ATTACHMENT A

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MEASURE M2 PROGRESS REPORT

Second Quarter of Fiscal Year 2018 – 19
October 1, 2018 through December 31, 2018

Second 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 October 1, 2018 through December 31, 2018 is provided to update progress in implementing the Measure M2 Transportation Investment Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 to OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

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

The cover photo shows the Full-Funding Grant Agreement (FFGA) for the OC Streetcar project. The FFGA was executed and a groundbreaking ceremony was held at the Santa Ana Regional Transportation Center on November 30, 2018.

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COMMON ABBREVIATIONS

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

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COMMON ABBREVIATIONS

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

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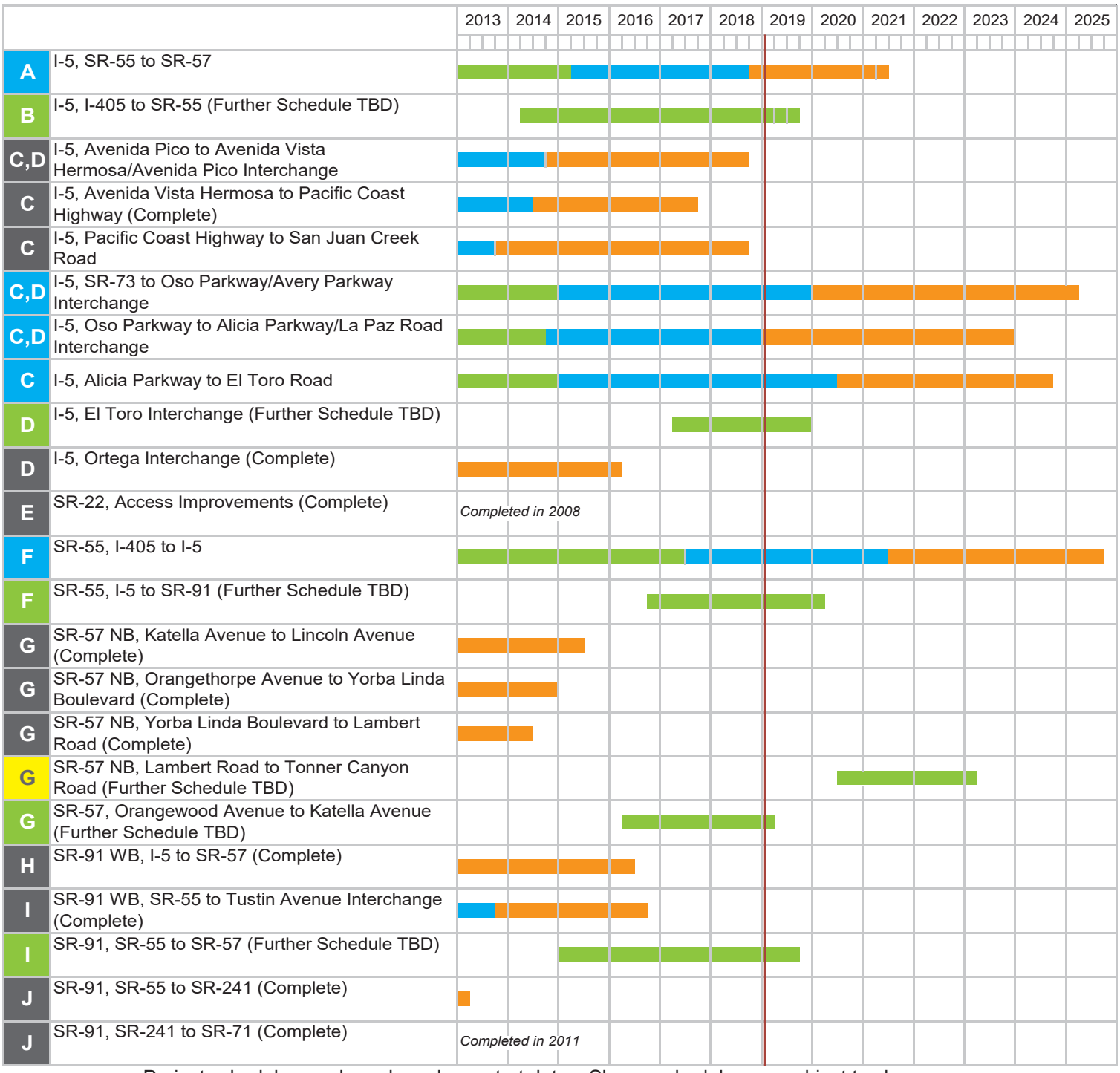
MEASURE M2 PROJECT SCHEDULES

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



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

[1] Projects managed by local agencies

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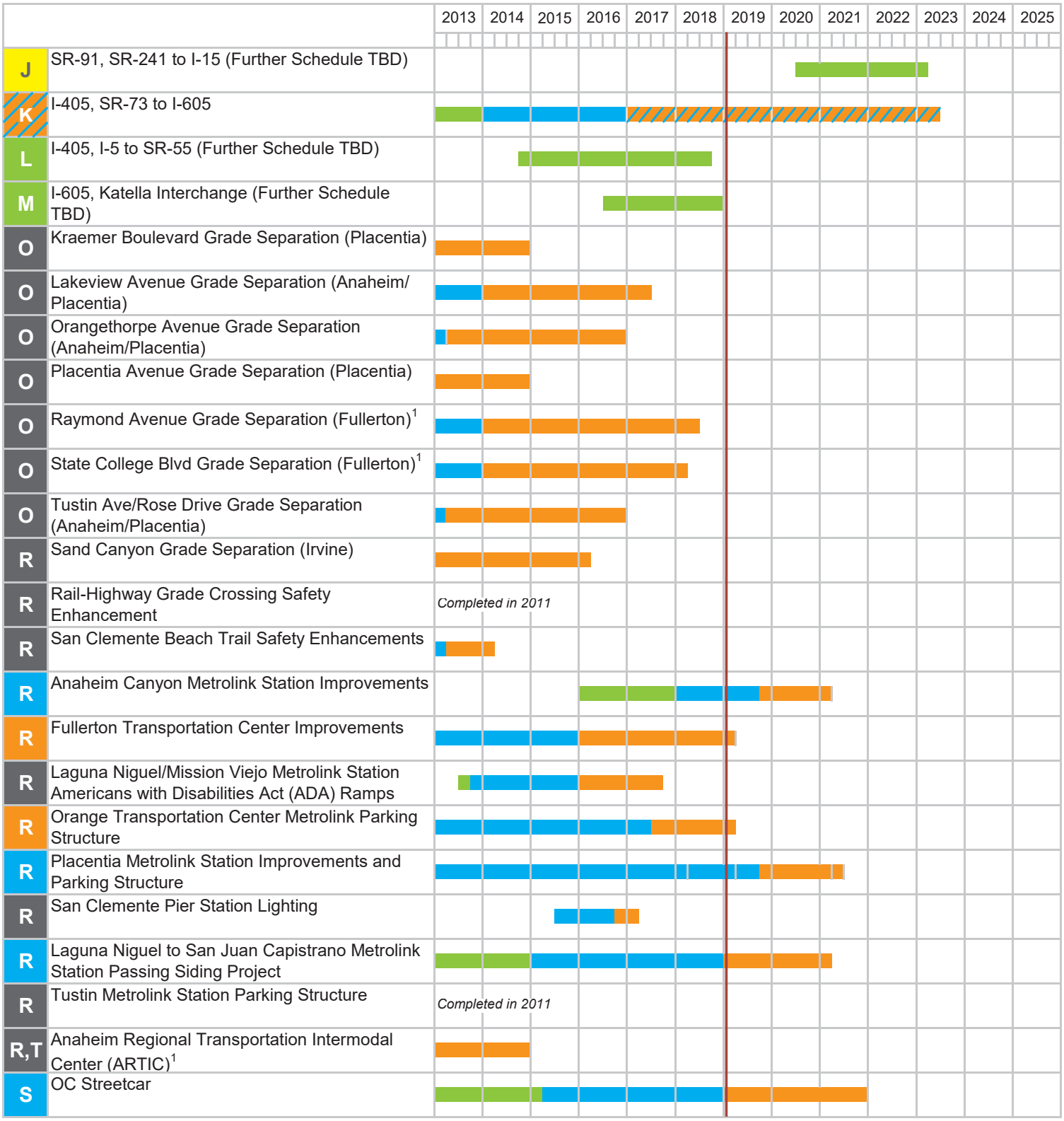
MEASURE M2 PROJECT SCHEDULES



