San Juan Capistrano. Project improvements also reconstructed the on and off ramps at PCH/Camino Las Ramblas. Construction began in March 2014. Construction of the carpool lanes were completed and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. During the quarter, the contractor worked on punchlist items and relief of maintenance was issued on July 3, 2018. The one-year plant establishment period is ongoing until March 2019.

FREEWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments, as described below. The OCTA cost estimate for this project is $557.11 million, which is above the $500 million threshold for a "Major Project" designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop, and a CER was conducted by the FHWA, Caltrans, and OCTA in February 2018. The CER estimates that the project may require additional funding up to $55.75 million. While OCTA estimates indicate the project funding need may be lower, FHWA requirements necessitates that OCTA demonstrate sufficient funding. In June, the Board authorized an increase of $55.75 million to the project, increasing the total to $612.86 million. The segment from Oso Parkway to Alicia Parkway is scheduled for advertisement for construction bids on November 5, 2018. Cost estimates for the other segments of the I-5 Improvement Project, which are scheduled for advertisement next year, will be revisited after Segment 2 construction bid opening.

Segment: **I-5, SR-73 to Oso Parkway/Avery Parkway 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 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. The 100 percent Plans, Specifications, and Estimates (PS&E) was submitted to Caltrans on August 30, 2018. However, due to changes in the Caltrans Highway Design Manual standards, the submitted plans may be required to change. The plans identified a higher cost estimate due to unit price increases, rise in Caltrans support costs, and schedule changes to address bird nesting season restrictions. Due to extended ROW coordination, this project is marked "red" in the CAP, due to a delay of 11 months beyond the original schedule. On March 21, 2018, the CTC approved the 2018 STIP update and programmed approximately $31.166 million over Orange County's share target. To maintain CTC funding limits in the next few years, STIP funding in this project was reduced to $73.735 million. However, there is only $35 million remaining in the FY18-19 STIP. Staff will work with the CTC staff and Caltrans to seek methods to maintain the existing schedule. In November, staff is scheduled to go to Board to request authorization of Proposition 1B Trade Corridors Improvement Funds for this project.

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 federal authorization of the project (approval of the E-76) and submittal of the project advertisement package to Caltrans Headquarters. Additionally, in August the Board approved the selection of HDR, Inc. to provide construction management support services for this project. Staff also continued coordination of the service contract with SCRRA/Metrolink, and with Caltrans on ROW and utilities. OCTA and Caltrans are preparing the Draft Financial Plan and Draft Project Management Plan, in accordance with the FHWA's "Major Project" Guidance. The consultant continues to coordinate with two regulatory agencies to ensure all permits will be in place ahead of Advertisement, which is now scheduled for November 2018. Due to extended ROW coordination, this project is marked "red" in the CAP, due to a delay of nine months beyond the original schedule. This project is anticipated to begin construction in early 2019.

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

Status: Design Phase Underway - 95% Complete

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

Summary: This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the Cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from El Toro Road to Alicia Parkway. Major activities this quarter included continued coordination with Caltrans, Orange County Parks and Orange County Flood Control regarding the planned work at Aliso Creek and coordination with the Army Corps of Engineers and the State Department of Fish and Wildlife. In this quarter, the Design consultant received the third round of comments from Caltrans regarding the final ROW mapping, (originally submitted in April 2018). Due to extended ROW coordination with Caltrans and delayed design start date, this project is marked "red" in the CAP, due to a delay of over 12 months beyond the original schedule. The 100 percent Design Submittal is now anticipated for April 2019. The 2018 STIP increased STIP funds from $58.9 million to $69.1 million for this segment, but the segment is programmed in the STIP three years later than requested. Staff will work with the CTC staff and Caltrans to seek methods to maintain the existing schedule.

PROJECT D

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

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

Status: Environmental Phase Underway - 30% Complete

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

Summary: This project includes four build alternatives that consider modifications to the existing interchange, which range from a I-5 southbound direct connector to El Toro Road to modifications in how existing on and off ramp intersections operate. Work began in May 2017. Work during the quarter included preparation of engineering

FREEWAYS

and environmental technical studies for each of the four build Alternatives. A Public Scoping Meeting was held on July 25, 2018 at Laguna Woods City Hall. Caltrans will provide an update to the OCTA Board in October. The environmental phase is anticipated to be completed in late 2019.

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

Status: **PROJECT COMPLETE**

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

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

STATE ROUTE 22 (SR-22) PROJECTS

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 - 45% Complete

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

Summary: This project will widen SR-55 in the Cities of Irvine, Santa Ana, and Tustin. Through a cooperative agreement, Caltrans completed a portion of the 35 percent design work in May 2018 and is responsible for developing and seeking approval of the required Fact Sheet addressing necessary design variations on the project. The Supplemental Fact Sheet was initiated in September 2018. OCTA’s consultant was also involved in the delivery of the 35 percent design work in cooperation with Caltrans. Caltrans and OCTA’s consultant have initiated the 65 percent design which will be completed in January 2019. The ROW cooperative agreement between OCTA and Caltrans was executed in June 2018. ROW and utility coordination have been initiated and are ongoing. The project is anticipated to be ROW Certified and ready to list (RTL) in December 2020. OCTA

received $12.6 million for this segment through the 2018 STIP, however the 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 - 60% Complete

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

Summary: This project will study SR-55 between I-5 and SR-91 in the Cities of Santa Ana, Tustin, Orange and Anaheim. The environmental study will consider the addition of one general purpose lane in each direction between SR-22 and the I-5 and provide operational improvements between SR-22 and SR-91. During the quarter, the consultant continued working on technical studies and obtained approval on several technical studies. The environmental phase is anticipated to be complete in early 2020.

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.

FREEWAYS

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

Status: **PROJECT COMPLETE**

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

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

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

Status: Environmental phase expected to begin in mid-2020

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

Summary: Caltrans previously completed a Project Study Report (PSR)/Project Development Support document for the Lambert Road to Tonner Canyon Road segment, which would add a truck-climbing lane from Lambert Road to Tonner Canyon Road in the City of Brea. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 Trade Corridor Enhancement Program, funds were allocated to initiate the environmental phase for interchange improvements at Lambert Road which will complement and serve as a first phase to the freeway improvement project. Phase 2, which is the mainline improvements, was approved for STIP funding in March 2018 to initiate the environmental phase to study the truck-climbing lanes in mid-2020. This project will coordinate with and take into consideration any related work by LA Metro across the county line.

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

Status: Environmental Phase Underway - 70% Complete

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

Summary: This project studies the addition of a northbound general purpose lane on SR-57 from Orangewood Avenue to Katella Avenue in the Cities of Anaheim and Orange. The northbound general-purpose lane under this study would join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. During the quarter, all technical reports were approved and the Draft Environmental Document and Draft Project Report were finalized and ready for approval. On September 10, 2018, staff provided the Board an update on the project. In the next quarter, the Draft Environmental Document and Draft Project Report are scheduled to be approved with the public review/circulation period from October 11, 2018 to November 9, 2018. A Public Hearing is also scheduled for October 2018. The environmental phase is anticipated

to be complete in early 2019. This project is marked “yellow” in the CAP, signifying a delay of one month beyond the original schedule.

