



OCCGO

Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

Third Quarter of Fiscal Year 2018 – 19
January 1, 2019 through March 31, 2019

Third Quarter Highlights:

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





MEASURE M2 PROGRESS REPORT

SUMMARY

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

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from January 1, 2019 through March 31, 2019 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 dedication ceremony on February 19, 2019 for the Orange Transportation Center Metrolink Parking Structure. The new shared use five-story structure houses 608 parking spaces, electric car charging ports, solar panels, bike racks and lockers.



MEASURE M2 PROGRESS REPORT

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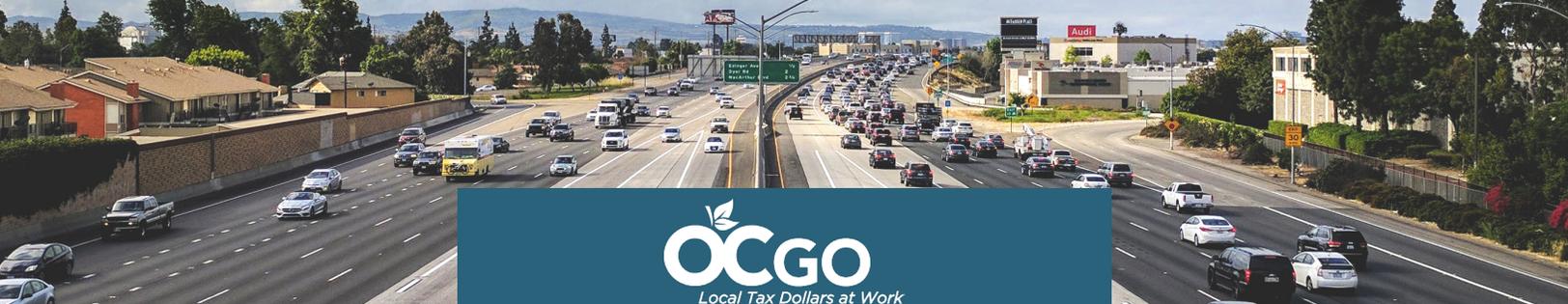
COMMON ABBREVIATIONS

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



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




 Local Tax Dollars at Work
MEASURE M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise, & Award



Design-Build



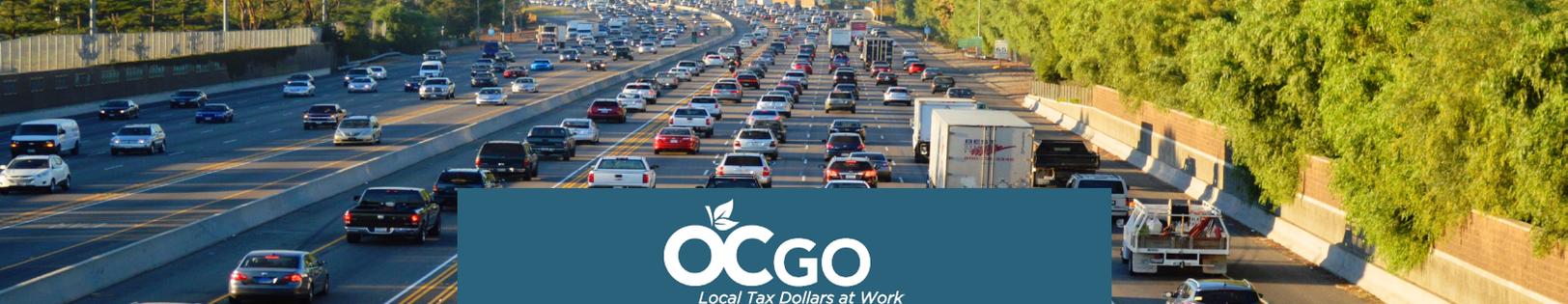
Construction



Complete

		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
A	I-5, SR-55 to SR-57	[Gantt bar: Green (2013-2014), Blue (2015-2018), Orange (2019-2021)]												
B	I-5, I-405 to SR-55 (Further Schedule TBD)	[Gantt bar: Green (2014-2019)]												
C,D	I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange	[Gantt bar: Blue (2013-2014), Orange (2015-2018)]												
C	I-5, Avenida Vista Hermosa to Pacific Coast Highway	[Gantt bar: Blue (2013-2014), Orange (2015-2017)]												
C	I-5, Pacific Coast Highway to San Juan Creek Road	[Gantt bar: Blue (2013-2014), Orange (2015-2018)]												
C,D	I-5, SR-73 to Oso Parkway/Avery Parkway Interchange	[Gantt bar: Green (2013-2014), Blue (2015-2019), Orange (2020-2024)]												
C,D	I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange	[Gantt bar: Green (2013-2014), Blue (2015-2019), Orange (2020-2023)]												
C	I-5, Alicia Parkway to El Toro Road	[Gantt bar: Green (2013-2014), Blue (2015-2020), Orange (2021-2024)]												
D	I-5, El Toro Interchange (Further Schedule TBD)	[Gantt bar: Green (2017-2019)]												
D	I-5, Ortega Interchange	[Gantt bar: Orange (2013-2015)]												
E	SR-22, Access Improvements	<i>Completed in 2008</i>												
F	SR-55, I-405 to I-5	[Gantt bar: Green (2013-2016), Blue (2017-2021), Orange (2022-2025)]												
F	SR-55, I-5 to SR-91 (Further Schedule TBD)	[Gantt bar: Green (2016-2020)]												
G	SR-57 NB, Katella Avenue to Lincoln Avenue	[Gantt bar: Orange (2013-2015)]												
G	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard	[Gantt bar: Orange (2013-2015)]												
G	SR-57 NB, Yorba Linda Boulevard to Lambert Road	[Gantt bar: Orange (2013-2014)]												
G	SR-57 NB, Lambert Road to Tonner Canyon Road (Further Schedule TBD)	[Gantt bar: Green (2020-2023)]												
G	SR-57, Orangewood Avenue to Katella Avenue (Further Schedule TBD)	[Gantt bar: Green (2016-2019)]												
H	SR-91 WB, I-5 to SR-57	[Gantt bar: Orange (2013-2016)]												
I	SR-91 WB, SR-55 to Tustin Avenue Interchange	[Gantt bar: Blue (2013-2014), Orange (2015-2017)]												
I	SR-91, SR-55 to SR-57 (Further Schedule TBD)	[Gantt bar: Green (2015-2020)]												
J	SR-91, SR-55 to SR-241	[Gantt bar: Orange (2013)]												
J	SR-91, SR-241 to SR-71	<i>Completed in 2011</i>												

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



MEASURE M2 PROJECT SCHEDULES

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
J SR-91, SR-241 to I-15 (Further Schedule TBD)													
K I-405, SR-73 to I-605													
L I-405, I-5 to SR-55 (Further Schedule TBD)													
M I-605, Katella Interchange (Further Schedule TBD)													
O Kraemer Boulevard Grade Separation (Placentia)													
O Lakeview Avenue Grade Separation (Anaheim/Placentia)													
O Orangethorpe Avenue Grade Separation (Anaheim/Placentia)													
O Placentia Avenue Grade Separation (Placentia)													
O Raymond Avenue Grade Separation (Fullerton) ¹													
O State College Blvd Grade Separation (Fullerton) ¹													
O Tustin Ave/Rose Drive Grade Separation (Anaheim/Placentia)													
R Sand Canyon Grade Separation (Irvine)													
R Rail-Highway Grade Crossing Safety Enhancement													
R San Clemente Beach Trail Safety Enhancements													
R Anaheim Canyon Metrolink Station Improvements													
R Fullerton Transportation Center Improvements													
R Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps													
R Orange Transportation Center Metrolink Parking Structure													
R Placentia Metrolink Station Improvements and Parking Structure													
R San Clemente Pier Station Lighting													
R Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project													
R Tustin Metrolink Station Parking Structure													
R,T Anaheim Regional Transportation Intermodal Center (ARTIC) ¹													
S OC Streetcar													

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

¹ Projects managed by local agencies



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 the system ages, track-sharing arrangements with Burlington Northern Santa Fe Railway (BNSF) are revised, and new air quality requirements are implemented. 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. While bid items have increased, there were no significant changes this quarter.