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

[1] Projects managed by local agencies

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MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE

This section discusses the risks and challenges related to Measure M2 and the 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	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.
4	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.

On Track One to Watch

	Delivery Risk	Explanation	Proposed Action
Organizational			
5	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.
6	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			
7	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 environmentally cleared or on track to be environmentally cleared by 2026, making them “shelf ready” for future advancement. Currently, two of the eight (Projects L and M) are environmentally cleared and shelf ready. 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).

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, $117.4 million in Local Fair Share (Project Q) funds have been distributed to local agencies. This brings the total allocation to date to $199.4 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. Additionally, all seven bridges included in the OC Bridges program are complete. 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 95% complete), 3) Placentia Metrolink Station (construction to begin late-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 85% 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 Federal Transit Administration (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 was executed in November 2018. See page 27 for more information.

Bristol Street Transit Corridor Study

The study is focused on Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro); and will also evaluate connections to the John Wayne Airport and the Santa Ana Regional Transportation Center. The study will analyze and develop up to six conceptual transit alternatives for the Bristol Street Corridor. The kick-off meeting with the consultant team was held on October 3, 2018and monthly coordination meetings were held throughout the quarter. During these meetings the team discussed prior studies and data collection, the proposed outreach plan, and preparation for the initial Project Development Team (PDT) meeting. The PDT meeting was held on November 13, 2018 and included representatives from the cities of Santa Ana, Costa Mesa and Irvine as well as Caltrans and the John Wayne Airport. At this meeting the team discussed the study scope and timeline and solicited input from the external agencies regarding constraints and opportunities in the corridor. The next PDT meeting is scheduled for January 15, 2019 and will focus on the corridor definition and identification of mobility issues. The team is currently working on Task 2 of the scope of work, establishing the purpose and need and goals and objectives.

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

Approximately $22.5 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.

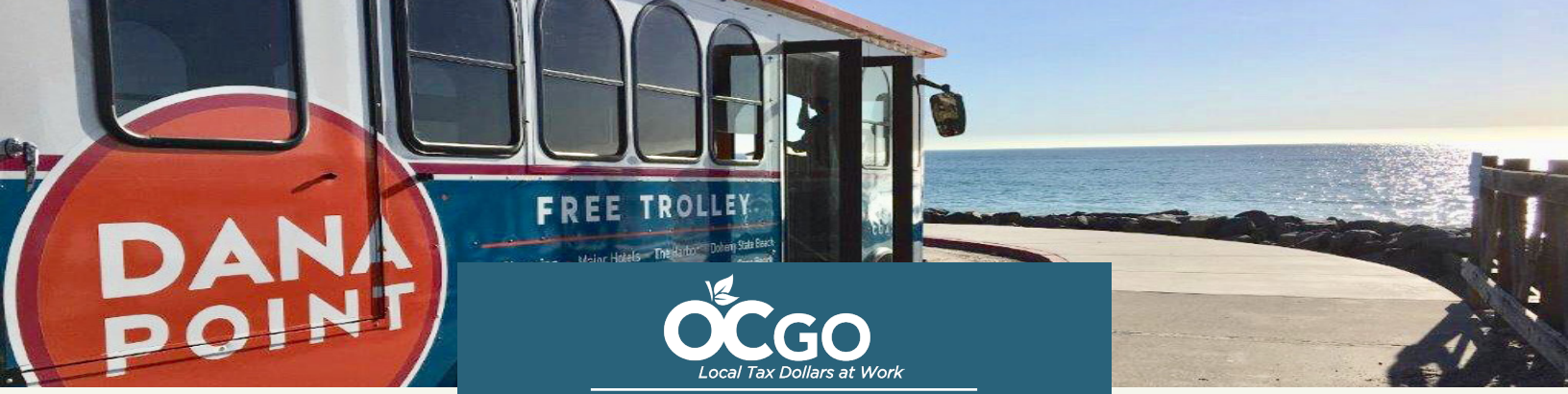
7. Work with local agencies to develop a plan for the next community circulator projects to provide grant opportunities for local agencies to implement effective local transit services (Project V).

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 and later the OCTA mobile ticketing application—both of these projects ultimately received funding from other external sources.

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 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 anticipates the next Tier 2 call in 2021, dependent 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: Construction Underway – 1% complete

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

Summary: This project will increase high occupancy vehicle (HOV) capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. In February 2018, the project received federal authorization (E-76) allowing it to be advertised for construction. After all Bidders were deemed "unresponsive" as each did not meet the bidding requirements in the first advertisement, the project was re-advertised on August 27, 2018 and bids were opened on October 18, 2018. The construction contract with Obrascón Huarte Lain (OHL) USA, Inc. was approved on December 28, 2018. Due to changes in scope, the replacement of State Transportation Improvement Program (STIP) funds with Congestion Mitigation and Air Quality (CMAQ) funds, and the need to re-advertise for construction bids, this project was delayed 11 months beyond the original schedule. Construction is expected to begin in early 2019 and be completed mid-2021.

PROJECT B

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

Status: Environmental Phase Underway - 91% 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 Design Standard Decision Document (formerly Fact Sheet) process is underway to address design variations due to tight ROW constraints. Due to lack of agreement over design variations needed to limit right-of-way impacts to businesses and communities, this project is marked "red" in the Capital Action Plan (CAP) signifying a 12 month delay for the completion of the environmental document. The selection of the preferred alternative is anticipated to be early 2019, and the completion of the final ED is expected to proceed 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 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on August 23, 2018. During the quarter, plant establishment continued and will be completed by 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 all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 31, 2017. The one-year plant establishment period for this segment was completed in May 2018.

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

Status: **PROJECT COMPLETE**

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

Summary: This segment added one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road 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 began in March 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 3, 2018. During the quarter, plant establishment continued and will be completed by 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.