STATE ROUTE 91 (SR-91) PROJECTS

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

Status: **PROJECT COMPLETE**

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

PROJECT H

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

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

Status: **PROJECT COMPLETE**

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

PROJECT I

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

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

Status: Environmental Phase Underway - 82% Complete

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

Summary: This project will improve traffic flow and operations along SR-91 within the Cities of Fullerton and Anaheim. The study will look at the addition of one general purpose lane eastbound between SR-57 and SR-55, and one general purpose lane westbound from the NB SR-57 connector to State College Boulevard. Additional features of this project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. This quarter, the consultant continued working on the environmental and engineering technical studies, and obtained approval on several technical studies. The draft environmental document is anticipated to be complete and circulated for public review next quarter. Due to Caltrans requiring extra work to study interchange improvements outside of the completed PSR and the M2

promised project, the project is marked “red” in the CAP with a delay of 10 months from its original schedule. SR-91 Express Lanes excess revenue is designated to pay for the mainline freeway improvements included in M2. The environmental study is expected to be complete in mid-2019. This project is anticipated to proceed into design shortly following the completion of this study.

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.

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

Status: **PROJECT COMPLETE**

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

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

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

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

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

Summary: The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-71 to I-15, and construct various interchange and operational improvements. On March 20, 2017,

the RCTC contractors completed the $1.3 billion initial phase freeway improvement project which extended the 91 Express Lanes from Orange County to I-15 in Riverside County, added a general-purpose lane east of SR-71 to I-15, and provided tolled express connectors between SR-91 and I-15. While the portion of this project between SR-241 and the Orange County/Riverside County line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The ultimate project widens all SR-91 general purpose lanes to standard lane and shoulder widths from SR-241 to SR-71 (RCTC is responsible for the lane improvements between Green River and SR-71 while OCTA will be responsible for the lane improvements west of Green River to SR-241). To maintain synchronization, these general-purpose lanes improvements, which span both counties, will be scheduled to ensure coordinated delivery of both portions of the project, and will provide a continuous segment that stretches from SR-241 to SR-71. Construction of the final additional general-purpose lane between SR-241 and SR-71 will take place post-2035. This action is consistent with the 2018 SR-91 Implementation Plan.

INTERSTATE 405 (I-405) PROJECTS

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.[2]

During the quarter, work continued on ROW acquisition, utility coordination, environmental permitting, and public outreach. Other work includes review of design-builder submittals including design and construction submittals. The final baseline schedule, a detailed schedule of design and construction activities, was approved. OCTA's toll lanes system integrator, Kapsch, is now under contract and working with OCTA and the design-builder. On September 10, 2018, staff provided the Board an update on the project. The update included that the first bridge construction began in August with the demolition of the McFadden Avenue bridge and the Slater Avenue bridge at the end of September. The Contractor generally completed the first phase of restriping the freeway and placing temporary concrete barrier to protect work areas. Clearing and grubbing and rough grading activities also continued during this quarter. The Contractor will continue to ramp up construction activities through the end of the year. Lastly, OCTA began targeted public outreach in July in the form of neighborhood meetings in anticipation of the demolition and construction of the McFadden Avenue and Slater Avenue bridges. Construction is scheduled to be completed in 2023.

[2]*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.*

OCGO
Local Tax Dollars at Work

FREEWAYS

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

Status: Environmental Phase Complete

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

PROJECT L

Summary: This project studied the addition of general purpose lanes on the I-405 corridor between I-5 and SR-55 in Irvine. The project development team reviewed the alternatives and public comments received during public circulation and as a result of the effort, recommended adding one general purpose lane in each direction. During the quarter, the final PR and ED were completed in August 2018. The Next 10 Plan sets direction through 2026; as projects listed are completed, schedules and revenues will be reviewed, and the Board will adopt a new delivery plan providing direction on further project advancement. Using only Measure M funding, this project is scheduled to move into design beyond 2026, however, projects that compete best for external funding are those that are already environmentally cleared. OCTA continually looks for opportunities to accelerate construction by taking advantage of state and federal dollars.

INTERSTATE 605 (I-605) PROJECTS

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

Status: Environmental Phase Underway - 97% Complete

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

PROJECT M

Summary: This project will improve freeway access and the arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project 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 the Fact Sheet, FED and the FPR. The DED was circulated in mid-April and held an open house format public hearing in late April. The final ED is anticipated to be completed in October 2018.

FREEWAY SERVICE PATROL

Status: Service Ongoing

Contact: Cliff Thorne • (714) 560-5975

PROJECT N

Summary: M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During the quarter, the midday service provided assistance to 1,356 motorists and weekend service provided assistance to 932 motorists and during this quarter there was no M2 funded construction service offered to motorists. Since inception, M2 and construction-funded FSP has provided a total of 71,553 assists to motorists on the Orange County freeway system.

STREETS AND ROADS

REGIONAL CAPACITY PROGRAM

PROJECT O

Status: 2019 Call for Projects in Progress

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, 146 projects totaling more than $295 million, including $24 million in external funding, have been awarded through eight calls for projects by the Board. On August 6, 2018, the OCTA Board approved the release of the 2019 Call for Projects which made up to $32 million available to fund additional road improvements throughout the County.

OC Bridges Railroad Program

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

Segment: **Kramer Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

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

Segment: **Lakeview Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: The project located at Lakeview Avenue railroad crossing grade separated the local street from railroad tracks in the Cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad

crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue. Construction began on July 1, 2014.

Lakeview Avenue was reopened on June 6, 2017. Construction acceptance from the Cities of Anaheim and Placentia was obtained on June 2, 2017 and OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on some constructed items. The one-year warranty was extended to July 2019 for some minor repair items. Close-out activities will be ongoing through fall 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. Project acceptance by the Cities of Anaheim and Placentia occurred in December 2014 and the cities assumed full maintenance responsibilities. In December 2015, the one-year warranty period expired with no issues or repairs identified.

STREETS AND ROADS

Segment: **Raymond Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

Summary: The project located at Raymond Avenue railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination, and ROW support. Construction began on June 2, 2014. Activities this quarter includes landscaping and project closeout documentation. Raymond Avenue has been opened to traffic since October 2017. OCTA received conditional construction acceptance in May while the contractor completed minor work. Construction acceptance by the City is anticipated in October 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 separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton managed the construction and OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. 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 fall 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: 2019 Call for Projects in Progress

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

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate 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 619 miles of streets (or 69 completed projects). Through a competitive process, there have been eight rounds of M2 funding awarded by the Board thus far. On June 11, 2018, the Board approved six projects for the 2018 Call for Projects Regional Traffic Signal Synchronization Program, funding $8.9 million with M2 and leveraging $6.6 million from SB-1. This program has provided a total of 103 projects totaling more than $98 million, including $18 million in external funding. On August 6, 2018, the OCTA Board approved the release of the 2019 Call for Projects which made up to $8 million available to fund improvements throughout the County.