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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 at the State for greenhouse gas emission reductions and concerns related to projects that have the potential to increase vehicles miles traveled, are giving deference to projects that do not increase highway system capacity. The one project type the State appears interested in supporting is managed lane projects. This may limit external funding opportunities for Measure M2 freeway projects.
OCTA will work closely with the California Transportation Commission (CTC), the California Department of Transportation (Caltrans) and the state legislature to try to maintain funding opportunities for OCTA freeway projects.		



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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 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 \$3.5¹ 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 November 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 \$715¹ 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.



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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, \$137.5 million in Local Fair Share (Project Q) funds have been distributed to local agencies. This brings the total allocation to date to \$219.5 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).

Contingent upon cooperation and funding participation from route partners, OCTA plans to extend service on four intracounty trips to Los Angeles in October 2019. Two northbound trips that currently operate between Laguna Niguel/Mission Viejo and Fullerton will be extended to Los Angeles and two southbound trips will begin in Los Angeles instead of Fullerton. Schedules for the extended service are being developed and will be kept consistent with the way schedules are currently written.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies six projects to be completed by 2026: 1) Laguna Niguel/Mission Viejo Metrolink Station ADA ramps (completed September 2017), 2) Orange Metrolink Station Parking Structure (completed in February 2019), 3) Placentia Metrolink Station (construction to begin early 2020- contingent on BNSF Construction and Maintenance Agreement being in place), 4) Anaheim Canyon Metrolink Station Improvement Project (construction to begin late 2019), 5) Fullerton Transportation Center elevators (construction 98% complete), and 6) San Clemente Pier Metrolink/Amtrak Station Lighting Project (completed March 2017). For more details, see the project updates on [page 23](#).

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

OC Streetcar

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



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See [page 27](#) for more information.

Bristol Street Transit Corridor Study

The study is focused on Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro); and will also evaluate connections to the John Wayne Airport and the Santa Ana Regional Transportation Center. The study will analyze and develop up to six conceptual transit alternatives for the Bristol Street Corridor. During the quarter, the project team completed the review of prior studies and data collection, prepared the corridor definition, mobility problems, travel market assessment, and identified study goals and performance measures. The team also refined the project schedule and began preparing for the first round of outreach and stakeholder engagement (scheduled for April). Project Development Team (PDT) meetings were held on January 15th, February 19th, and March 21st and PDT members were asked to review draft materials and provide input. OCTA staff also met with City of Santa Ana to receive an update on the Bristol Street Widening project. The next PDT meeting is scheduled for April 16th when the team will begin work on the development of draft alternatives. During the months of April and May, the team will provide a study update to the OCTA Transit Committee and Board, hold a stakeholder workshop and two open houses, and offer updates to the local jurisdictions in the study area.

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

Approximately \$26.3 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 2018 Project V Call for Projects. With 13 letters of interest received the Board initiated a Call for Projects in February 2018 and on June 25, 2018 the Board awarded \$5.2 million to fund five Community-Based Transit Circulators Projects and authorized the use of the 2016 awarded funds to extend a San Clemente demonstration project out to FY 22-23.

In March 2019, OCTA once again requested letters of interest for another round of Project V funding. Responses from eligible local agencies are due at the end of April. Staff will report findings to the Board for their consideration on whether to issue a fourth call for 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



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ultimately received funding from other external sources; these funds are anticipated to be de-allocated and returned to M2 in May 2019.

A second Project W call for projects was initiated in October 2018, 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 will be presented to the Board in June 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 33](#).

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

Since adoption of the Next 10 Plan in November 2016, OCTA has issued three 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 32](#).



FREWAYS

INTERSTATE 5 (I-5) PROJECTS ▾

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

PROJECT A

Status: Construction Underway – 6% 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. The project was re-advertised on August 27, 2018 and bids were opened on October 18, 2018. The construction contract 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 began on February 20, 2019 and is expected to be completed early 2021.

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

PROJECT B

Status: Environmental Phase Underway - 92% Complete

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

Summary: This project studied the addition of one general purpose lane in each direction of the I-5 corridor and improved interchanges in the area between just north of I-405 to SR-55 in the cities of Tustin and Irvine. Additional features include the addition of auxiliary lanes in some areas and re-establishment in other areas within the project limits. The Draft Environmental Document (DED) was circulated in May 2018 and two open house format public hearings were held in late May 2018. To limit community and business impacts, design variations were recommended to address tight right-of-way constraints in the project area. Due to a lack of agreement over design variations recommended, the completion of the environmental document was delayed 12 months. Following discussions and further study, agreement was reached, and the Project Development Team recommended a preferred alternative in mid-March 2019. The Design Standard Decision Document (formerly Fact Sheet) process is underway to address the agreed upon design variations and completion of the final ED is expected in late-2019.

FREWAYS

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 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 was completed in March 2019. While the project is complete, an outstanding contractor claim remains to be resolved.



FREWAYS

I-5, SR-73 to El Toro Road is one project broken into three segments in early 2018, as described below. At that time, the OCTA cost estimate for this project was \$557.11 million, which was above the \$500 million threshold for a “Major Project” designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop, and a CER was conducted by the FHWA, Caltrans, and OCTA in February 2018 and resulted in an estimated project cost of \$611 million. The OCTA cost estimate for the three segments is currently \$575.7 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

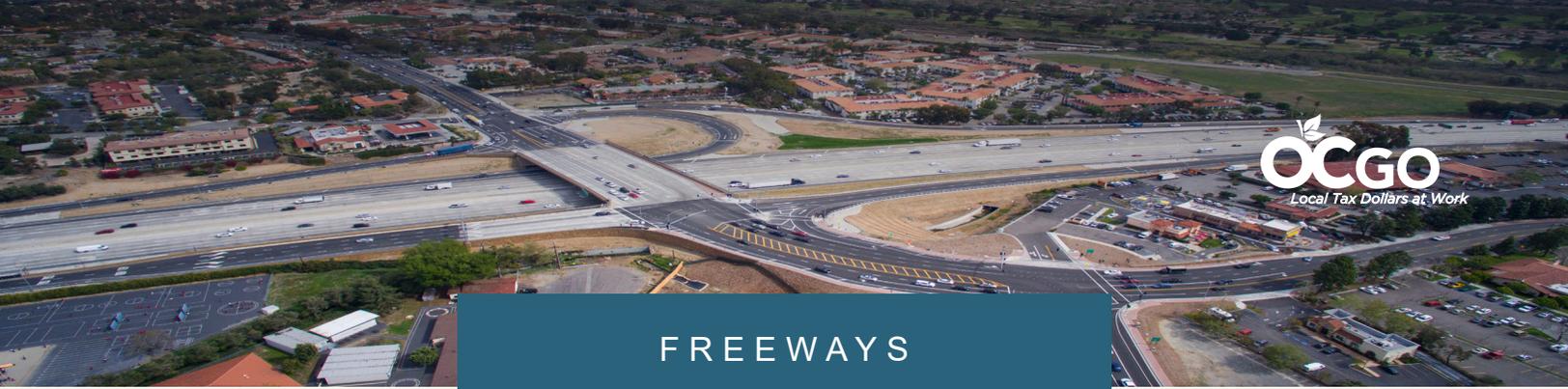
Summary: This project will make improvements along I-5 between SR-73 and Oso Parkway in the Cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The improvements include the addition of a general-purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project 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 March 15th 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 packages opened and assessed.