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 re-submitted to Caltrans on December 10th implementing the latest Caltrans Highway Design Manual standards. 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 12 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 maintain the existing schedule. Proposition 1B Trade Corridors Improvement Funds (TCIF) for this project was authorized by the Board in November 2018. TCIF guidelines require the project to receive funding allocation by June 30, 2019.

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 advertisement of the construction bid package on November 5, 2018 with bids scheduled to be opened on January 16, 2019. Staff also continued coordination of the service contract with SCRRA/Metrolink, and with Caltrans on ROW and utilities. OCTA and Caltrans received FHWA's approval of the Financial Plan and Project Management Plan, in accordance with the FHWA's "Major Project" Guidance. 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.

FREEWAYS

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 fifth round of comments from Caltrans regarding the final ROW mapping, . 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 13 months beyond the original schedule. The 100 percent Design Submittal is now anticipated for April 2019. The 2018 STIP increased STIP funds 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 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, Ortega Highway Interchange**

Status: **PROJECT COMPLETE**

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

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

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

Status: Environmental Phase Underway - 45% Complete

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

Summary: Caltrans is the lead in the environmental phase of this project which includes the study of four build alternatives that consider modifications to the existing interchange, ranging 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 April 2017. Work during the quarter included continued preparation of engineering and environmental technical studies for each of the four build Alternatives. A Public Scoping Meeting was held on July 25, 2018 at Laguna

FREEWAYS

Woods City Hall. Caltrans provided a study update to the OCTA Board on October 8, 2018. The next update to the Board is anticipated in March 2019. The environmental phase is anticipated to be completed in late 2019.

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 - 60% 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 and OCTA’s consultant initiated the 65 percent design which will be completed in mid-January 2019. Caltrans is responsible for developing and seeking approval of the required Supplemental Fact Sheet addressing necessary design variations on the project. The Supplemental Fact Sheet is anticipated to be completed by April 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) by 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 maintain the existing schedule.

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

Status: Environmental Phase Underway - 66% 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 Public Information Meeting was held early June 2018. The final ED is expected to be released early 2020.

FREEWAYS

STATE ROUTE 57 (SR-57) PROJECTS

PROJECT G

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

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

OCGO
Local Tax Dollars at Work

FREEWAYS

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

Status: Environmental phase expected to begin in mid-2020

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 - 85% 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 the Draft Environmental Document and Draft Project Report were approved and the public review/circulation period took place from October 11, 2018 to November 9, 2018, with a Public Hearing held in the City of Orange on October 25th 2018. The environmental phase is anticipated to be complete in early 2019. This project is marked “yellow” in the CAP, signifying a delay of two months beyond the original schedule.

STATE ROUTE 91 (SR-91) PROJECTS

PROJECT H

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

Status: **PROJECT COMPLETE**

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

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

FREEWAYS

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

Status: **PROJECT COMPLETE**

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

PROJECT I

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

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

Status: Environmental Phase Underway - 87% 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. During this quarter, the consultant obtained approval on remaining environmental and engineering technical studies, draft ED and draft PR. Due to Caltrans requiring extra work to study interchange improvements outside of the completed PSR and the M2 promised project, the project is marked “red” in the CAP signifying a delay of 10 months from its original schedule. SR-91 Express Lanes excess revenue is designated to pay for the mainline freeway improvements included in M2. A study update was provided to the Board on November 26, 2018. The draft ED has been circulated to the public and an open house format public hearing was held in December 2018. The final ED is anticipated 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. While construction of the final additional general-purpose lane between SR-241 and SR-71 was planned to take place post-2035, the RCTC has requested acceleration of the 91 Corridor Operation Project (adding a sixth lane in the westbound direction) to address a bottleneck issue in the city of Corona. OCTA is supportive of having this discussion.

FREEWAYS

INTERSTATE 405 (I-405) PROJECTS

PROJECT K

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

Status: Design-Build Underway

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

Summary: OCTA and Caltrans are working together to widen I-405 through the Cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. These improvements will add one general purpose lane, add a second lane to be combined with the existing HOV lane to provide a dual express lanes facility, and improve the local interchanges along the corridor from SR-73 to I-605.[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. OCTA's toll lanes system integrator, Kapsch, is now under contract and working with OCTA and the design-builder. In December, OCTA received the second TIFIA loan disbursement in the amount of $122 million. Clearing and grubbing, including tree and ground cover removal, and rough grading activities have also advanced in the last quarter. More recently, significant roadway construction activities, such as installation of drainage systems and paving operations, have begun. The previously demolished Slater Avenue and McFadden Avenue bridges are anticipated to be complete and open to traffic in late 2019. At Goldenwest Street, a minor partial demolition of the bridge was performed in November 2018. This is a two-stage bridge, which means traffic will be maintained on the remaining portion of the bridge while the first half of the new bridge is constructed. In December 2018, both the Bolsa Chica Road and Magnolia Street bridges were partially demolished. These are also two-stage bridges.

Lastly, OCTA continued targeted public outreach this past quarter in the form of neighborhood meetings in anticipation of the bridge demolition and construction activities mentioned previously. 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.*

PROJECT L

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

Status: Environmental Phase Complete

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

Summary: This project studied the addition of general purpose lanes on the I-405 corridor between I-5 and SR-55 in Irvine. The final Project Report (PR) and Environmental Document (ED) were completed in August 2018. The project development team reviewed the alternatives and public comments received during public circulation and as a result of the effort, recommended adding one general purpose lane in each direction. The 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 Complete

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

PROJECT M

Summary: This project will improve freeway access and the arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project will include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. During the quarter, the final ED was approved in October 2018 and the final PR was approved in November 2018. The project development team reviewed the alternatives and public comments received during public circulation and as a result of the effort, recommended modification of interchange ramps and lane configurations on Katella Avenue from Coyote Creek Channel to Civic Center Drive. 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.

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 949 motorists and weekend service provided assistance to 708 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 73,210 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[3]. 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. Final 2019 programming recommendations will be presented to the Board by mid-2019.

[3] To date, 11 of the 181 phases awarded by OCTA totaling approximately $12 million have been cancelled by the awarded local jurisdictions.

OC Bridges Railroad Program

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

STREETS AND ROADS

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 is nearing completion and claims resolution will be ongoing through mid 2019.

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. Raymond Avenue has been opened to traffic since October 2017. OCTA received conditional construction acceptance in May 2018. Activities this quarter include project closeout documentation.

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 early 2019.

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

Status: **PROJECT COMPLETE**

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

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

no additional issues or repairs identified.

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 106[4] 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. Final 2019 programming recommendations will be presented to the Board by mid-2019.