LOCAL FAIR SHARE

PROJECT Q

Status: Ongoing

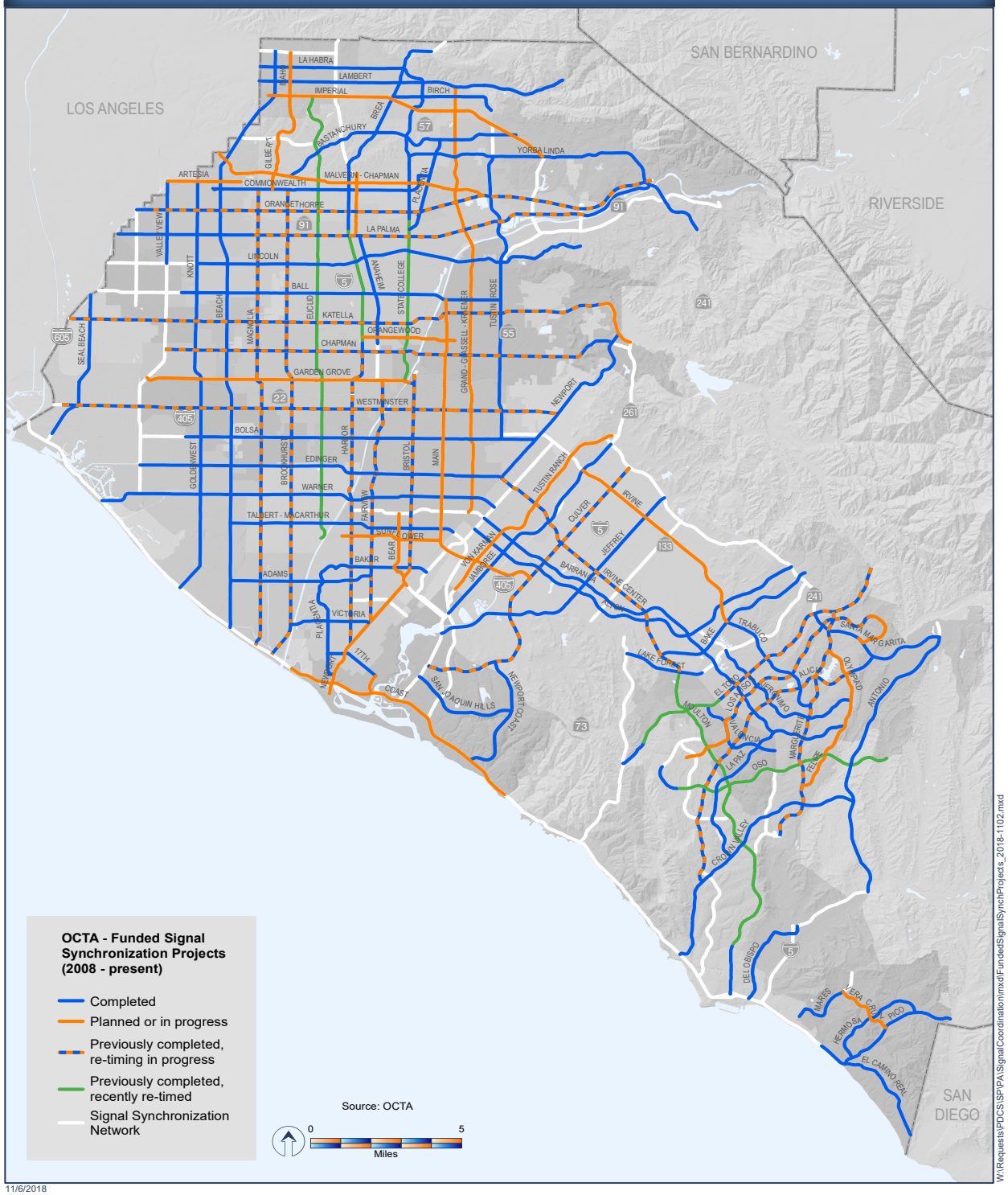
Contact: Vicki Austin, Finance • (714) 560-5692

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 $351.2 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)



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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 32 percent since Fiscal Year 2012-13.

In April 2015, several schedule changes were implemented to connect a 91/Perris Valley Line train to an intra-county service train, at Fullerton. This allowed a later southbound peak evening departure option from Los Angeles to Orange County. Ridership on these two trains combined has increased by 33 percent since the improvement was implemented.

Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles. SCRRA continues to work on behalf of its members, the RCTC, LA Metro, and OCTA, to negotiate an agreement with the BNSF Railway for the shared used of their corridor and associated indemnification and liability. This agreement is necessary to secure 24 additional operating slots to provide more passenger rail service on railroad ROW owned

by the BNSF. Operation of additional Metrolink trains to Los Angeles is contingent on the indemnification and liability agreement, following completion of the triple track project in early 2019, on the BNSF Railway between Fullerton and Los Angeles.

Rail Corridor and Station Improvements

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

Segment: **Anaheim Canyon Metrolink Station Improvements**

Status: Design Phase Underway

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

Summary: This OCTA-led project will include construction of a second main track and platform, lengthening the existing platform, and improved pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. The design plans have been competed to 60 percent and are being advanced to 90%. Plans are expected to be complete and ready to bid in July 2019. Construction of the project is expected to begin in December 2019 with completion anticipated in early 2021.

Segment: **Fullerton Transportation Center Improvements**

Status: Construction Phase Underway - 57% Complete

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

Summary: Completed early on, a new 5-level parking structure was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This City-led project was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project will modify the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton is the lead on this project as well. Construction began in January 2016 and restroom improvements were completed. Work on the elevators was delayed due to construction contractor's elevator subcontractor issues. Construction began again in January 2017. Structural towers are complete and painted as well as all foundation work. The elevator installation is scheduled to begin in November and it is now anticipated the project will be completed in February 2019. This project is marked "red" in the CAP, signifying a delay of more than three months.

TRANSIT

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

Status: **PROJECT COMPLETE**

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

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

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

Status: Construction Phase Underway - 76% Complete

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

Summary: This project will include a 611-space, 5-level, shared use parking structure that will be located on Lemon Street between Chapman Avenue and Maple Street in Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange is the lead on the design phase, and OCTA is the lead on the construction phase of the project. Construction began on July 17, 2017. All surface decks on the parking structure are completed as well as the structural elevator towers and stairs. Precast brick panels are being installed and are anticipated to be completed by the end of October. The project is expected to be completed in February 2019.

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

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

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

Summary: Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new Cooperative Agreement with the City of Placentia that revised the project's scope and budget, and with the changes the City of Placentia will contribute towards the cost. The station will include platforms, parking, a new bus stop, and passenger amenities. OCTA is the lead for design and construction of the project. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. BNSF will be the lead on the rail construction. Design plans for the station are complete and will be ready to advertise for bidding once a track sharing agreement with BNSF is in place. Negotiations are underway for this agreement and deal points are anticipated to be in place in October 2018.

TRANSIT

Segment: **San Clemente Pier Station Lighting**

Status: **PROJECT COMPLETE**

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

Summary: This project was completed on March 17, 2017 and 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 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 (construction contract awarded and construction to begin late 2018); and continued implementation of video surveillance systems and Positive Train Control.

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

Status: Design complete. Construction package advertised for bids.

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

Summary: Design phase completed last quarter. Project currently in the advertise and award 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 project was advertised on August 27 and anticipated bid opening date on October 23. Construction is expected to begin in early-2019 after Board approval. 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 Projects • (714) 560-5729

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

TRANSIT

Segment: **Tustin Metrolink Station Parking Structure**

Status: **PROJECT COMPLETE**

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

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 extensions. There are currently two categories for this program: a fixed guideway program (street car) and a rubber tire transit program.

PROJECT S

Project: **OC Streetcar**

Status: Construction Contract Awarded, Kick-Off of Vehicle Manufacturing, Utility Relocation Work Ongoing

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

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

On July 9, 2018 the Board approved the OC Streetcar revised funding plan that includes up to $108.41 million in additional Measure M2 Transit Extensions to Metrolink (Project S) program funding, contingent on construction contract award. The overall project cost was increased to $407.76 million.

On July 23, 2018 the Board authorized the Chief Executive Officer to negotiate and execute Agreement No. C-8-1622 between OCTA and Sandwood Enterprises, Inc., the lowest responsive, responsible bidder, for demolition and clearance services for the OC Streetcar project in the City of Santa Ana – Maintenance and Storage facility Residential Property. On September 24, 2018 the Board authorized the Chief Executive Officer to negotiate and execute Agreement No. C-7-1904 between OCTA and Walsh Construction Company, the lowest responsive, responsible bidder, in the amount of $220,538,649, for construction of the Project.