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). Bid packages were opened on January 16, 2019 and were reviewed this quarter. The apparent low bid was 11.68 percent above the engineer’s estimate and was assessed for responsiveness. The construction contract award is anticipated in April 2019 with construction starting soon thereafter. Staff also continued coordination of the service contract with SCRRA/Metrolink, and with Caltrans on ROW and utilities. Due to extended ROW coordination, this project is marked “red” in the CAP, due to a delay of nine months beyond the original schedule.



FREEWAYS

Segment: I-5, Alicia Parkway to El Toro Road
Status: Design Phase Underway - 98% 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, California Department of Fish and Wildlife regarding the planned work at Aliso Creek. Final ROW mapping is approved, although third party utility realignments have necessitated the revision of two parcels. Due to extended ROW coordination with Caltrans and delayed design start date, this project is marked “red” in the CAP, with a delay of over 13 months beyond the original schedule. The 100 percent Design Submittal is now anticipated for April 2019. The 2018 STIP increased funding for this segment to \$69.1 million, 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 included and discussed as part of the respective segments in Project C.

Segment: I-5, Ortega Highway Interchange
Status: PROJECT COMPLETE
Contact: Rose Casey, Capital Projects • (714) 560-5729



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

Segment: I-5, El Toro Interchange
Status: Environmental Phase 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 an I-5 southbound direct connector to El Toro Road to modifications in how existing on and off ramp intersections operate. The study began in April 2017. Work during the quarter included reducing the number of build alternatives down from 4 to 2, based on the project purpose and need. The Draft Initial Study/Environmental Assessment (IS/EA) was completed in March with the public comment review period scheduled to begin on April 2, 2019 and a public



FREEWAYS

hearing scheduled for April 18, 2019 in the City of Lake Forest. Caltrans gave an update to the OCTA Board on March 11, 2019. The remaining two alternatives have large community and business impacts as a result of the project being in a densely built out area. Costs identified for the remaining alternatives are significantly higher than the assumed cost in the Next 10 Plan. The environmental phase is anticipated to be completed in late 2019.

STATE ROUTE 22 (SR-22) PROJECTS ▼

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).



PROJECT E

STATE ROUTE 55 (SR-55) PROJECTS ▼

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

Status: Design Phase Underway - 65% 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 design together. During the quarter, the 65 percent design was completed in mid-January and an update was presented to the Regional Planning and Highway Committee on March 4, 2019 and to the Board on March 11, 2019. The 95 percent design is anticipated in July 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 in July 2019. 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 \$80 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 - 69% Complete

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

Summary: This project is studying SR-55 between I-5 and SR-91 in the Cities of Santa Ana, Tustin, Orange and Anaheim. The environmental study is looking at the addition of one general purpose lane in each direction between SR-22 and the I-5 and providing operational improvements between SR-22 and SR-91. During the quarter, the

PROJECT F



FREEWAYS

consultant continued working on technical studies and obtained approval on several technical studies. The Draft Environmental Document (ED) and Draft Project Report are anticipated to be approved mid-July. The Draft ED is anticipated to be circulated for public review, and an open house format Public Hearing is anticipated to be held in mid-2019. The Design Standard Decision Document (formerly Fact Sheet) process has been underway to address design variations needed to limit right-of-way impacts. The Public Information Meeting was held early June 2018. The final ED is expected to be released in early 2020.

STATE ROUTE 57 (SR-57) PROJECTS ▾

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



PROJECT G

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.



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. Construction bids were opened for Phase 1 on February 13, 2019. The lowest responsive bidder was 16% under the engineers estimate. 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 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 would join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. During the quarter the Final Environmental Document and Final Project Report were approved on March 29, 2019. 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.

STATE ROUTE 91 (SR-91) PROJECTS ▼

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

Status: PROJECT COMPLETE

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



PROJECT H

Summary: This project increased capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The general purpose lane was



FREEWAYS

opened to traffic on March 7, 2016. Construction is 100 percent complete, as of June 23, 2016.

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

Status: PROJECT COMPLETE

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



PROJECT I

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

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

Status: Environmental Phase Underway - 91% 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. The Project Development Team recommended the preferred alternative in late-March. 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. The draft ED was circulated to the public late-November 2018 and an open house format public hearing was held in December 2018. The finalization of the document has been delayed due to a requirement by Caltrans that OCTA provide additional information at the recycling facility for Caltrans to consider approval of design exceptions. This effort includes a site investigation at a former landfill and is currently operating as a metals recycling facility, which is a lengthy process. The final ED is anticipated to be complete in January 2020. This project will be segmented into three segments with the first segment anticipated to proceed into design shortly following the completion of this study in early 2020.

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

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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. Discussions and coordination between OCTA and RCTC are ongoing.



FREEWAYS

INTERSTATE 405 (I-405) PROJECTS ▾

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

PROJECT K

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 February 2019, OCTA received \$400 million in net proceeds for the Project as a result of issuing tax-exempt municipal bonds. 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, retaining walls and paving operations, have begun. Construction activities continued on the Slater Avenue, McFadden Avenue, Magnolia Street, Goldenwest Street and Bolsa Chica Road bridges. Both Slater Avenue and McFadden Avenue are one-stage bridges, which means the bridges are closed to traffic during reconstruction. The Slater Avenue bridge abutments and columns have been completed and construction of the bridge superstructure will begin in the next month. The Slater Avenue bridge will be the first new bridge completed and is anticipated to open to traffic in late 2019. The McFadden Avenue bridge is anticipated to be open to traffic in the spring of 2020. Magnolia Street, Goldenwest Street, Bolsa Chica Road and Fairview Road are two-stage bridges, which means traffic will be maintained on the remaining portion of the bridge while the first half of the new bridge is constructed. In March 2019, the Fairview Road bridge was partially demolished and bridge reconstruction work began. Utility relocations have begun at various locations along the Project. Lastly, OCTA continued targeted public outreach this past quarter in the form of neighborhood meetings in anticipation of the construction activities mentioned previously. Construction is scheduled to be completed in 2023.

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

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

PROJECT L

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 project development team reviewed the alternatives and public comments received during



FREEWAYS

public circulation and as a result of the effort, recommended adding one general purpose lane in each direction. The final Project Report (PR) and Environmental Document (ED) were completed in August 2018. The Next 10 Plan sets direction through 2026; 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. The final ED was approved in October 2018 and the final PR was approved in November 2018. The Next 10 Plan sets direction through 2026; as projects listed are completed, schedules and revenues will be reviewed, and the Board will adopt a new delivery plan providing direction on further project advancement. Using only Measure M funding, this project is scheduled to move into design beyond 2026, however, projects that compete best for external funding are those that are already environmentally cleared. OCTA continually looks for opportunities to accelerate construction by taking advantage of state and federal dollars.