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

LOCAL FAIR SHARE

PROJECT Q

Status: Ongoing

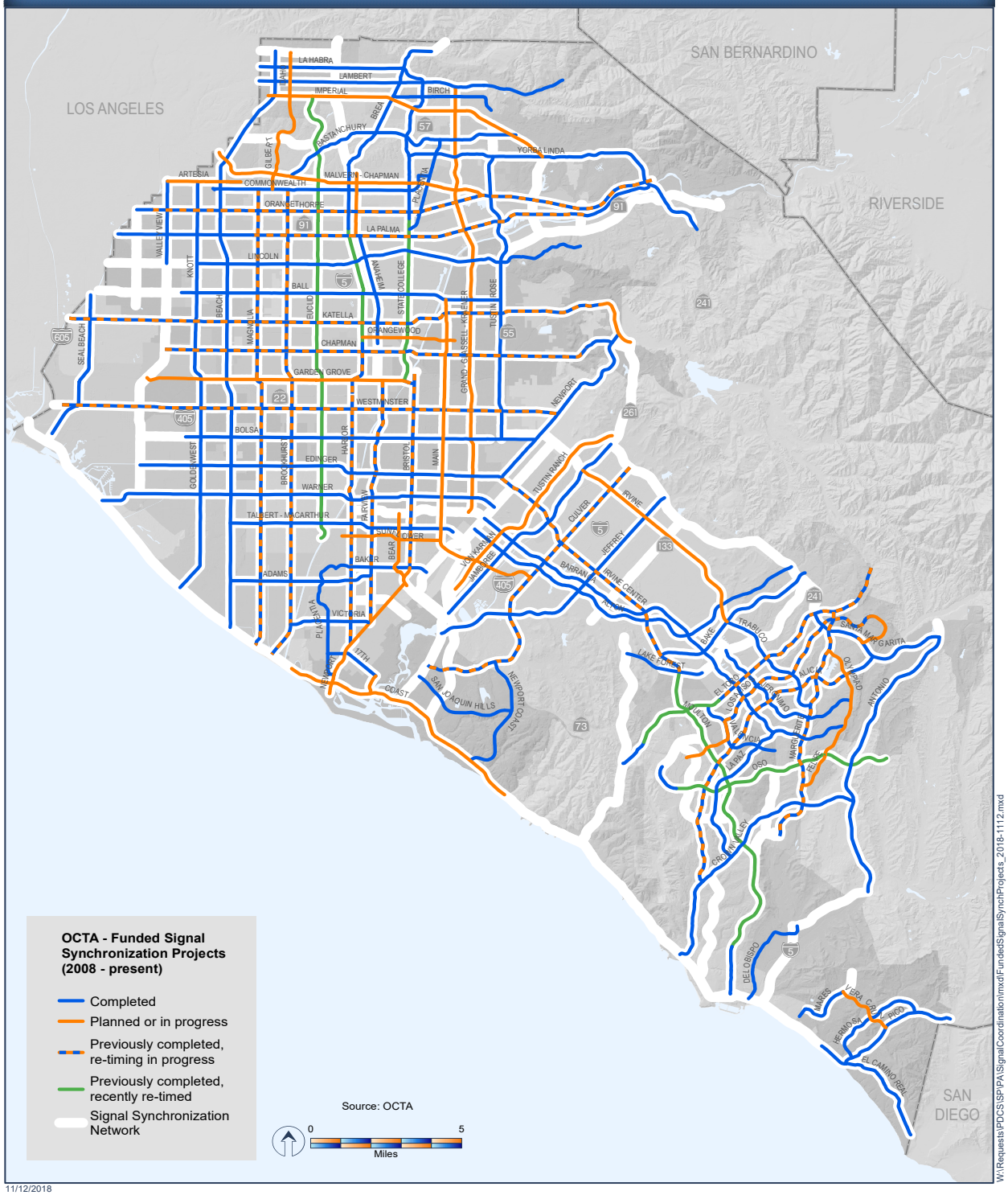
Contact: Vicki Austin, Finance • (714) 560-5692

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 $361.6 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

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

STREETS AND ROADS

OCTA - Funded Signal Synchronization Projects (2008 - present)



OCTA - Funded Signal Synchronization Projects (2008 - present)

- Completed
- Planned or in progress
- Previously completed, re-timing in progress
- Previously completed, recently re-timed
- Signal Synchronization Network

Source: OCTA

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

Project: **Metrolink Service Expansion Program**

Status: Service Ongoing

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

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours. Efforts to increase ridership through a redeployment of the trains without significantly impacting operating costs have been underway since 2014. Average daily passenger boardings on the ten intra-county trains combined has increased by 19 percent, from 288 boardings in Fiscal Year (FY) 2012-13 to 344 boardings averaged for the first six months of FY 2018-19.

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 38 percent since the improvement was implemented, from 130 boardings in FY 2015-16 to 180 boardings averaged for the first six months of FY 2018-19.

TRANSIT

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. The timing of getting an agreement in place is unknown, however OCTA is hopeful that with a new Metrolink CEO negotiations will resume soon.

Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on pages 51-55 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 August 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 - 80% 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. Work on the elevators was delayed due to construction contractor's elevator subcontractor issues. Work is complete on the elevator towers, and the elevator installation began in December, 2018. 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 - 95% 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. Installation of precast brick panels has been completed. Grading, utility connections and landscape work has begun. 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 Construction and Maintenance (C&M) agreement with BNSF is in place. It is not known at this time when this agreement will be in place, as negotiations on a Shared Use Agreement between

SCRRA and Metrolink will need to be in place before BNSF will begin negotiations on the C&M Agreement. SCRRA has a new CEO as of December 2018, so it is hopeful that these negotiations will resume.

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 began in June 2018 and is 25 percent complete); and continued implementation of video surveillance systems and Positive Train Control.

Segment: **Sand Canyon Grade Separation**

Status: **PROJECT COMPLETE**

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

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

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.

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

Status: Construction package advertised for bids.

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

Summary: 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 seven bids were publicly opened on October 23. The lowest bidder was $3 million over the engineers estimate and as a result staff reevaluated the project budget. Construction is expected to begin in early-2019 after Board approval. This project is marked “red” in the CAP, signifying a delay of 25 months due to design coordination with utilities and water quality control permitting concerns with the City of San Juan Capistrano.

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: Full Funding Grant Agreement (FFGA) Executed, Limited Notice To Proceed Issued to Construction Contractor, Operation and Maintenance Request For Proposals Released, Vehicle Exterior Design Selected, 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 November 30, 2018 OCTA and FTA executed the FFGA in the amount of $148,955,409. A groundbreaking event following the execution was held at the Santa Ana Regional Transportation Center to commemorate this milestone as well as the initiation of construction work.

OCTA executed a Limited Notice to Proceed to Walsh Construction Company on November 19, 2018 to begin mobilizing, start work on long lead items and prepare key safety, quality and schedule submittals. Notice To

TRANSIT

Proceed will be executed next quarter.

On November 12, 2018 an exterior vehicle design was approved by the Board to submit to Siemens Industries, Inc. An update on the vehicle design process was also provided to the Board. Also, at that meeting, the Board approved the release of a Request for Proposals (RFP) for operations and maintenance of the OC Streetcar. Staff attended a design review workshop at the Siemens facility in Sacramento to review a preliminary vehicle cab mock-up and discuss owner furnished equipment for the vehicle. Final approval was received from the California Public Utilities Commission for the OC Streetcar's grade crossings certification.

Work continues to progress on other key OC Streetcar activities, including final possession of remaining required ROW, coordination with third parties on utility relocation and permit approvals, and continued coordination with the FTA.