OCTA staff and Siemens Industries Inc, held the Vehicle kick-off meeting on September 5, 2018 in Sacramento and began coordination of key project submittals such as the document control process, master schedule and the vehicle design. Outreach was conducted to seek feedback from the public on the vehicle design options that

were reviewed by the Board in August.

Work continues to progress on other key OC Streetcar activities, including final possession of remaining required ROW, coordination with third parties on utility relocation, finalizing the California Public Utilities Commission safety approvals for the OC Streetcar's grade crossings certification, finalizing the scope of services for the operations and maintenance request for proposals, and continued coordination with the FTA on the status of the FFGA which is anticipated in November 2018.

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

Status: Service Ongoing for Anaheim Canyon Metrolink Bus Connection

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

Summary: Bus and Station Van Extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over $730,000. One project located within the City of Anaheim and three proposals within the City of Lake Forest were approved for funding by the Board on July 23, 2012. Currently, the Anaheim project is in service and the Lake Forest Projects have been canceled. The Anaheim Canyon Metrolink Station Bus Connection began service in February 2013 and is anticipated to continue providing service between the station and the Anaheim Resort area through 2020.

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 $60.6 million in Project U funding has been provided under M2.

PROJECT U

Project: **Senior Mobility Program**

Status: Ongoing

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

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

Since inception, more than $17.9 million and 2,030,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately $463,000 was paid[3] out to the 31 participating cities during the months of September. Additionally, this quarter, staff prepared revised guidelines for the program, which are scheduled to go to the Board for approval in November 2018.

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

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to supplement existing county-wide senior non-emergency medical transportation services. Since inception, more than $19.5 million and 764,000 SNEMT boardings have been provided. This quarter, approximately $489,000 in SNEMT funding was paid[3] to the County of Orange in the months of September.

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

TRANSIT

net M2 revenues to be dedicated to the Fare Stabilization Program.

Approximately $718,000[3] 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 3,400,000 program-related boardings recorded on fixed route and ACCESS services, approximately $887,000 was utilized. Since inception of the program, more than $23 million and 99 million program-related boardings have been provided.

COMMUNITY BASED TRANSIT/CIRCULATORS

Status: Service Updates

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

PROJECT V

Summary: This program provides funding for local jurisdictions to develop local bus transit services such as community-based circulators and shuttles that complement regional bus and rail services and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved the first round of funding for $9.8 million to fund six projects. Funding was approved to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and local community circulators that carry passengers between various shopping, medical, and transportation-related centers. On June 13, 2016 the Board approved the second round of Project V funding in the amount of $26.7 million for 17 transit projects and $323,780 for seven planning studies. On June 25, 2018 the Board awarded $5.2 million to fund five Community-Based Transit Circulators Projects. Additionally, the Board awarded $1.6 million for a sixth project in the City of San Clemente, contingent on submittal of ridership and usage documentation meeting OCTA's minimum performance requirements, prior to August 2018. To date, OCTA has not received complete documentation. Therefore, this funding is not authorized.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Staff will continue to monitor these services to ensure that performance standards are met. The most recent Project V Ridership report was presented to the Transit Committee on July 12, 2018 and Board on July 23, 2018.

Out of the projects programmed by OCTA: 19 are currently active; 3 have been canceled (due to low ridership); and 1 is anticipated to be canceled during the September Semi-Annual Review process. Consequently, most of these services were generally meeting their required performance standards. The next Project V Ridership report is scheduled for January 2019. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

[3]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.

TRANSIT

SAFE TRANSIT STOPS

PROJECT W

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

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

Summary: This program provides funding for passenger amenities at the 100 busiest transit stops across the County. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting.

To date, the Board has approved up to $1,205,666 to support 51 city-initiated improvements and $370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of eight stops. Of the remaining 43 stops, 14 stops have been completed and the remaining 29 stop improvements are currently in the project closeout process. Closeout of all projects allocated in 2014 is anticipated to occur by the end of 2018.

For OCTA-initiated improvements funds were initially programmed for the Text for Next Program and were ultimately reallocated to support OCTA's mobile ticketing application.

In October 2018, the Board is anticipated to authorize a second Project W allocation process; providing up to $3.0 million (in total) to eligible agencies to make bus stop amenity improvements including installation of bus benches or seating, shelters, lighting, and other passenger related amenities. Eligible agencies (including OCTA) may potentially qualify to receive between $20,000 to 35,000 (per eligible bus stop) in order to make passenger amenity improvements. Final funding recommendations are anticipated to be presented to the Board in the early 2019.

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 eight rounds of funding under the Tier 1 grants program. A total of 166 projects, amounting to approximately $22.5 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of $27.89 million have been awarded by the Board since 2013. To date, all Orange County cities plus the County of Orange have received funding under this program. The next Tier 1 call for projects is anticipated in spring 2019 with in the amount of approximately $2.8 million.

Staff estimates that over 6.2 million cubic feet of trash has been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to over 2,600 forty-foot shipping containers. Over time, the volume of trash captured is expected to increase. It is estimated that the funded Tier 2 projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities.

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

ENVIRONMENTAL

FREEWAY MITIGATION

Project: **Environmental Mitigation Program**

Status: Biological Permits Issued and Conservation Plan in Place

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

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

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

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

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. It is estimated that it will take approximately 12 years to fully fund the endowment with deposits annually. The third and most recent deposit was made in August 2018. Staff will continue to oversee and provide endowment updates to the Finance and Administration and the Environmental Oversight Committee (EOC) on a regular basis.

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

In consultation with the local fire authority, staff has begun to work with a consultant to draft fire management plans (Plans) for the seven Preserves. The Plans will provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible

with conservation and stewardship responsibilities. These Plans are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies. The Plans are anticipated to be complete in 2020.