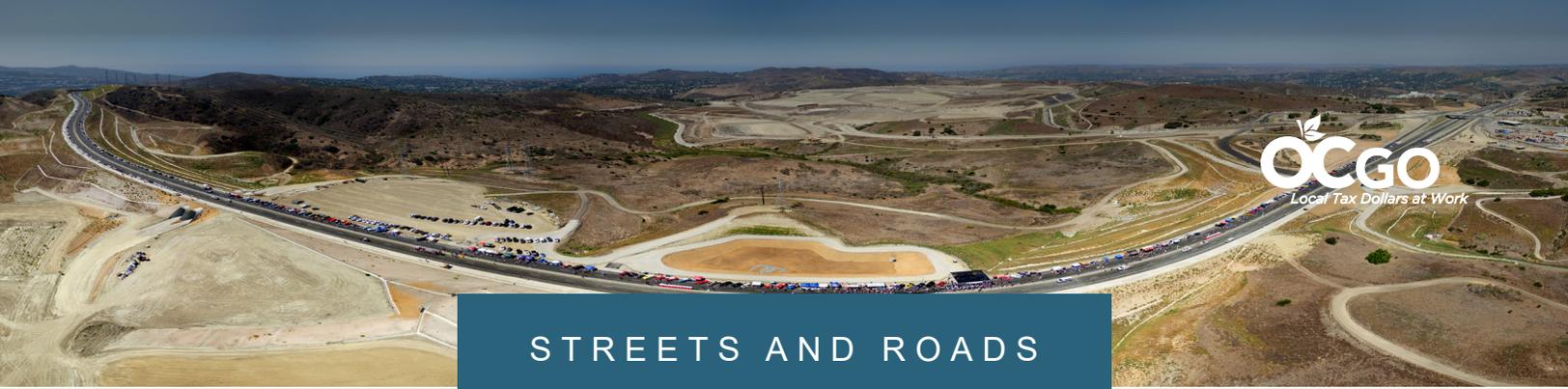
FREEWAY SERVICE PATROL ▼

Status: Service Ongoing

Contact: Cliff Thorne • (714) 560-5975

PROJECT N

Summary: M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During the quarter, the midday service provided assistance to 1,138 motorists and weekend service provided assistance to 762 motorists and no M2 funded construction service offered to motorists. Since inception, M2 and construction-funded FSP has provided a total of 75,110 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 Board³. 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. Staff reviewed applications and presented recommendations to the Technical Steering Committee (TSC) on March 13, 2019, and Technical Advisory Committee (TAC) on March 27, 2019 and final 2019 programming recommendations will be presented to the Board on June 10, 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 warranty work and close out of projects.

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

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



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



STREETS AND ROADS

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

Lakeview Avenue was reopened on June 6, 2017. Construction acceptance from the Cities of Anaheim and Placentia was obtained on June 2, 2017 and OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on some constructed items. The one-year warranty was extended to July 2019 for some minor repair items. 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 and processing final invoices.

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 and warranty work 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. Following a one-year extension, in November 2018, the warranty period expired with no additional issues or repairs identified.



STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▼

Status: 2019 Call for Projects in Progress

PROJECT P

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

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

To date, OCTA and local agencies have synchronized more than 2,000 intersections over more than 671 miles of streets (75 completed projects). Through a competitive process, there have been eight rounds of M2 funding which awarded a total of 106⁴ projects totaling more than \$98 million, including \$18 million in leveraged 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 Orange County. Final 2019 programming recommendations will be presented to the Board on June 10, 2019.

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

LOCAL FAIR SHARE ▼

Status: Ongoing

PROJECT Q

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

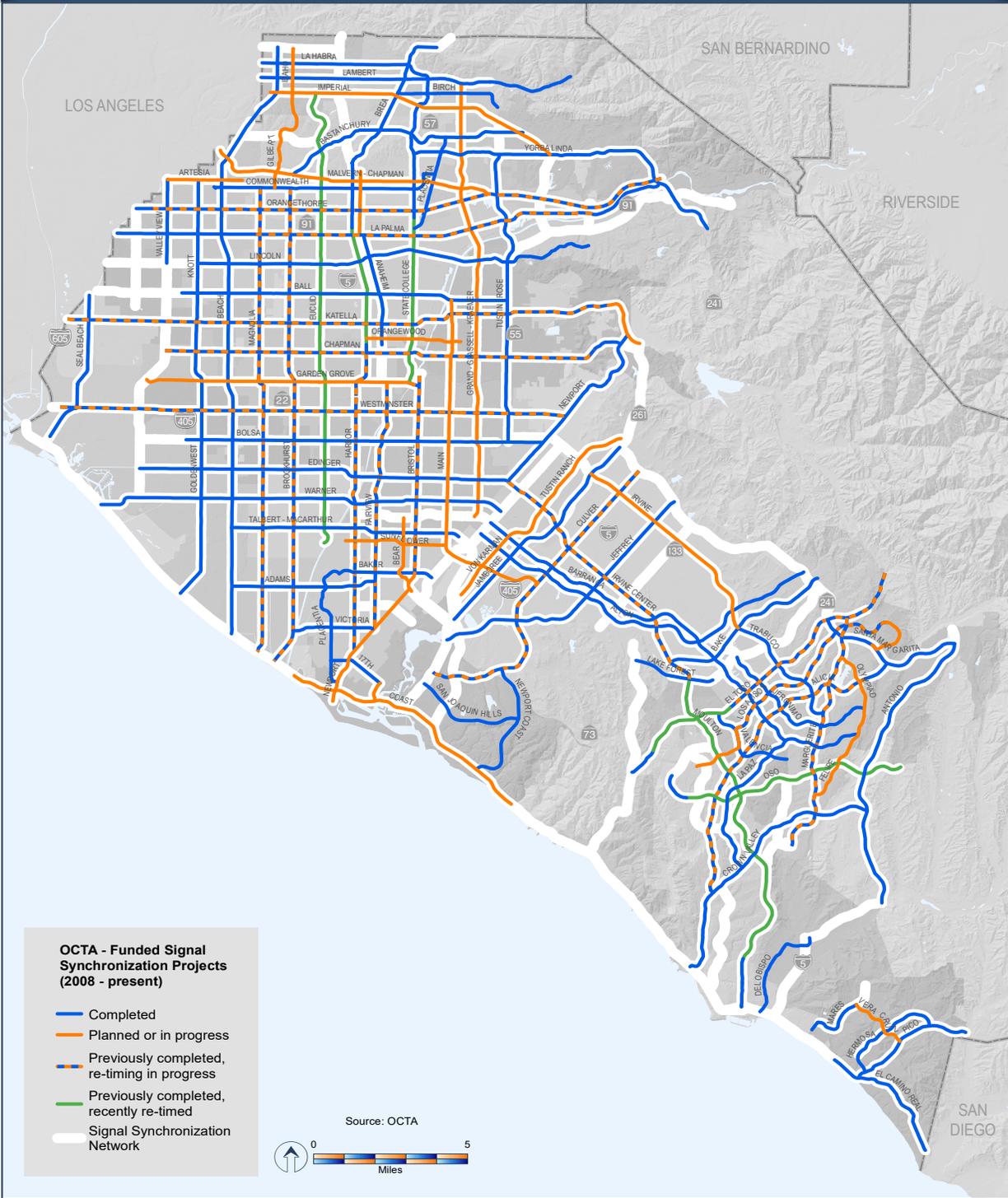
Summary: In order to help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. Approximately \$381.7 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)



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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 intracounty 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 intracounty trains combined has increased by 15 percent, from 288 boardings in Fiscal Year (FY) 2012-13 to 332 boardings averaged for the first nine months of FY 2018-19.