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 $62.6 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 by available revenues. Remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

Since inception, approximately $18.5 million and 2,096,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately $551,000 was paid[5] out to the 31 participating cities during the month of November. Additionally, on November 26, 2018 the Board approved revised Guidelines for the program.

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 $20 million and 796,000 SNEMT boardings have been provided. This quarter, approximately $582,000 in SNEMT funding was paid[5] to the County of Orange in the month of November.

Project: **Fare Stabilization Program**

Status: Ongoing

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

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

TRANSIT

Approximately $855,000 in revenue was allocated[5] this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 3,300,000 program-related boardings recorded on fixed route and ACCESS services, approximately $905,000 was utilized. Since inception of the program, more than $24 million and 102 million program-related boardings have been provided.

COMMUNITY BASED TRANSIT/CIRCULATORS

PROJECT V

Status: Service Updates

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

Summary: This program provides funding for local jurisdictions to develop local bus transit services such as community-based circulators and shuttles that complement regional bus and rail services 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 authorized a contingent award of $1.6 million for a sixth project in the City of San Clemente, contingent on submittal of ridership and usage documentation. Ultimately, the City's 2018 contingent award was cancelled as part of the September 2018 Semi-Annual Review process. Instead, the Board authorized the use of the 2016 awarded funds to extend the demonstration project out to FY 22-23.

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 transit circulator projects programmed by OCTA: 18 are currently active; 6 have been canceled (primarily due to low ridership); and one has been completed. Currently, most of these services are generally meeting their required performance standards. The next Project V Ridership report is scheduled for February 2019. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

[5]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 next quarter.

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. However, this program was funded by another grant source, and other uses are currently being evaluated for these funds.

In October 2018, the Board authorized 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[6]. 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 anticipates the next Tier 2 call in 2021, dependent on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects.

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.

[6] *To date, seven Tier 1 and two Tier 2 projects totaling $2.3 million have been cancelled.*

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.

Resource management plans (RMPs) for the Preserves were 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.

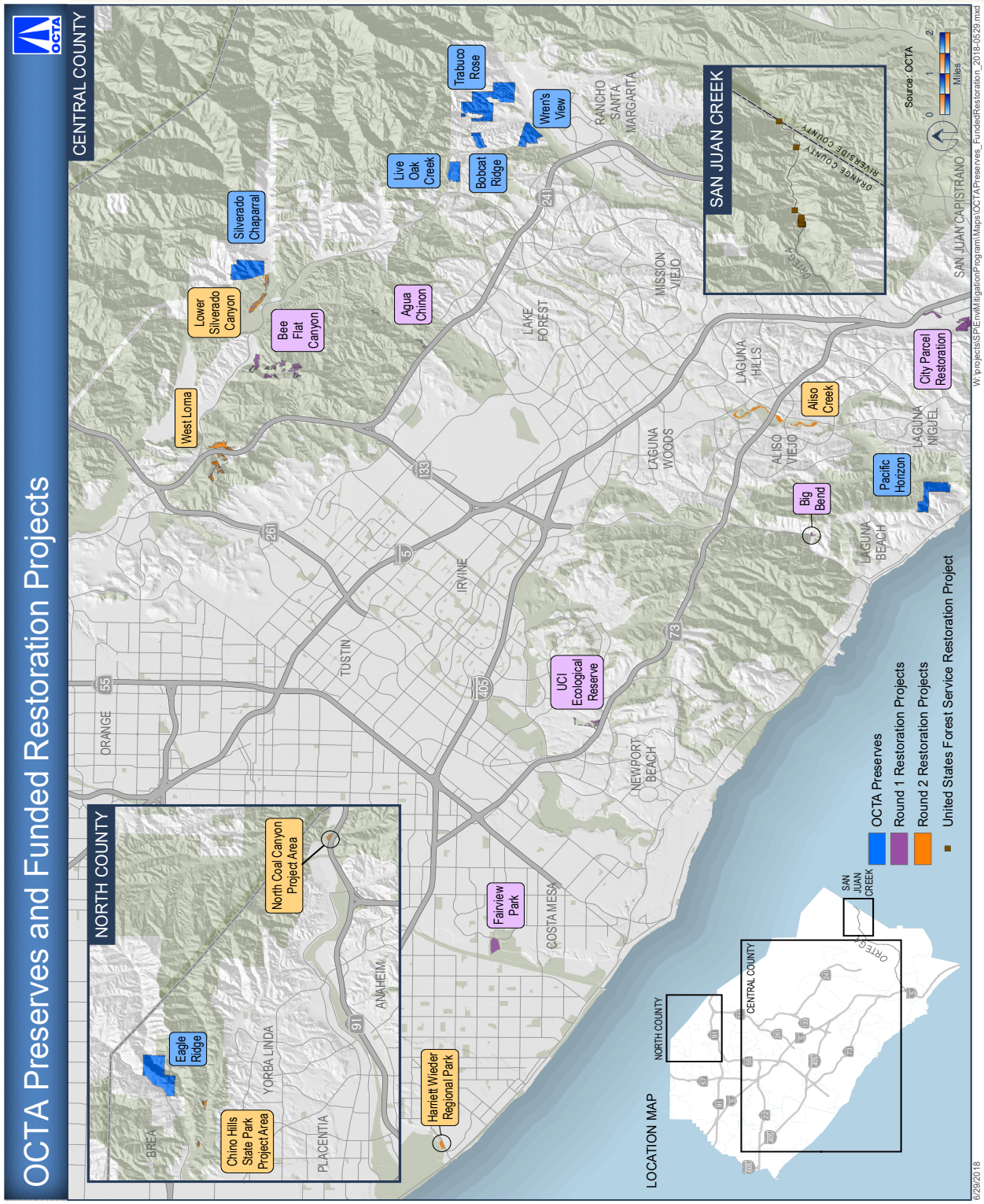
To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project K (I-405 Improvement Project from SR-73 to I-605) and Project C (I-5 from SR-73 to El Toro Road),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

OCTA provides docent led hikes and equestrian rides in the Preserves. A list of scheduled 2019 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, wrapped up interviews with staff and external stakeholders and their review of M2 related documents, held two staff briefings on their findings, and submitted an initial set of findings and report outline. A draft report will be presented to staff in early 2019 and a final report is anticipated to be brought to the Board in spring 2019.

M2 Ordinance Tracking Matrix

The M2 Ordinance and Transportation Investment Plan (Ordinance No. 3) includes numerous requirements that staff must follow in order to keep the promise to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA is in compliance with all requirements detailed in Ordinance No. 3. During the quarter, the matrix was updated by the PMO in coordination with the responsible OCTA point of contact to ensure compliance and includes links to electronic documents verifying the response. Once completed, the matrix is shared with the Taxpayer Oversight Committee as part of their annual public hearing and compliance finding which is scheduled for April 9, 2019.

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

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

to include the 2018 Tier 1 ECP projects approved by the Board on September 10, 2018, the September 2018 semi-annual review of CTFP projects approved by the Board on December 10, 2018, and programming updates. Updated City Fact Sheets will be completed next quarter.

M2 Financial Picture

The M2 Financial Picture report provides a summary of each M2 project's total expenditures to date (external and internal), programmed funding, current estimate at completion per the latest quarter, and M2 program cash flow assumptions through 2041. This document allows the PMO to appropriately track and answer questions regarding the M2 investment. The FY 2018-19 1st quarter Financial Picture was updated in November 2018.