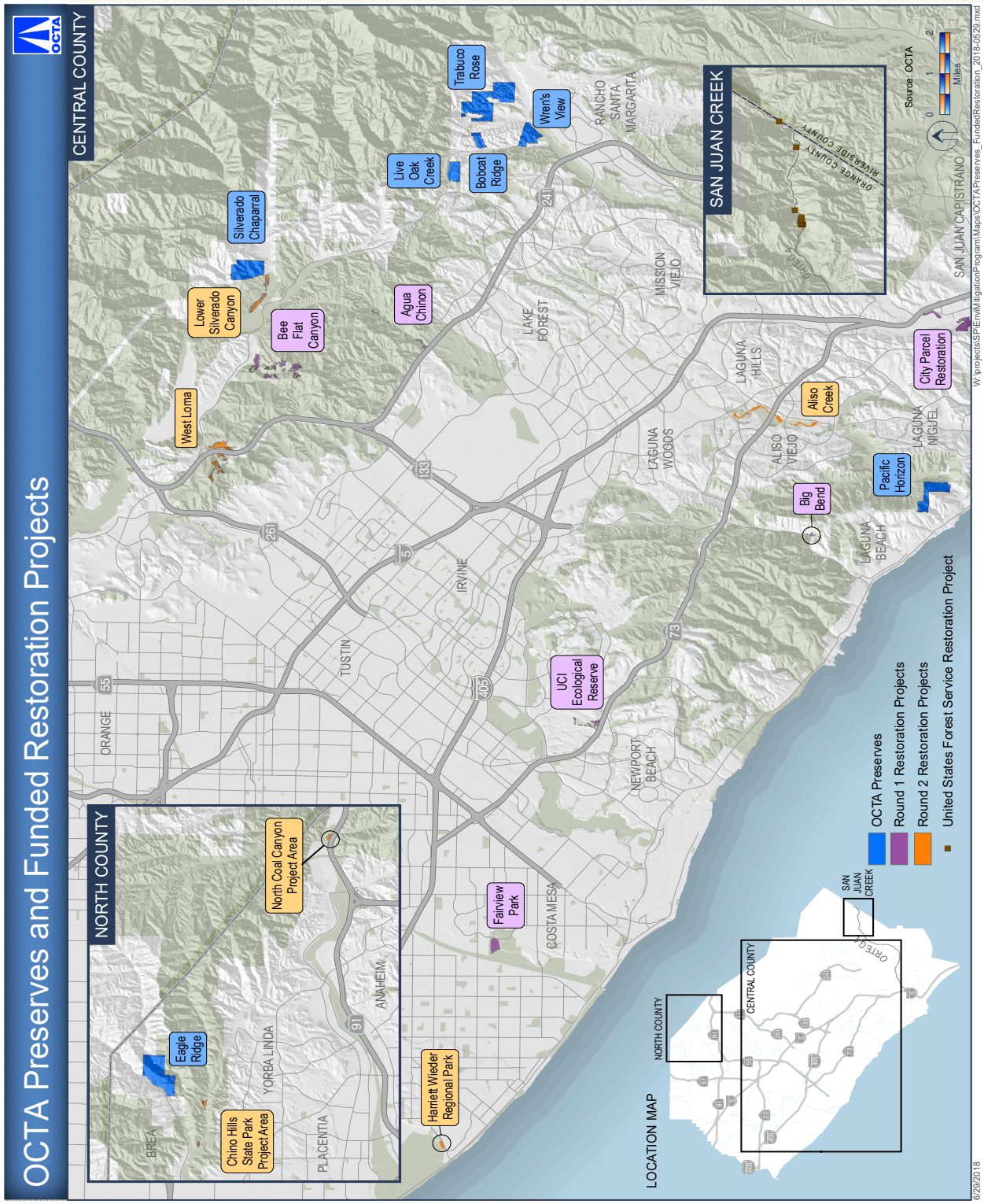
To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act streamlined permitting process. The following projects are either in or near construction and were able to benefit from these mechanisms: Project K (Interstate 405 Improvement Project from State Route 73 to the Los Angeles County line), Project C (Interstate 5 Improvement Project from State Route 73 to El Toro Road), and Project M (Interstate 605 and Katella Interchange Project). If these mechanisms were not in place, it is anticipated that these projects would incur an additional $700,000 to $2.5 million in mitigation related costs and unknown schedule risks. Furthermore, a strong partnership has been forged through collaboration with the environmental community.

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

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

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

ENVIRONMENTAL



PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

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

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

Market Conditions Forecast and Risk Analysis

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

Given this analysis, the Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The scope includes providing presentations on a summary of findings from the monitoring effort to the Board bi-annually and, if noteworthy, more frequent updates will be provided through these M2 quarterly progress reports. With a rapidly changing construction market, staff looked to our contracted local economists for insights to better anticipate cost implications to our freeway program delivery. The consultant team analyzed annual trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts and a presentation was provided at the Board meeting on September 10, 2018.

Next 10 Delivery Plan

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

Annually, OCTA reviews the M2 program assumptions and updates the cash flows as needed based on changes to the revenue forecast. In July 2018, the Board received a preliminary revised M2 sales tax revenue forecast of $13.1 billion, which was $400 million lower than the previous year. As a result of a lower revenue forecast and the potential of higher costs in the near term as it relates to freeway delivery, staff prepared an updated 2018 Next 10 Plan, which incorporated protections into the cash flow. During the cash flow update, staff developed and analyzed two scenarios: one with current programmed commitments, which assumed current law with SB 1 (Chapter 5, Statutes of 2017) in place, and a second scenario in the event of a repeal. The result of this effort demonstrated a delivery plan that remains solvent. The Next 10 Plan provides staff guidance on M2 delivery through 2026 and the deliverables remain virtually the same as originally adopted in 2016 with a few minor exceptions.

PROGRAM MANAGEMENT

The updated 2018 Next 10 Plan was approved by the Board at the September 10, 2018 meeting. On November 6, 2018, California voters rejected the gas tax repeal, preserving SB 1 which stabilizes state external revenue and provides for reduced risk to the Next 10 deliverables.

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 began in July 2018 and covers the period between July 1, 2015 and June 30, 2018. During this quarter, the consultant, Sjoberg Evashenk Consulting, held a kick off meeting, began interviews with staff and external stakeholders, and started reviewing M2 related documents. Initial findings will be presented to staff in early 2019 and a final report is anticipated to be brought to the Board in spring 2019.

M2 Administrative Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive $24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently $13.1 billion or 46 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately $5.2 million from OCUTT. Over the last few years, OCTA has experienced under-runs

in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent September 2018 Taxpayer Oversight Committee Report, the outstanding balance was $1.3 million.

Staff meets quarterly to review all labor costs to ensure proper cost allocation under M2. After the quarter ended, staff met on July 18, 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 October 17, 2018 to conduct this quarterly review.

Taxpayer Oversight Committee

The M2 Ordinance requires a Taxpayer Oversight Committee (TOC) oversee the implementation of the M2 plan and ensure compliance with all requirements of Measure M2 Ordinance No. 3. With the exception of the elected Auditor/Controller of Orange County who is identified as the chair in the Ordinance, all other members are not elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Orange County Grand Jurors Association, and are selected from the qualified pool by lottery. The TOC 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 August 14, 2018 to elect a new Co-Chair and hear presentations on the OC Streetcar Project, Measure M2 Project V Community Based Transit Circulators, and the Measure M2 Sales Tax Forecast. OCTA staff also provided updates on the Interstate 405 Improvement Project and the M2 Triennial Performance Assessment.

The TOC also met on October 9, 2018 to review the Annual Eligibility Review Subcommittee Report for the fiscal year of 2018-2019. The subcommittee recommended that the TOC affirm ordinance compliance regarding Pavement Management Plans for applicable jurisdictions, and find 35 local jurisdictions conditionally eligible to receive Measure M2 net revenues for fiscal year 2018-19. In addition they advised that the TOC direct OCTA

staff to send a letter to the City of Fullerton to acknowledge the improvement of their Pavement Condition Index. The committee also received a presentation on the Measure M2 Next 10 Plan Market Conditions Key Indicators Forecast and Delivery Plan. Staff updates included topics such as the OC Streetcar, M2 Triennial Performance Assessment Update, and I-405 Improvement project.

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

M2 FINANCING AND SCHEDULE OF FUNDING

Contact: Sam Kaur, Revenue and Grants • (714) 560-5685

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 California Department of Tax and Fee Administration (CDTFA) a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Current Forecast

Based on long term forecasts received in July 2018 and methodology used (see the discussion below on CDTFA) to estimate the true up amount in September 2018, OCTA staff forecasts total nominal sales tax collections over the life of M2 to be approximately $13.1 billion. Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at $24.3 billion. Based on the current estimated forecast of $13.1 billion, sales tax revenue will run approximately $11.2 billion (46 percent) less than the original 2005 projection.

Final sales tax receipts through September 2018 will be received in future and growth rate for the quarter will be reflected accordingly. It is important to note that, this year the CDTFA changed the methodology of sales tax distribution. In addition, CDTFA encountered problems to process returns with their newly implemented system. As a result, OCTA did not receive the balance of the FY 2018 sales tax receipts with the September payment OCTA has worked with MuniServices to estimate sales tax receipts for FY 2018. MuniServices conducted an analysis which estimated the amount of M2 tax payments due to OCTA for FY 2018. Based on MuniServices analysis, OCTA is missing approximately $15.9 million in M2 sales tax receipts for FY 2018. Based on this information, the estimated growth rate for the FY is 4.1 percent and the total annual sales tax receipts would be $321 million. The forecasted amount of sales tax to support the M2 Program remains at $13.1 billion, as reported to the Board in July.