In April 2015, several schedule changes were implemented to connect a 91/Perris Valley Line train to an intracounty 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 averaged in FY 2015-16 to 180 boardings averaged for the first nine months of FY 2018-19.

TRANSIT

Part of OCTA's redeployment plan involves providing new trips from Orange County to Los Angeles. Contingent upon cooperation and funding participation from route partners, OCTA plans to extend service on four intracounty trips to Los Angeles in October 2019. Two northbound trips that currently operate between Laguna Niguel/Mission Viejo and Fullerton will be extended to Los Angeles and two southbound trips will begin in Los Angeles, instead of Fullerton. Schedules for the extended service are being developed and will be kept consistent with the way the schedules are currently written.

Rail Corridor and Station Improvements

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

Segment: Anaheim Canyon Metrolink Station Improvements

Status: Design Underway – 90% Complete

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

Summary: This OCTA-led project will include construction of a second main track and platform, lengthening the existing platform, and improved pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. The design plans have been completed to 90 percent. Plans are expected to be complete and ready to bid in September 2019. Construction of the project is expected to begin in February 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 elevator inspections will occur in April and the final punch list and completion activities are scheduled to take place in late April/early May 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: PROJECT COMPLETE

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



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

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 agency for design and construction of the project. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. BNSF will be the lead on the rail construction. Design plans for the station are complete and will be ready to advertise for bidding once a Construction and Maintenance (C&M) agreement with BNSF is in place. It is anticipated that this agreement will be in place by January 2020. Due to the dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.



TRANSIT

Segment: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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



Summary: This project was completed on March 17, 2017 and is in the closeout phase. OCTA was the lead agency 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; completed Positive Train Control implementation, which improves rail safety by monitoring and controlling train movement; replacement of the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek (design is 90 percent complete, environmental clearance and ROW acquisition are 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 54 percent complete); and continued implementation of video surveillance systems.

Segment: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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



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



TRANSIT

Segment: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: Construction Underway – 1% Complete

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

Summary: The project is currently in the construction phase and will add approximately 1.8-miles of new passing siding railroad track adjacent to the existing mainline track, which will enhance operational efficiency of passenger services within the LOSSAN rail corridor. The project was advertised on August 27, 2018 and seven bids were publicly opened on October 23, 2018. The lowest bidder was \$3 million over the engineers estimate and as a result staff reevaluated the project budget. The Board of Directors awarded the construction contract on January 14, 2019 and the Notice to Proceed was issued on March 12, 2019. Construction is anticipated to be completed by early 2021. 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 (streetcar) and a rubber tire transit program.

PROJECT S

Project: OC Streetcar

Status: Full Funding Grant Agreement (FFGA) Executed, 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.

Preliminary design review (PDR) for the vehicles kicked off in early February 2019. As part of PDR, OCTA and Siemens have begun an iterative review process where every major component and sub-system of the vehicle is reviewed by OCTA and technical consultants to confirm design compliance to the technical specification.

On February 20, 2019, OCTA hosted the Safety and Security Review and the Fire Life Safety and Security Committees to direct and track compliance against the CPUC safety certification process and emergency planning/preparedness requirements.

On March 4, 2019 possession of all property rights required to construct the OC Streetcar were acquired. Three



parcels were acquired to accommodate the Maintenance and Storage Facility (MSF) on Fifth Street near Raitt Street.

OCTA issued the Notice to Proceed for Construction to Walsh Construction Company on March 4, 2019. Construction activities will commence on the western half of the alignment, with the focus on preparations for construction of the Santa Ana River and Westminster Avenue bridges, the MSF, storm drain relocations, and sewer and water systems within City streets.

Work continues to progress on other key OC Streetcar activities, including responding to questions on the Operations and Maintenance Request for Proposal, 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 ▼

Status: PROJECT COMPLETE

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



PROJECT T

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 Angels 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 SNETM Program, and the Fare Stabilization Program. Since inception, approximately \$66.4 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 \$19.5 million and 2,163,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately \$1,060,000 was paid⁵ out to the 31 participating cities during the months of January and March.

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 \$21 million and 833,705 SNETM boardings have been provided. This quarter, approximately \$1,120,000 in SNETM funding was paid⁵ to the County of Orange in the months of January and March.

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 \$1,647,000 in revenue was allocated⁵ this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 3,000,000 program-related boardings recorded on fixed route and ACCESS services, approximately \$833,000 was utilized. Since inception of the program, more than \$25 million and 105 million program-related boardings have been provided.

COMMUNITY BASED TRANSIT/CIRCULATORS ▼

Status: Service Updates

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

PROJECT V

Summary: This program provides funding for local jurisdictions to develop local bus transit services such as community-based circulators and shuttles that complement regional bus and rail services and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved the first round of funding for \$9.8 million to fund six projects. Funding was approved to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and local community circulators that carry passengers between various shopping, medical, and transportation-related centers.

On June 13, 2016 the Board approved a 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 this 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 February 14 and the Board on April 08, 2019.

Out of the transit circulator projects programmed by OCTA: 20 are currently active, two are planned; five 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 July 2019. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

In March 2019, OCTA requested letters of interest for a future round of Project V funding. Responses from eligible local agencies are due at the end of April. Staff will report findings to the Board for their consideration of whether to issue a fourth call for projects for Project V.

⁵Payments 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

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

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

To date, the Board has approved up to \$1,205,666 to support 51 city-initiated improvements and \$370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of eight stops. Of the remaining 43 stops, 14 stops have been completed and the remaining 29 stop improvements are currently in the project closeout process. Closeout of all projects allocated in 2014 is anticipated to occur by the end of the 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 these funds are anticipated to be de-allocated and returned to M2 in May 2019.

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 on June 24, 2019.

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES ▾

Project: Environmental Cleanup Program

Status: Ongoing

PROJECT X

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

Summary: This program implements street and highway-related water quality improvement programs and projects that assist agencies countywide with federal Clean Water Act standards for urban runoff. It is intended to augment, not replace existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The ECAC is charged with making recommendations to the Board on the allocation of funds 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 2013⁶. To date, all Orange County cities plus the County of Orange have received funding under this program. The ninth Tier 1 call for projects was released on March 11, 2019 in the amount of \$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. Approximately \$2.9 million will be deposited 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



ENVIRONMENTAL

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.



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. 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 continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts.

This quarter, the consultant team updated the forecasting model and shared with staff the findings, which resulted in a slight index escalation from 4 to 4+. The range remains the same as September 2018 - from 6% to 11%. The main factor that escalated the forecast to the higher end of the range was the speed of the cost increase in materials.

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 the status on deliverables.

Annually, OCTA reviews the M2 program assumptions and updates the cash flows and Next 10 assumptions as needed based on changes to the revenue forecast. 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. 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.