Next 10 Tracking

The Next 10 Tracking report compares the current Next 10 Delivery Plan cash flow assumptions with the latest Project Controls quarterly assumptions. It highlights variances for a project's estimate at completion, project costs, and contingency utilization. The purpose of the Next 10 Tracking report is to highlight the impact to the bottom line when variances occur from the current plan and each quarterly update. The FY 2018-19 1st quarter Next 10 Tracking report was updated in November 2018.

Engineer's Estimate versus Bids Tracking

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

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

During the quarter, the bid for the I-5 Improvements between SR-55 and SR-57, was awarded to the lowest bidder, OHL. This project was advertised in March 2018, but after all bidders were deemed "unresponsive" as each did not meet the bidding requirements, the project was re-advertised and new bids were opened on October 18, 2018. The lowest responsible bid came in 2.15% under the revised engineer's estimate and the contract was awarded on December 28, 2018. Projects currently being advertised or being assessed for bid responsiveness include the San Juan Capistrano-Laguna Niguel Passing Siding project and the I-5 between Oso Parkway to Alicia Parkway/La Paz Road Interchange project.

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 December 2018 Taxpayer Oversight Committee Report, the outstanding balance was $1 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's normally scheduled meeting for December 2018 has been merged with the February 12th, 2019 meeting. TOC members will be receiving Measure M2 Quarterly Review and Expenditure Reports for June and September via email. In February, the TOC will have the opportunity to see items from the January AER Subcommittee meeting. Stanley. F Counts has resigned from the TOC due to health reasons and OCTA staff is following the succession order of the TOC new member lottery to fill this vacancy.

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 MuniServices, Inc forecast for the first five years and the three-university average for the remaining years. Historically, MuniServices, Inc. has been more conservative than the three universities over the first five years of M2 revenue collection.

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 updated in November 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. Impacted by the Great Recession and changes in consumer pending habits, the current estimated forecast is $13.1 billion. This indicates sales tax revenue will run approximately $11.2 billion (46 percent) less than the original 2005 projection.

Beginning in FY 2018, there was a change in the agency that administers sales tax and in the methodology of sales tax distribution. The new agency, CDTFA, is now responsible for collecting, processing and distributing sales tax. 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 until December 2018. The actual growth rate for FY 2018 is 4.8 percent and the total annual sales tax receipts is $320 million, compared to the 3.3 percent growth rate assumed in the budget for FY 2018. The forecasted amount of sales tax to support the M2 Program remains at $13.1 billion, as reported to the Board in November.

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Local Tax Dollars at Work

FINANCING

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

Schedule 1

($ in thousands)	Quarter Ended Dec 31, 2018	Year to Date Dec 31, 2018 *(A)*	Period from Inception to Dec 31, 2018 *(B)*
Revenues:			
Sales taxes	$ 95,251	$ 176,844	$ 2,251,907
Other agencies' share of Measure M2 costs:			
Project related	22,397	23,286	647,596
Non-project related	-	-	454
Interest:			
Operating:			
Project related	(330)	(167)	425
Non-project related	2,380	4,523	27,635
Bond proceeds	-	898	52,216
Debt service	106	171	478
Commercial paper	-	-	393
Right-of-way leases	-	3	914
Proceeds on sale of assets held for resale	-	-	12,201
Donated assets held for resale			
Project related	2,071	2,071	2,071
Non-project related	(2,071)	(1,700)	371
Miscellaneous:			
Project related	-	-	270
Non-project related	-	-	100
Total revenues	119,804	205,929	2,997,031
Expenditures:			
Supplies and services:			
Sales tax administration fees	855	1,758	24,577
Professional services:			
Project related	9,364	10,484	355,594
Non-project related	1,229	2,044	24,045
Administration costs:			
Project related	2,432	4,861	68,042
Non-project related:			
Salaries and Benefits	633	1,266	23,799
Other	1,284	2,568	39,281
Other:			
Project related	20	37	4,978
Non-project related	13	12	4,019
Payments to local agencies:			
Project related	28,919	45,085	883,019
Capital outlay:			
Project related	31,859	37,152	893,854
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	42,335
Interest on long-term debt and commercial paper	13	10,340	168,278
Total expenditures	76,621	115,607	2,531,852
Excess (deficiency) of revenues over (under) expenditures	43,183	90,322	465,179
Other financing sources (uses):			
Transfers out:			
Project related	(138,729)	(141,581)	(180,188)
Transfers in:			
Project related	842	842	83,542
Bond proceeds	-	-	358,593
Total other financing sources (uses)	(137,887)	(140,739)	261,947
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	$ (94,704)	$ (50,417)	$ 727,126

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

Schedule 2

($ in thousands)	Quarter Ended Dec 31, 2018 (actual)	Year to Date Dec 31, 2018 (actual)	Period from Inception through Dec 31, 2018 (actual)	Period from January 1, 2019 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 95,251	$ 176,844	$ 2,251,907	$ 10,822,520	$ 13,074,427
Operating interest	2,380	4,523	27,635	140,156	167,791
Subtotal	97,631	181,367	2,279,542	10,962,676	13,242,218
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	97,631	181,367	2,280,096	10,962,676	13,242,772
Administrative expenditures:					
Sales tax administration fees	855	1,758	24,577	121,992	146,569
Professional services	1,229	2,044	20,269	84,753	105,022
Administration costs:					
Salaries and Benefits	633	1,266	23,799	108,208	132,007
Other	1,284	2,568	39,281	177,268	216,549
Other	13	12	4,019	19,811	23,830
Capital outlay	-	-	31	-	31
Environmental cleanup	2,548	2,652	37,400	216,416	253,816
Total expenditures	6,562	10,300	149,376	728,448	877,824
Net revenues	$ 91,069	$ 171,067	$ 2,130,720	$ 10,234,228	$ 12,364,948
		(C.2)	*(D.2)*	*(E.2)*	*(F.2)*
Bond revenues:					
Proceeds from issuance of bonds	$ -	$ -	$ 358,593	$ 1,600,000	$ 1,958,593
Interest revenue from bond proceeds	-	898	52,216	9,488	61,704
Interest revenue from debt service funds	106	171	478	4,705	5,183
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	106	1,069	411,680	1,614,193	2,025,873
Financing expenditures and uses:					
Professional services	-	-	3,776	5,600	9,376
Bond debt principal	-	-	42,335	2,055,143	2,097,478
Bond debt and other interest expense	13	10,340	168,278	784,550	952,828
Total financing expenditures and uses	13	10,340	214,389	2,845,293	3,059,682
Net bond revenues (debt service)	$ 93	$ (9,271)	$ 197,291	$ (1,231,100)	$ (1,033,809)