OCGO
Local Tax Dollars at Work

FINANCING

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

Schedule 1

($ in thousands)	Quarter Ended Sept 30, 2018	Year to Date Sept 30, 2018 *(A)*	Period from Inception to Sept 30, 2018 *(B)*
Revenues:			
Sales taxes	$ 81,593	$ 81,593	$ 2,156,656
Other agencies' share of Measure M2 costs:			
Project related	889	889	625,199
Non-project related	-	-	454
Interest:			
Operating:			
Project related	163	163	755
Non-project related	2,143	2,143	25,255
Bond proceeds	898	898	52,216
Debt service	65	65	372
Commercial paper	-	-	393
Capital grants	-	-	-
Right-of-way leases	3	3	914
Proceeds on sale of assets held for resale	-	-	12,201
Donated assets held for resale	371	371	2,442
Miscellaneous:			
Project related	-	-	270
Non-project related	-	-	100
Total revenues	86,125	86,125	2,877,227
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	904	904	23,723
Professional services:			
Project related	1,119	1,119	346,229
Non-project related	815	815	22,816
Administration costs:			
Project related	2,432	2,432	65,613
Non-project related:			
Salaries and Benefits	633	633	23,166
Other	1,284	1,284	37,997
Other:			
Project related	16	16	4,957
Non-project related	-	-	4,007
Payments to local agencies:			
Project related	16,166	16,166	854,100
Capital outlay:			
Project related	5,293	5,293	861,995
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	42,335
Interest on long-term debt and commercial paper	10,327	10,327	168,265
Total expenditures	38,989	38,989	2,455,234
Excess (deficiency) of revenues over (under) expenditures	47,136	47,136	421,993
Other financing sources (uses):			
Transfers out:			
Project related	(2,850)	(2,850)	(41,457)
Transfers in:			
Project related	-	-	82,700
Non-project related	-	-	-
Bond proceeds	-	-	358,593
Total other financing sources (uses)	(2,850)	(2,850)	399,836
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	$ 44,286	$ 44,286	$ 821,829

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

Schedule 2

($ in thousands)	Quarter Ended Sept 30, 2018 (actual)	Year to Date Sept 30, 2018 (actual)	Period from Inception through Sept 30, 2018 (actual)	Period from October 1, 2018 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 81,593	$ 81,593	$ 2,156,656	$ 10,905,020	$ 13,061,676
Operating interest	2,143	2,143	25,255	141,224	166,479
Subtotal	83,736	83,736	2,181,911	11,046,244	13,228,155
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	83,736	83,736	2,182,465	11,046,244	13,228,709
Administrative expenditures:					
SBOE fees	904	904	23,723	122,922	146,645
Professional services	815	815	19,040	85,399	104,439
Administration costs:					
Salaries and Benefits	633	633	23,166	109,033	132,199
Other	1,284	1,284	37,997	178,620	216,617
Other	-	-	4,007	19,962	23,969
Capital outlay	-	-	31	-	31
Environmental cleanup	105	105	34,852	218,065	252,917
Total expenditures	3,741	3,741	142,816	734,000	876,816
Net revenues	$ 79,995	$ 79,995	$ 2,039,649	$ 10,312,244	$ 12,351,893
		(C.2)	*(D.2)*	*(E.2)*	*(F.2)*
Bond revenues:					
Proceeds from issuance of bonds	$ -	$ -	$ 358,593	$ 1,687,500	$ 2,046,093
Interest revenue from bond proceeds	898	898	52,216	10,170	62,386
Interest revenue from debt service funds	65	65	372	4,714	5,086
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	963	963	411,574	1,702,384	2,113,958
Financing expenditures and uses:					
Professional services	-	-	3,776	5,906	9,682
Bond debt principal	-	-	42,335	2,059,739	2,102,074
Bond debt and other interest expense	10,327	10,327	168,265	791,468	959,733
Total financing expenditures and uses	10,327	10,327	214,376	2,857,113	3,071,489
Net bond revenues (debt service)	$ (9,364)	$ (9,364)	$ 197,198	$ (1,154,729)	$ (957,531)

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

Project	Description	Net Revenues through Sept 30, 2018	Total Net Revenues
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Freeways (43% of Net Revenues)		
A	I-5 Santa Ana Freeway Interchange Improvements	$ 80,393	$ 486,851
B	I-5 Santa Ana/SR-55 to El Toro	51,349	310,963
C	I-5 San Diego/South of El Toro	107,251	649,481
D	I-5 Santa Ana/San Diego Interchange Upgrades	44,131	267,250
E	SR-22 Garden Grove Freeway Access Improvements	20,526	124,302
F	SR-55 Costa Mesa Freeway Improvements	62,604	379,123
G	SR-57 Orange Freeway Improvements	44,250	267,975
H	SR-91 Improvements from I-5 to SR-57	23,947	145,020
I	SR-91 Improvements from SR-57 to SR-55	71,242	431,433
J	SR-91 Improvements from SR-55 to County Line	60,243	364,828
K	I-405 Improvements between I-605 to SR-55	183,501	1,111,264
L	I-405 Improvements between SR-55 to I-5	54,684	331,163
M	I-605 Freeway Access Improvements	3,421	20,717
N	All Freeway Service Patrol	25,657	155,378
	Freeway Mitigation	43,852	265,566
	Subtotal Projects	877,051	5,311,314
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	$ 877,051	$ 5,311,314
	%		
	Street and Roads Projects (32% of Net Revenues)		
O	Regional Capacity Program	$ 203,967	$ 1,235,205
P	Regional Traffic Signal Synchronization Program	81,583	494,060
Q	Local Fair Share Program	367,137	2,223,341
	Subtotal Projects	652,687	3,952,606
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	$ 652,687	$ 3,952,606
	%		

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

Expenditures through Sept 30, 2018	Reimbursements through Sept 30, 2018	Net M2 Cost
(J)	*(K)*	*(L)*
$ 6,497	$ 2,322	$ 4,175
9,023	5,706	3,317
121,924	45,331	76,593
1,951	527	1,424
4	-	4
15,367	3,409	11,958
49,592	11,812	37,780
34,710	824	33,886
21,513	5,410	16,103
6,934	5,294	1,640
336,711	28,063	308,648
8,910	6,496	2,414
2,007	16	1,991
2,305	-	2,305
51,782	2,639	49,143
669,230	117,849	551,381
43,581	-	43,581
$ 712,811	$ 117,849	$ 594,962
		38.8%
$ 713,475	$ 438,363	$ 275,112
49,148	4,984	44,164
352,777	77	352,700
1,115,400	443,424	671,976
48,407	-	48,407
$ 1,163,807	$ 443,424	$ 720,383
		46.9%

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

Project	Description	Net Revenues through Sept 30, 2018	Total Net Revenues
R	High Frequency Metrolink Service	$ 190,836	$ 1,231,918
S	Transit Extensions to Metrolink	180,054	1,090,386
T	Metrolink Gateways	28,780	63,133
U	Expand Mobility Choices for Seniors and Persons with Disabilities	64,958	428,304
V	Community Based Transit/Circulators	40,782	246,972
W	Safe Transit Stops	4,501	27,260
	Subtotal Projects	509,911	3,087,973
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	$ 509,911	$ 3,087,973
	%		
	Measure M2 Program	$ 2,039,649	$ 12,351,893
	Environmental Cleanup (2% of Revenues)		
X	Clean Up Highway and Street Runoff that Pollutes Beaches	$ 43,638	$ 264,563
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	$ 43,638	$ 264,563
	%		
	Taxpayer Safeguards and Audits		
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 32,350	$ 195,925
	%		
	Oversight and Annual Audits (1% of Revenues)	$ 21,819	$ 132,282
	%		