The PMO will review the cash flow assumptions following the 2019 sales tax forecast to determine if changes are needed. A staff update will be provided to the Board in the fall.



PROGRAM MANAGEMENT

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 covering the period between July 1, 2015 and June 30, 2018 was finalized this quarter by the consultant, Sjoberg Evashenk Consulting. The final report was presented to the Board on March 11, 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. The matrix has been completed and will be shared with the Taxpayer Oversight Committee (TOC) at their annual public hearing and compliance finding on February 12, 2019. The tracking matrix is helpful to the TOC when determining OCTA's compliance with Measure M, which will take place at the June 11, 2019 meeting.

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 have been completed.



PROGRAM MANAGEMENT

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 second quarter Financial Picture was updated in February 2019.

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 second quarter Next 10 Tracking report was updated in February 2019.

Engineer's Estimate versus Bids Tracking

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

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

During the quarter, the construction contract for San Juan Capistrano- Laguna Niguel Passing Siding project was awarded on January 14 and the Notice to Proceed was issued on March 12. The lowest bidder for this project was \$3 million over the engineers estimate, due to increase in cost of materials and shortage in availability of skilled labor. Construction bids for the I-5 between Oso Parkway to Alicia Parkway/La Paz Road Interchange project were opened on January 16. The apparant low bid is 11.68 percent above the engineer's estimate and is being assessed for responsiveness. Contract award is anticipated next quarter.

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,

PROGRAM MANAGEMENT

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 March 2019 Taxpayer Oversight Committee Report, the outstanding principal balance was \$1.2 million.

Staff meets quarterly to review all labor costs to ensure proper cost allocation under M2. After the quarter ended, staff met on January 24, 2019 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 April 17, 2019 to conduct this quarterly review.

Taxpayer Oversight Committee

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

- Ensure all transportation revenue collected from M2 is spent on the projects approved by the voters as part of the plan
- Ratify any changes in the plan and recommend any major changes go back to the voters for approval



- Participate in ensuring that all jurisdictions in Orange County conform with the requirements of M2 before receipt of any tax monies for local projects
- Hold annual public meetings regarding the expenditure and status of funds generated by M2
- Review independent audits of issues regarding the plan and performance of the Orange County local Transportation Authority regarding the expenditure of M2 sales tax monies
- Annually certify whether M2 funds have been spent in compliance with the plan.

The TOC met on February 12, 2019 and received the Measure M2 Quarterly Review and Expenditure Reports. At the meeting, the TOC received presentations on the signal synchronization program, freeway projects, and the I-405. In addition, the TOC heard updates from OCTA on the M2 Ordinance Tracking Matrix and the next Annual Hearing. The next TOC meeting is scheduled for April 9, 2019.

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.



PROGRAM MANAGEMENT

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. This is approximately \$11.2 billion (46 percent) less than the original 2005 projection.

The actual growth rate for FY 2018 is 4.8 percent and the total net 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. For FY 2019, the assumed growth rate is 3.7 percent and the actual growth rate for M2 Program is approximately 4.5 percent growth through this quarter.

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FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2019 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended Mar 31, 2019	Year to Date Mar 31, 2019 (A)	Period from Inception to Mar 31, 2019 (B)
Revenues:			
Sales taxes	\$ 78,857	\$ 255,701	\$ 2,330,764
Other agencies' share of Measure M2 costs:			
Project related	28,040	51,326	675,636
Non-project related	-	-	454
Interest:			
Operating:			
Project related	251	85	677
Non-project related	3,348	7,870	30,982
Bond proceeds	3,796	4,693	56,011
Debt service	147	318	625
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
Non-project related	-	(1,700)	371
Miscellaneous:			
Project related	-	-	270
Non-project related	-	-	100
Total revenues	<u>114,439</u>	<u>320,367</u>	<u>3,111,469</u>
Expenditures:			
Supplies and services:			
Sales tax administration fees	806	2,564	25,383
Professional services:			
Project related	8,929	19,413	364,523
Non-project related	1,137	3,181	25,182
Administration costs:			
Project related	2,432	7,292	70,473
Non-project related:			
Salaries and Benefits	1,008	2,275	24,808
Other	1,284	3,852	40,565
Other:			
Project related	21	58	4,999
Non-project related	852	863	4,870
Payments to local agencies:			
Project related	30,540	75,626	913,560
Capital outlay:			
Project related	35,848	73,000	929,702
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	8,165	8,165	50,500
Interest on long-term debt and commercial paper	10,328	20,668	178,606
Total expenditures	<u>101,350</u>	<u>216,957</u>	<u>2,633,202</u>
Excess of revenues over expenditures	<u>13,089</u>	<u>103,410</u>	<u>478,267</u>
Other financing sources (uses):			
Transfers out:			
Project related	(7,901)	(149,481)	(188,088)
Non-project related	-	-	-
Transfers in:			
Project related	(41)	801	83,501
Non-project related	-	-	-
Bond proceeds	446,032	446,032	804,625
Payment to refunded bond escrow agent	(45,062)	(45,062)	(45,062)
Total other financing sources (uses)	<u>393,028</u>	<u>252,290</u>	<u>654,976</u>
Excess of revenues over expenditures and other sources (uses)	<u>\$ 406,117</u>	<u>\$ 355,700</u>	<u>\$ 1,133,243</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2019 (Unaudited) Schedule 2

<i>(\$ in thousands)</i>	Quarter Ended Mar 31, 2019 (actual)	Year to Date Mar 31, 2019 (actual) (C.1)	Period from Inception through Mar 31, 2019 (actual) (D.1)	Period from April 1, 2019 through March 31, 2041 (forecast) (E.1)	Total (F.1)
Revenues:					
Sales taxes	\$ 78,857	\$ 255,701	\$ 2,330,764	\$ 11,158,757	\$ 13,489,521
Operating interest	3,348	7,870	30,982	165,485	196,467
Subtotal	<u>82,205</u>	<u>263,571</u>	<u>2,361,746</u>	<u>11,324,242</u>	<u>13,685,988</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	<u>82,205</u>	<u>263,571</u>	<u>2,362,300</u>	<u>11,324,242</u>	<u>13,686,542</u>
Administrative expenditures:					
Sales tax administration fees	806	2,564	25,383	169,424	194,807
Professional services	1,137	3,181	21,407	76,465	97,872
Administration costs:					
Salaries and Benefits	1,008	2,275	24,808	112,936	137,744
Other	1,284	3,852	40,565	187,987	228,552
Other	26	37	1,869	19,241	21,110
Capital outlay	-	-	31	-	31
Environmental cleanup	2,029	4,681	39,429	219,239	258,668
Total expenditures	<u>6,290</u>	<u>16,590</u>	<u>153,492</u>	<u>785,292</u>	<u>938,784</u>
Net revenues	<u>\$ 75,915</u>	<u>\$ 246,981</u>	<u>\$ 2,208,808</u>	<u>\$ 10,538,950</u>	<u>\$ 12,747,758</u>
		(C.2)	(D.2)	(E.2)	(F.2)
Bond revenues:					
Proceeds from issuance of bonds	\$ 446,032	\$ 446,032	\$ 804,625	\$ 1,547,500	\$ 2,352,125
Interest revenue from bond proceeds	3,796	4,693	56,011	90,329	146,340
Interest revenue from debt service funds	147	318	625	4,695	5,320
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>449,975</u>	<u>451,043</u>	<u>861,654</u>	<u>1,642,524</u>	<u>2,504,178</u>
Financing expenditures and uses:					
Professional services	-	-	3,775	10,833	14,608
Payment to refunded bond escrow	45,062	45,062	45,062	-	45,062
Bond debt principal	8,165	8,165	50,500	2,189,111	2,239,611
Bond debt and other interest expense	10,328	20,668	178,606	962,369	1,140,975
Other	826	826	3,001	-	3,001
Total financing expenditures and uses	<u>64,381</u>	<u>74,721</u>	<u>280,944</u>	<u>3,162,313</u>	<u>3,443,257</u>
Net bond revenues (debt service)	<u>\$ 385,594</u>	<u>\$ 376,322</u>	<u>\$ 580,710</u>	<u>\$ (1,519,789)</u>	<u>\$ (939,079)</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2019(Unaudited) Schedule 3