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

Project	Description	Net Revenues through Dec 31, 2018	Total Net Revenues
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Freeways (43% of Net Revenues)		
A	I-5 Santa Ana Freeway Interchange Improvements	$ 83,983	$ 487,366
B	I-5 Santa Ana/SR-55 to El Toro	53,642	311,292
C	I-5 San Diego/South of El Toro	112,038	650,169
D	I-5 Santa Ana/San Diego Interchange Upgrades	46,101	267,533
E	SR-22 Garden Grove Freeway Access Improvements	21,442	124,434
F	SR-55 Costa Mesa Freeway Improvements	65,399	379,523
G	SR-57 Orange Freeway Improvements	46,226	268,259
H	SR-91 Improvements from I-5 to SR-57	25,016	145,173
I	SR-91 Improvements from SR-57 to SR-55	74,423	431,889
J	SR-91 Improvements from SR-55 to County Line	62,933	365,213
K	I-405 Improvements between I-605 to SR-55	191,695	1,112,439
L	I-405 Improvements between SR-55 to I-5	57,126	331,513
M	I-605 Freeway Access Improvements	3,574	20,739
N	All Freeway Service Patrol	26,803	155,542
	Freeway Mitigation	45,810	265,846
	Subtotal Projects	916,211	5,316,930
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	$ 916,211	$ 5,316,930
	%		
	Street and Roads Projects (32% of Net Revenues)		
O	Regional Capacity Program	$ 213,074	$ 1,236,510
P	Regional Traffic Signal Synchronization Program	85,226	494,582
Q	Local Fair Share Program	383,530	2,225,691
	Subtotal Projects	681,830	3,956,783
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	$ 681,830	$ 3,956,783
	%		

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

Schedule 3

Expenditures through Dec 31, 2018	Reimbursements through Dec 31, 2018	Net M2 Cost
(J)	*(K)*	*(L)*
$ 6,711	$ 2,322	$ 4,389
9,157	5,706	3,451
124,892	44,730	80,162
1,985	527	1,458
4	-	4
19,267	8,081	11,186
49,747	11,923	37,824
34,741	824	33,917
21,835	6,131	15,704
6,935	5,294	1,641
367,395	33,756	333,639
9,188	6,496	2,692
2,082	16	2,066
2,341	-	2,341
52,340	2,310	50,030
708,620	128,116	580,504
43,547	-	43,547
$ 752,167	$ 128,116	$ 624,051
		36.3%
$ 729,858	$ 450,884	$ 278,974
50,556	4,984	45,572
363,288	77	363,211
1,143,702	455,945	687,757
48,369	-	48,369
$ 1,192,071	$ 455,945	$ 736,126
		42.8%

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

Project	Description	Net Revenues through Dec 31, 2018	Total Net Revenues
R	High Frequency Metrolink Service	$ 199,919	$ 1,233,220
S	Transit Extensions to Metrolink	188,093	1,091,538
T	Metrolink Gateways	29,246	63,200
U	Expand Mobility Choices for Seniors and Persons with Disabilities	68,116	428,756
V	Community Based Transit/Circulators	42,603	247,233
W	Safe Transit Stops	4,702	27,288
	Subtotal Projects	532,679	3,091,235
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	$ 532,679	$ 3,091,235
	%		
	Measure M2 Program	$ 2,130,720	$ 12,364,948
	Environmental Cleanup (2% of Revenues)		
X	Clean Up Highway and Street Runoff that Pollutes Beaches	$ 45,591	$ 264,844
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	$ 45,591	$ 264,844
	%		
	Taxpayer Safeguards and Audits		
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 33,779	$ 196,116
	%		
	Oversight and Annual Audits (1% of Revenues)	$ 22,795	$ 132,422
	%		

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

Expenditures through Dec 31, 2018	Reimbursements through Dec 31, 2018	Net M2 Cost
$ 289,906	$ 99,000	$ 190,906
36,876	2,133	34,743
98,224	60,956	37,268
64,277	88	64,189
6,312	463	5,849
358	26	332
495,953	162,666	333,287
27,051	-	27,051
$ 523,004	$ 162,666	$ 360,338
		20.9%
$ 2,467,242	$ 746,727	$ 1,720,515
$ 37,400	$ 292	$ 37,108
-	-	-
$ 37,400	$ 292	$ 37,108
		1.6%
$ 24,577	$ -	$ 24,577
		1.1%
$ 23,799	$ 1,004	$ 22,795
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	2nd Quarter FY 2018-19	FUNDS TO DATE
ALISO VIEJO	$132,958	$4,510,847
ANAHEIM	$1,139,618	$39,221,557
BREA	$185,811	$6,517,361
BUENA PARK	$277,201	$10,250,492
COSTA MESA	$482,115	$16,511,537
CYPRESS	$167,230	$6,039,327
DANA POINT	$112,194	$3,752,673
FOUNTAIN VALLEY	$199,428	$7,079,591
FULLERTON	$424,619	$14,798,861
GARDEN GROVE	$481,898	$16,940,964
HUNTINGTON BEACH	$636,620	$22,080,753
IRVINE	$922,537	$30,410,638
LAGUNA BEACH	$83,648	$2,903,621
LAGUNA HILLS	$111,225	$3,880,396
LAGUNA NIGUEL	$212,702	$7,604,532
LAGUNA WOODS	$40,992	$1,454,804
LA HABRA	$169,236	$5,997,180
LAKE FOREST	$261,235	$8,971,722

LOCAL FAIR SHARE

M2 Funds		
ENTITY	2nd Quarter FY 2018-19	FUNDS TO DATE
LA PALMA	$49,310	$1,907,353
LOS ALAMITOS	$42,476	$1,475,962
MISSION VIEJO	$301,863	$10,664,118
NEWPORT BEACH	$360,532	$12,499,769
ORANGE	$540,097	$18,735,750
PLACENTIA	$155,828	$5,410,537
RANCHO SANTA MARGARITA	$138,119	$4,824,223
SAN CLEMENTE	$186,263	$6,374,765
SAN JUAN CAPISTRANO	$122,620	$4,311,629
SANTA ANA	$909,219	$31,655,280
SEAL BEACH	$79,546	$2,872,584
STANTON	$96,381	$3,419,388
TUSTIN	$294,361	$10,148,908
VILLA PARK	$17,021	$594,388
WESTMINSTER	$281,275	$9,744,303
YORBA LINDA	$197,063	$6,826,405
COUNTY UNINCORPORATED	$655,067	$21,228,877
TOTAL M2 FUNDS	**$10,468,309**	**$361,621,097**

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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Red = Forecast milestone is over three months later than plan

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

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	$38.1	Jul-11	Jun-15	Dec-17	Apr-21
Project A	$41.6	**Jun-11**	**Jun-15**	**Nov-18**	Apr-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	$83.0	**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	$73.9	**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**	$75.5	**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**	Dec-19	Jan-25
I-5, Oso Parkway to Alicia Parkway	$196.2	Sep-11	Nov-14	Jun-18	Feb-23
Project C & D **Cost/Schedule Risk**	$203.1	**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	Jul-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/El Toro Road Interchange	TBD	Apr-17	TBD	TBD	TBD
Project D	TBD	**Apr-17**	TBD	TBD	TBD
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**