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

Expenditures through Sept 30, 2018	Reimbursements through Sept 30, 2018	Net M2 Cost
$ 167,576	$ 98,879	$ 68,697
20,740	2,133	18,607
98,221	60,956	37,265
62,253	88	62,165
5,803	462	5,341
276	26	250
354,869	162,544	192,325
27,072	-	27,072
$ 381,941	$ 162,544	$ 219,397
		14.3%
$ 2,258,559	$ 723,817	$ 1,534,742
$ 34,852	$ 292	$ 34,560
-	-	-
$ 34,852	$ 292	$ 34,560
		1.6%
$ 23,723	$ -	$ 23,723
		1.1%
$ 23,166	$ 1,347	$ 21,819
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	1st Quarter FY 2018-19	FUNDS TO DATE
ALISO VIEJO	$111,741	$4,377,889
ANAHEIM	$957,762	$38,081,938
BREA	$156,160	$6,331,550
BUENA PARK	$232,966	$9,973,291
COSTA MESA	$405,181	$16,029,422
CYPRESS	$140,544	$5,872,097
DANA POINT	$94,291	$3,640,478
FOUNTAIN VALLEY	$167,604	$6,880,163
FULLERTON	$356,860	$14,374,242
GARDEN GROVE	$404,998	$16,459,066
HUNTINGTON BEACH	$535,030	$21,444,133
IRVINE	$775,322	$29,488,101
LAGUNA BEACH	$70,300	$2,819,974
LAGUNA HILLS	$93,476	$3,769,171
LAGUNA NIGUEL	$178,760	$7,391,830
LAGUNA WOODS	$34,451	$1,413,812
LA HABRA	$142,230	$5,827,944
LAKE FOREST	$219,548	$8,710,487

LOCAL FAIR SHARE

M2 Funds		
ENTITY	1st Quarter FY 2018-19	FUNDS TO DATE
LA PALMA	$41,441	$1,858,043
LOS ALAMITOS	$35,698	$1,433,486
MISSION VIEJO	$253,693	$10,362,255
NEWPORT BEACH	$303,000	$12,139,237
ORANGE	$453,910	$18,195,653
PLACENTIA	$130,962	$5,254,709
RANCHO SANTA MARGARITA	$116,078	$4,686,104
SAN CLEMENTE	$156,540	$6,188,502
SAN JUAN CAPISTRANO	$103,053	$4,189,009
SANTA ANA	$764,129	$30,746,061
SEAL BEACH	$66,853	$2,793,038
STANTON	$81,001	$3,323,007
TUSTIN	$247,388	$9,854,546
VILLA PARK	$14,305	$577,367
WESTMINSTER	$236,390	$9,463,029
YORBA LINDA	$165,616	$6,629,343
COUNTY UNINCORPORATED	$550,534	$20,573,810
TOTAL M2 FUNDS	**$8,797,816**	**$351,152,788**

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 **Cost/Schedule Risk**	$41.6	**Jun-11**	**Jun-15**	Nov-18	Jan-21
I-5, I-405 to SR-55	TBD	May-14	TBD	TBD	TBD
Project B	TBD	**May-14**	TBD	TBD	TBD
I-5, Pico to Vista Hermosa	$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	$83.1	**Jun-09**	**Jun-11**	**Dec-14**	**Aug-18**
I-5, Vista Hermosa to Pacific Coast Highway	$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	$71.5	**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 **Cost/Schedule Risk**	$75.1	**Jun-09**	**Jun-11**	**Dec-13**	**Jul-18**
I-5, SR-73 to Oso Parkway	$151.9	Sep-11	Mar-15	Dec-18	Jan-24
Project C & D **Cost/Schedule Risk**	$188.1	**Oct-11**	**Mar-15**	Nov-19	Dec-24
I-5, Oso Parkway to Alicia Parkway	$196.2	Sep-11	Nov-14	Jun-18	Feb-23
Project C & D **Cost/Schedule Risk**	$188.6	**Oct-11**	**Nov-14**	Feb-19	Nov-23
I-5, Alicia Parkway to El Toro Road	$133.6	Sep-11	Mar-15	May-19	Jun-23
Project C **Cost/Schedule Risk**	$164.2	**Oct-11**	**Mar-15**	Jun-20	Jun-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	$12.4	N/A	Jan-22	Jun-24	Dec-25
I-5, I-5/Ortega Interchange	$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	$75.2	**Sep-05**	**Jan-09**	**Aug-12**	**Jan-16**

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

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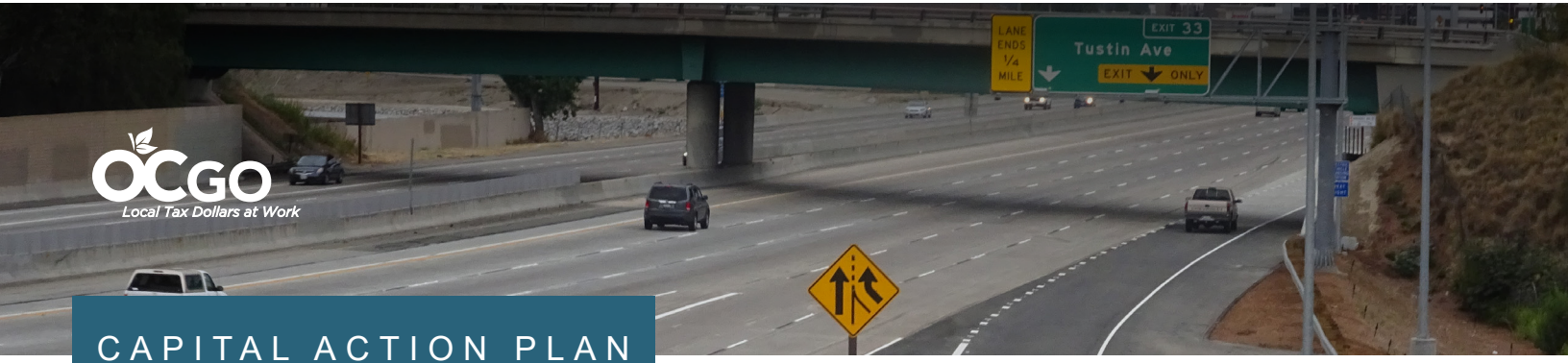

OCGO
Local Tax Dollars at Work

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Capital Projects	Cost Baseline/ Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-20	TBD	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	$59.2	**Jul-07**	**Mar-10**	**Jan-13**	**Jun-16**
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	**Nov-14**	**Mar-17**	**Nov-17**
SR-91, SR-57 to SR-55	TBD	Jan-15	TBD	TBD	TBD
Project I **Cost/Schedule Risk**	TBD	**Jan-15**	TBD	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	$42.6	**Jul-08**	**Jun-11**	**Oct-13**	**Jul-16**
SR-91, SR-55 to SR-241	$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	$79.7	**Jul-07**	**Apr-09**	**May-11**	**Mar-13**
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	**May-12**	**Oct-13**	**Feb-15**
SR-91 Eastbound, SR-241 to SR-71	$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	$57.8	**Mar-05**	**Jul-07**	**Aug-09**	**Jan-11**
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	**Dec-14**	TBD	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	$1,900.0	Mar-09	Mar-14	Nov-16	May-23
Project K	$1,900.0	**Mar-09**	**Mar-14**	**Nov-16**	May-23