Project	Description	Net Revenues through Mar 31, 2019	Total Net Revenues
(G)		(H)	(I)
(\$ in thousands)			
Freeways (43% of Net Revenues)			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 87,060	\$ 502,454
B	I-5 Santa Ana/SR-55 to El Toro	55,608	320,929
C	I-5 San Diego/South of El Toro	116,142	670,297
D	I-5 Santa Ana/San Diego Interchange Upgrades	47,791	275,815
E	SR-22 Garden Grove Freeway Access Improvements	22,228	128,286
F	SR-55 Costa Mesa Freeway Improvements	67,796	391,273
G	SR-57 Orange Freeway Improvements	47,920	276,564
H	SR-91 Improvements from I-5 to SR-57	25,933	149,667
I	SR-91 Improvements from SR-57 to SR-55	77,150	445,260
J	SR-91 Improvements from SR-55 to County Line	65,240	376,520
K	I-405 Improvements between I-605 to SR-55	198,720	1,146,879
L	I-405 Improvements between SR-55 to I-5	59,220	341,776
M	I-605 Freeway Access Improvements	3,705	21,381
N	All Freeway Service Patrol	27,785	160,358
	Freeway Mitigation	47,489	274,077
	Subtotal Projects	949,787	5,481,536
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	\$ 949,787	\$ 5,481,536
	%		
Street and Roads Projects (32% of Net Revenues)			
O	Regional Capacity Program	\$ 220,884	\$ 1,274,792
P	Regional Traffic Signal Synchronization Program	88,350	509,894
Q	Local Fair Share Program	397,585	2,294,596
	Subtotal Projects	706,819	4,079,282
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	\$ 706,819	\$ 4,079,282
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2019 (Unaudited) Schedule 3

Expenditures through Mar 31, 2019 (J)	Reimbursements through Mar 31, 2019 (K)	Net M2 Cost (L)
\$ 6,881	\$ 2,355	\$ 4,526
9,212	6,120	3,092
136,658	46,474	90,184
2,004	527	1,477
4	-	4
21,756	8,081	13,675
50,576	11,923	38,653
34,762	824	33,938
22,408	6,802	15,606
6,936	5,294	1,642
395,519	33,756	361,763
9,258	6,941	2,317
2,162	16	2,146
2,376	-	2,376
52,765	2,557	50,208
<u>753,277</u>	<u>131,670</u>	<u>621,607</u>
46,983	-	46,983
<u>\$ 800,260</u>	<u>\$ 131,670</u>	<u>\$ 668,590</u>
		37.4%
\$ 733,672	\$ 475,581	\$ 258,091
53,917	4,984	48,933
<u>383,531</u>	<u>77</u>	<u>383,454</u>
1,171,120	480,642	690,478
<u>52,185</u>	<u>-</u>	<u>52,185</u>
<u>\$ 1,223,305</u>	<u>\$ 480,642</u>	<u>\$ 742,663</u>
		41.6%

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2019 (Unaudited) Schedule 3

Project	Description	Net Revenues through Mar 31, 2019	Total Net Revenues
R	High Frequency Metrolink Service	\$ 207,707	\$ 1,271,400
S	Transit Extensions to Metrolink	194,987	1,125,332
T	Metrolink Gateways	29,645	65,157
U	Expand Mobility Choices for Seniors and Persons with Disabilities	70,824	442,030
V	Community Based Transit/Circulators	44,164	254,888
W	Safe Transit Stops	4,875	28,133
	Subtotal Projects	552,202	3,186,940
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	\$ 552,202	\$ 3,186,940
	%		
	Measure M2 Program	\$ 2,208,808	\$ 12,747,758
	Environmental Cleanup (2% of Revenues)		
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 47,235	\$ 273,720
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	\$ 47,235	\$ 273,720
	%		
	Taxpayer Safeguards and Audits		
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 34,961	\$ 202,343
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 23,617	\$ 136,860
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2019 (Unaudited) Schedule 3

Expenditures through Mar 31, 2019	Reimbursements through Mar 31, 2019	Net M2 Cost
\$ 290,171	\$ 99,000	\$ 191,171
43,367	2,133	41,234
98,226	60,956	37,270
68,171	88	68,083
7,226	463	6,763
358	26	332
507,519	162,666	344,853
29,185	-	29,185
<u>\$ 536,704</u>	<u>\$ 162,666</u>	<u>\$ 374,038</u>
		21.0%
<u><u>\$ 2,560,269</u></u>	<u><u>\$ 774,978</u></u>	<u><u>\$ 1,785,291</u></u>
<u>\$ 39,429</u>	<u>\$ 292</u>	<u>\$ 39,137</u>
<u>-</u>	<u>-</u>	<u>-</u>
<u>\$ 39,429</u>	<u>\$ 292</u>	<u>\$ 39,137</u>
		1.7%
<u>\$ 25,383</u>	<u>\$ -</u>	<u>\$ 25,383</u>
		1.1%
<u>\$ 24,808</u>	<u>\$ 1,191</u>	<u>\$ 23,617</u>
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3rd Quarter FY 2018-19	FUNDS TO DATE
ALISO VIEJO	\$256,095	\$4,766,942
ANAHEIM	\$2,195,061	\$41,416,617
BREA	\$357,898	\$6,875,259
BUENA PARK	\$533,927	\$10,784,420
COSTA MESA	\$928,619	\$17,440,157
CYPRESS	\$322,108	\$6,361,435
DANA POINT	\$216,101	\$3,968,774
FOUNTAIN VALLEY	\$384,126	\$7,463,718
FULLERTON	\$817,875	\$15,616,736
GARDEN GROVE	\$928,201	\$17,869,165
HUNTINGTON BEACH	\$1,226,216	\$23,306,969
IRVINE	\$1,776,933	\$32,187,571
LAGUNA BEACH	\$161,117	\$3,064,739
LAGUNA HILLS	\$214,234	\$4,094,630
LAGUNA NIGUEL	\$409,692	\$8,014,225
LAGUNA WOODS	\$78,957	\$1,533,761
LA HABRA	\$325,973	\$6,323,153
LAKE FOREST	\$503,174	\$9,474,896