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

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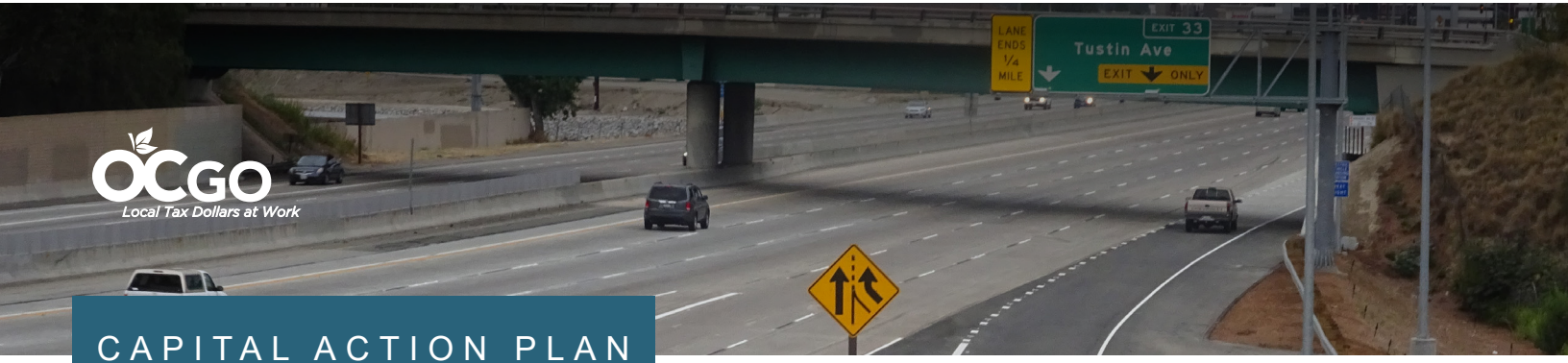
Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	**Jan-14**	**Sep-15**	**Sep-16**
SR-55, I-405 to I-5	$410.9	Feb-11	Sep-17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

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



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Local Tax Dollars at Work

CAPITAL ACTION PLAN

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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57 (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
I-605, I-605/Katella Interchange	TBD	Aug-16	TBD	TBD	TBD
Project M	TBD	**Aug-16**	TBD	TBD	TBD
Grade Separation Projects:					
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**

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

CAPITAL ACTION PLAN

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

Red = Forecast milestone is over three months later than plan

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

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
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**
Rail and Station Projects:					
17th Street Railroad Grade Separation	TBD	Oct-14	TBD	TBD	TBD
Project R	TBD	**Oct-14**	TBD	TBD	TBD
Sand Canyon Avenue Railroad Grade Separation	$55.6	N/A	Jan-04	Feb-11	May-14
Project R	$61.9	N/A	**Jan-04**	**Feb-11**	**Jan-16**
Rail-Highway Grade Crossing Safety Enhancement	$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	$90.4	**Jan-08**	**Jan-08**	**Aug-09**	**Dec-11**

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

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

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

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
San Clemente Beach Trail Safety Enhancements	$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	$5.0	**Sep-10**	**Feb-12**	**May-13**	**Mar-14**
San Juan Capistrano Passing Siding	$25.3	Aug-11	Mar-15	Dec-16	Jan-19
Cost/Schedule Risk	$34.1	**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**	Oct-19	Jun-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**	Feb-19
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	$424.4	Aug-09	Feb-16	Aug-18	Aug-21
Project S Cost/Schedule Risk	$424.4	**Aug-09**	**Feb-16**	**Sep-18**	Nov-21

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

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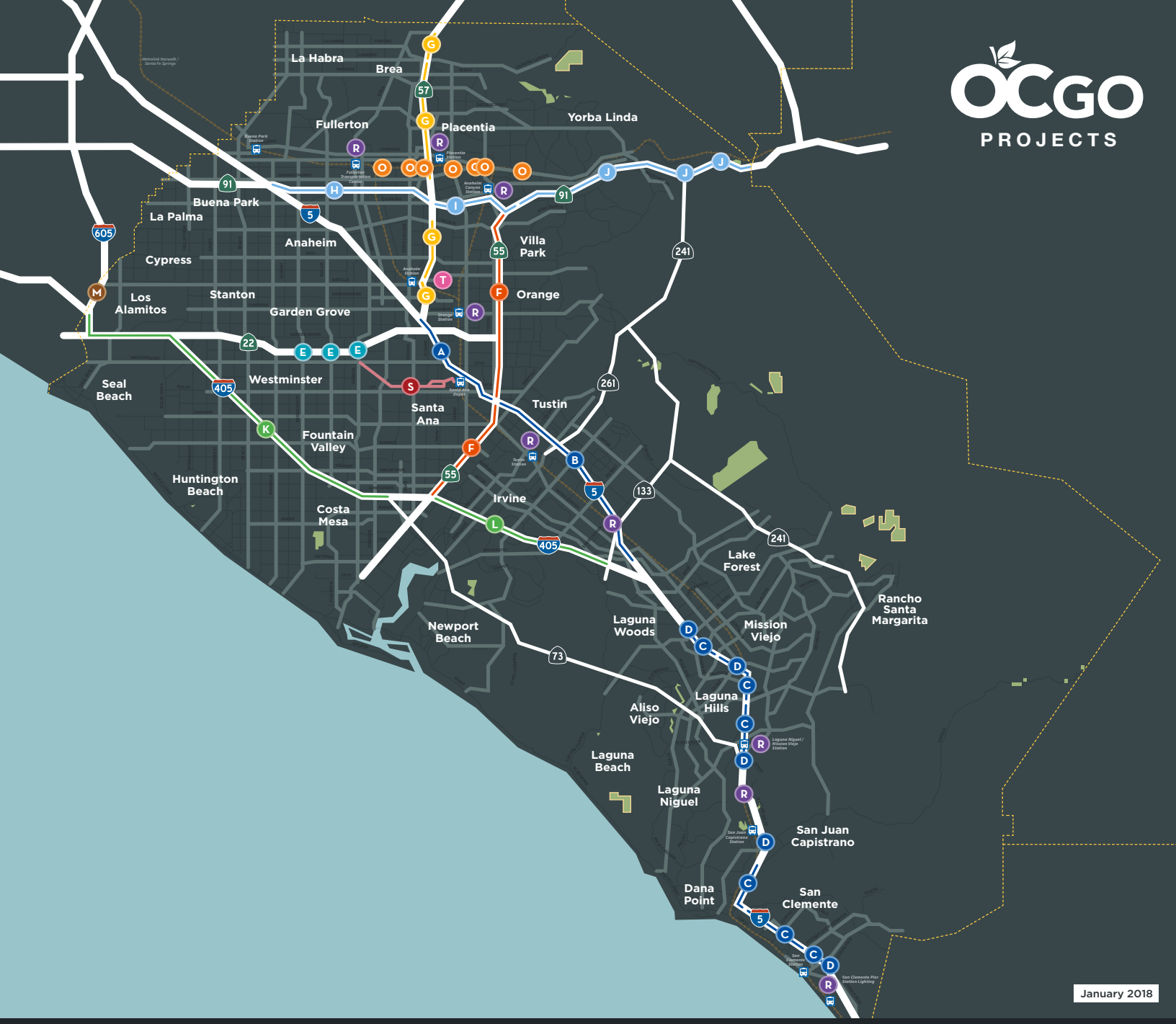

FREEWAY IMPROVEMENT PROGRAM

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