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Capital Projects	Cost Baseline/ Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
I-605, I-605/Katella Interchange	TBD	Aug-16	TBD	TBD	TBD
Project M	TBD	**Aug-16**	TBD	TBD	TBD
Grade Separation Projects:					
Sand Canyon Avenue Railroad Grade Separation	$55.6	N/A	Jan-04	Feb-11	May-14
Project R	$61.9	N/A	**Jan-04**	**Feb-11**	**Jan-16**
Raymond Avenue Railroad Grade Separation	$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O	$125.1	**Feb-09**	**Mar-10**	**Feb-14**	**May-18**
State College Boulevard Railroad Grade Separation (Fullerton)	$73.6	Dec-08	Jul-06	May-13	May-18
Project O	$100.3	**Dec-08**	**Jul-06**	**Feb-14**	**Jan-18**
Placentia Avenue Railroad Grade Separation	$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	$64.5	**Jan-01**	**Jan-09**	**Jul-11**	**Dec-14**
Kraemer Boulevard Railroad Grade Separation	$70.4	Jan-01	Jan-09	Aug-11	Oct-14
Project O	$63.8	**Jan-01**	**Feb-09**	**Sep-11**	**Dec-14**
Orangethorpe Avenue Railroad Grade Separation	$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	$108.6	**Jan-01**	**Feb-09**	**Jan-13**	**Oct-16**
Tustin Avenue/Rose Drive Railroad Grade Separation	$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	$98.3	**Jan-01**	**Feb-09**	**Feb-13**	**Oct-16**
Lakeview Avenue Railroad Grade Separation	$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	$110.6	**Jan-01**	**Feb-09**	**Nov-13**	**Jun-17**
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	$5.0	**Sep-10**	**Feb-12**	**May-13**	**Mar-14**
San Juan Capistrano Passing Siding	$25.3	Aug-11	Mar-15	Dec-16	Jan-19
Cost/Schedule Risk	$30.8	**Aug-11**	**Mar-15**	Jan-19	Feb-21
Placentia Metrolink Station and Parking Structure	$34.8	Jan-03	Oct-08	TBD	TBD
Project R **Cost/Schedule Risk**	$34.8	**Jan-03**	**Oct-08**	May-19	Jan-21
Anaheim Canyon Station	$27.9	Jan-16	Mar-19	Nov-19	Mar-21
	$27.9	**Jan-16**	**Mar-18**	Nov-19	Mar-21
Orange Station Parking Expansion	$33.2	Dec-09	Nov-10	Nov-16	Feb-19
	$32.3	**Dec-09**	**Nov-10**	**Jun-17**	Feb-19
Fullerton Transportation Center - Elevator Upgrades	$3.5	N/A	Jan-12	Sep-14	Mar-17
Cost/Schedule Risk	$4.6	N/A	**Jan-12**	**Apr-15**	Dec-18
Laguna Niguel/Mission Viejo Station ADA Ramps	$3.5	Jul-13	Jul-13	Jan-15	Apr-17
	$5.2	**Jul-13**	**Jul-13**	**Oct-15**	**Sep-17**
Anaheim Regional Transportation Intermodal Center	$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T	$232.2	**Apr-09**	**Jun-09**	**Sep-12**	**Dec-14**
OC Streetcar	$310.4	Aug-09	Feb-16	Aug-18	Aug-21
Project S **Cost/Schedule Risk**	$418.9	**Aug-09**	**Feb-16**	**Sep-18**	Nov-21

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

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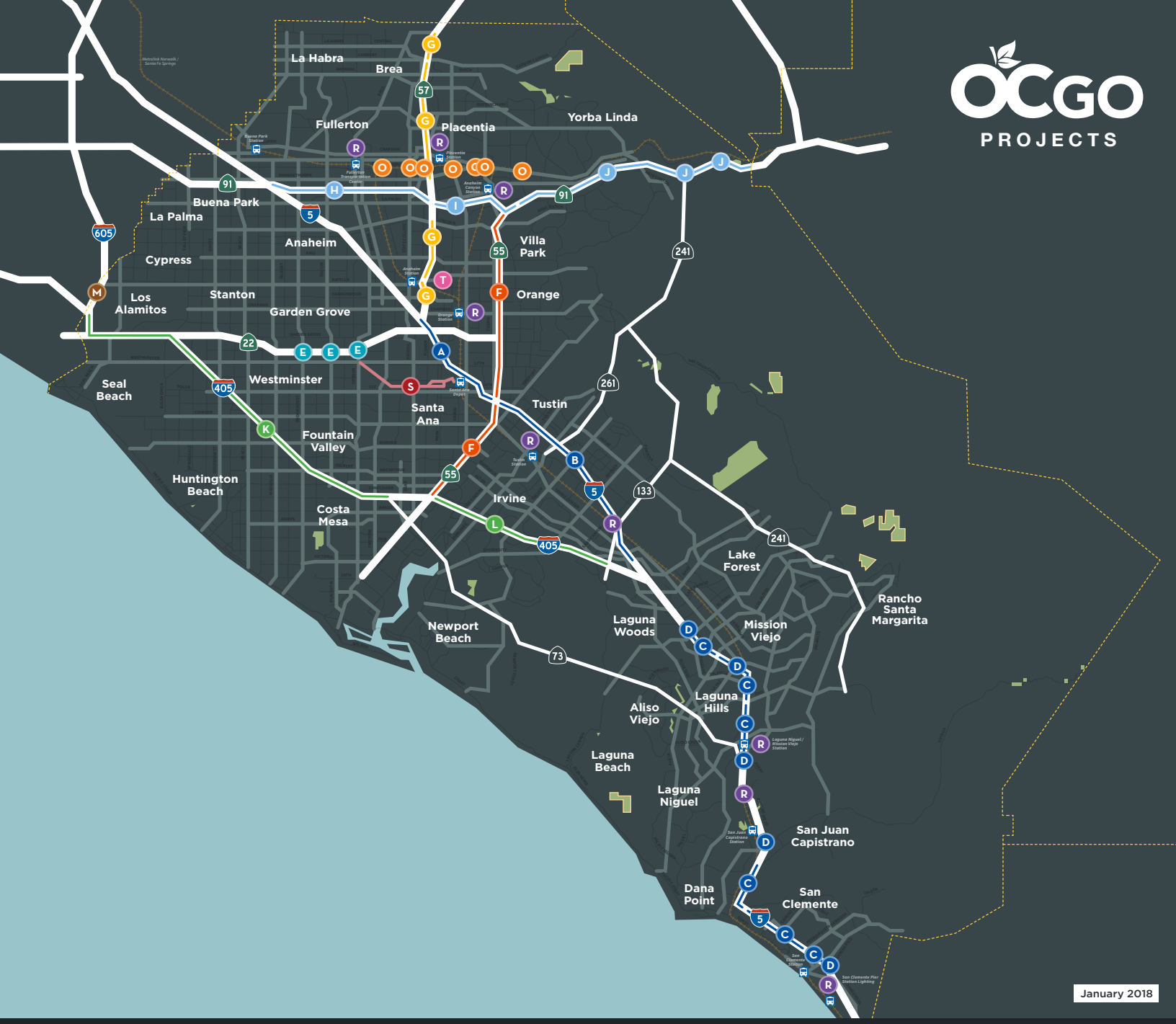

FREEWAY IMPROVEMENT PROGRAM

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