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3rd Quarter FY 2018-19	FUNDS TO DATE
LA PALMA	\$94,978	\$2,002,331
LOS ALAMITOS	\$81,815	\$1,557,777
MISSION VIEJO	\$581,430	\$11,245,548
NEWPORT BEACH	\$694,434	\$13,194,203
ORANGE	\$1,040,301	\$19,776,051
PLACENTIA	\$300,146	\$5,710,683
RANCHO SANTA MARGARITA	\$266,036	\$5,090,259
SAN CLEMENTE	\$358,767	\$6,733,532
SAN JUAN CAPISTRANO	\$236,183	\$4,547,812
SANTA ANA	\$1,751,281	\$33,406,560
SEAL BEACH	\$153,217	\$3,025,801
STANTON	\$185,642	\$3,605,030
TUSTIN	\$566,980	\$10,715,887
VILLA PARK	\$32,785	\$627,173
WESTMINSTER	\$541,774	\$10,286,077
YORBA LINDA	\$379,570	\$7,205,975
COUNTY UNINCORPORATED	\$1,261,749	\$22,490,626
TOTAL M2 FUNDS	\$20,163,397	\$381,784,493

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	Schedule			
	Baseline/Forecast (millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-15	Dec-17	Apr-21
Project A	\$41.5	Jun-11	Jun-15	Nov-18	Apr-21
I-5, I-405 to 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	\$196.1	Oct-11	Mar-15	Dec-19	Feb-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	Mar-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/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 March 2019. For detailed project information, please refer to the individual project section within this report.

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

*Status through March 2019. 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

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Bold = Forecasted/Actual

Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-20	TBD	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	\$59.2	Jul-07	Mar-10	Jan-13	Jun-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	Nov-14	Mar-17	Nov-17
SR-91, SR-57 to SR-55	TBD	Jan-15	TBD	TBD	TBD
Project I Cost/Schedule Risk	TBD	Jan-15	TBD	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	\$42.5	Jul-08	Jun-11	Oct-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	\$79.7	Jul-07	Apr-09	May-11	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	May-12	Oct-13	Feb-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Jul-07	Aug-09	Jan-11
I-405, 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

*Status through March 2019. For detailed project information, please refer to the individual project section within this report.

CAPITAL ACTION PLAN

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Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
I-605, I-605/Katella Interchange	TBD	Aug-16	TBD	TBD	TBD
Project M	TBD	Aug-16	TBD	TBD	TBD
Grade Separation Projects:					
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
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	\$110.6	Jan-01	Feb-09	Nov-13	Jun-17
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	\$108.6	Jan-01	Feb-09	Jan-13	Oct-16
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	\$64.5	Jan-01	Jan-09	Jul-11	Dec-14
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O	\$125.1	Feb-09	Mar-10	Feb-14	May-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jul-06	May-13	May-18
Project O	\$100.3	Dec-08	Jul-06	Feb-14	Mar-18
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	\$98.3	Jan-01	Feb-09	Feb-13	Oct-16
Rail and Station Projects:					
17th Street Railroad Grade Separation	TBD	Oct-14	TBD	TBD	TBD
Project R	TBD	Oct-14	TBD	TBD	TBD

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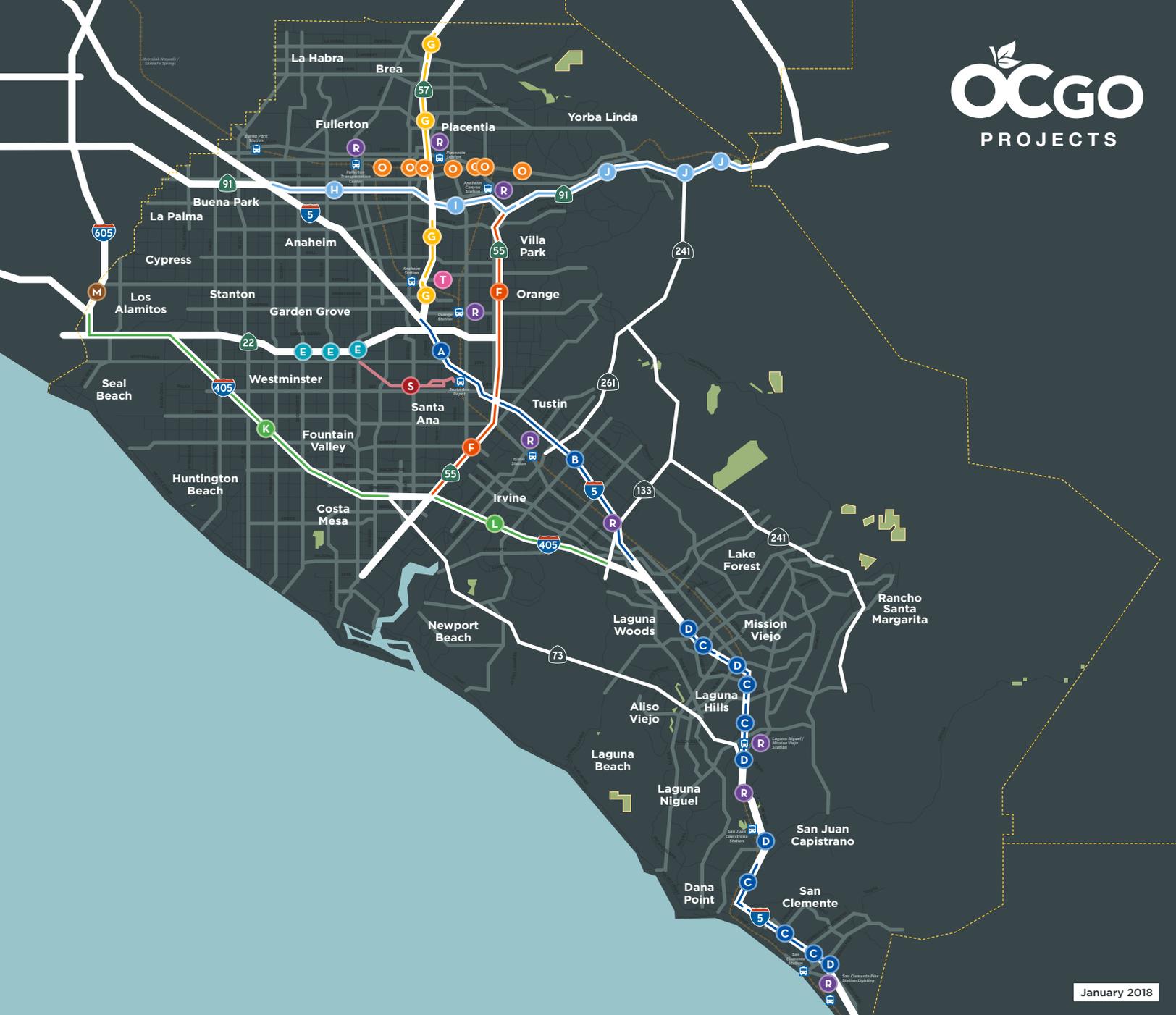
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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Jan-04	Feb-11	May-14
Project R	\$61.9	N/A	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
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Feb-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Mar-15	Dec-16	Feb-21
Cost/Schedule Risk	\$34.1	Aug-11	Mar-15	Mar-19	Feb-21
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	Oct-08	TBD	TBD
Project R	\$34.8	Jan-03	Oct-08	May-20	Dec-21
Anaheim Canyon Station	\$27.9	Jan-16	Mar-19	Nov-19	Mar-21
	\$29.9	Jan-16	Mar-18	Feb-20	May-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	May-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	Dec-21
Project S	\$424.4	Aug-09	Feb-16	Sep-18	Feb-22

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January 2018

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